

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 043



Number 043 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 12-02-2010**

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A "Sign from Above" over the new Maasvlakte II in Rotterdam with the TSHD **VOX MAXIMA** seen rain bowing
Photo : Marijn van Hoorn ©

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Maersk Line bezuinigt op officieren



De **Nedlloyd Marita** - Photo : **Rob Smith (c)**

Om kosten te besparen neemt Maersk Line voorlopig geen westerse officieren meer aan. De ondernemingsraad van de grootste containerrederij ter wereld heeft dat in overleg met de directie besloten. In de praktijk betekent het dat er geen Nederlanders, Britten en Denen meer worden aangenomen en dat Maersk vooral in landen als India en de Filipijnen op zoek gaat naar nieuwe kapiteins en stuurlieden, tevens heeft de editor van de shipping newsclippings vernomen dat alle 45 container schepen welke momenteel vanuit Rotterdam worden gemanaged, zullen worden ondergebracht bij Maersk management in Singapore en Newcastle in de e-mail verstuurd naar het personeel stond :

The change will result in a reduction of 40 positions in our Rotterdam offices, including superintendents and support staff. Six additional superintendents will be employed for our Newcastle organisation (TOOPSCONE), handling between them an additional 25 vessels. The increased activity in Newcastle will enable us to better meet Maersk Line's obligations to the UK government under the tonnage tax regulations. Approximately 14 superintendents and supporting staff will be recruited to TVO Singapore who will handle the remaining 21 vessels. Unfortunately, we will have to say goodbye to talented, experienced and committed colleagues through this process

De **235 Nederlanders** die nu voor Maersk Line varen kunnen bovendien met een aantrekkelijke regeling vertrekken. De maatregel is volgens crewmanager Henk de Vries niet permanent (?) en zal in iedere OR-vergadering worden geëvalueerd

Somali pirates free Panama ship after ransom

Somali pirates said they received a \$3.1 million ransom on Tuesday and had freed a Panama-flagged ship, the **MV Al Khaliq**, which they hijacked in October. "Our friends have disembarked and the ship set off into the ocean," one of the pirates, Hassan, told Reuters by telephone from the coastal pirate base of Harardheere.

The MV **Al Khaliq** was thought to be carrying 24 Indians and 2 Burmese crew members, and negotiations for its release had been going on for weeks. It was loaded with wheat grain when it was seized on Oct. 22 west of the Seychelles. Andrew Mwangura of the Kenya-based East African Seafarers' Assistance Programme said it was now heading to Mombasa port. The number of piracy attacks worldwide leapt almost 40 percent last year, with gunmen from the failed Horn of Africa state accounting for more than half the 406 reported incidents, according to the International Maritime Bureau.

Typically, the heavily armed Somali pirates hold captured ships and their crews hostage until ransoms are paid.

Source : The Star



Tired after working **74 years** in England and Chile, saving hundreds of lives from the waters, now rests in the Muelle Baron Valparaiso, this old sea wolf "**BS 03 Capitán Christiansen**" pride of the Volunteer Corps lifeboats Valparaiso.

Her godmother is Mrs. Karen Christiansen Christofersen and was baptized in Chile on April 27, 1957.

Technical Characteristics: Length 14.5 m., Breadth 3.95 m., Depth 1.20 m., Displacement 24 tons., Speed 8 knots, Capacity 100 People, Range 240 miles.

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

Stronger action urged to stop piracy

Shipping community concerned over increasing attacks

THE continuing piracy menace in the Gulf of Aden and Indian Ocean was discussed at a joint workshop organised by the Singapore Shipping Association (SSA) and the Maritime and Port Authority of Singapore on Monday - and there was a strong call from the shipping community for stronger action. 'By geographic location, the continued escalation of attacks and ship hijacks in the Somali Basin, the Gulf of Aden and the Indian Ocean has become intolerable and of paramount concern to all mariners and the shipping and trading community,' said SSA president SS Teo.

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Lamenting the unprecedented scale of maritime piracy and armed robbery worldwide, Mr Teo cited the International Maritime Bureau's 2009 annual report as listing 406 reported incidents of piracy and armed robbery - a rise of almost 40 per cent from 293 incidents in 2008. The number of attacks around the Horn of Africa alone in 2009 almost doubled to 217, with 47 ships hijacked and 867 crew members taken hostage.

'The continued prevalence of piracy off the Horn of Africa is a real and serious challenge for all mariners navigating their ships through the Gulf,' Mr Teo said. 'The relative ease with which these pirates and hijackers could extort and escape with millions of dollars of ransom money from shipowners is simply unimaginable in this modern day and age.' The SSA expressed grave concern at the deteriorating situation in the Somali basin and said that in the absence of any firm response from the United Nations, the Somali methods of hijack and violent kidnapping can be easily emulated elsewhere.

Mr Teo reiterated that 'while the SSA fully supports the ongoing efforts by both the UN and the International Maritime Organization (IMO) to address the piracy situation in Somalia, we strongly feel that more firm action needs to be taken'.

'While maritime security forces can provide some measure of security, the only possible long-term solution lies in addressing the underlying causes of the problem - poverty and the lack of a functional government in Somalia being two key issues that must be resolved,' Mr Teo said. The half-day workshop was attended by more than 200 participants from the SSA and Singapore shipping community, who were unanimous in strongly encouraging the industry to adopt best management practices as promulgated by the IMO and industry associations to counter the piracy scourge. **Source : Shipping – Business Times**



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VOLVOX TERRANOVA BUILT FROM LEGO



After seen last week the "lego" **FIGHTER** built by **Richard Wisse** , now it is the turn of **Arie van Heeteren**, who is working at the **IHC Merwede Shipyard**, he made a "lego" scale model (scale 1:113) of the **TSHD VOLVOX TERRANOVA** as can be seen at the photos made by his father **Jan van Heeteren** ©



Brazil to add 23 vessels to fisheries patrolling and management

Brazil's Minister of Fisheries, Altemir Gregolin, has announced that the country would be acquiring a further 23 vessels on top of the four newbuild vessels it had taken delivery of last year.

In the coming months, Brazil will take delivery of nine newbuild patrol boats while another 15 will be purchased.

He said that while Brazil's seafood sector had a production potential of almost 20 million tonnes per year, its fisheries patrolling and management were lacking in resources and that major investments in infrastructure were still needed. "We must monitor the situation closely, we can't be careless," said Mr Gregolin. "Should that happen, our natural resources would simply be exhausted." **Source : Baird Online**

Shipwreck mystery is solved

The mystery of the Durban shipwreck that was uncovered during dredging operations to widen and deepen the harbour entrance has finally been solved. "And it is great to put a name and a face to her," said a delighted Vanessa Maitland, the maritime archaeologist known as the Agatha Christie of the deep.

Maitland was called in by the SA Heritage Resources Agency to investigate the mystery last year. The wreck, now identified as the **Steam Ship (SS) Karin**, had been buried in 3m of sand and was 1.18km from the north breakwater, lying in the shipping channel.

While it was not considered a threat to navigation, if it was not removed it would certainly have posed a threat to the modern, larger ships calling into the port after Transnet's extensive renovations. Maitland, of Durban North, had to find out all she could about the wreck and advise on how best it could be removed. She had to don her diving gear to get to the bottom of the mystery.

Now, after five underwater trips to check on the chunks of metal, tangled brass pipes and steel plates that lay scattered on the seabed and after spending months searching through archives, the shipwreck sleuth has solved the riddle. 'It would cost millions to restore her, and who would want to?' Maitland was able to trace the 470-ton ship's history since the vessel was built in Holland in 1918.

The ship was called the **Leksveer** then, becoming the **Maastad** in 1920, the **Maggie O'Regan** in 1921 and finally **Karin** in 1923. Her first port of registration was Rotterdam, then Cork in Ireland, followed by London and lastly Durban.

She had six owners, the last being Smith's Coasters. Maitland feels that having had so many owners, the ship was "a bit of a tub". "No one had her more than two years. She was not well founded: the owners possibly did not like her problems," Maitland said. But how did she come to end up at the bottom of Durban harbour?

It was October 22, 1927, and the ship had set sail from Durban for East London with a cargo of sugar and diesel. "What I gathered, she was loaded badly and was top-heavy and listing," said Maitland. "She turned to go down the coast and there was heavy weather. A wave washed over her and she took on 80 tons of water. "The crew tried to sort out the problem, but **Karin** turned belly up and went straight down."

One man died and his body washed up on the beach. Everyone else survived. Maitland will now try to find out the name of the dead crewman. The ship was blown up to flatten it, thus preventing it becoming a shipping hazard at the time. Now, more than 80 years later, divers put charges around the wreck to loosen it so that the fragmented pieces could be removed.

"There was no spectacular explosion, just a little boop on the sea. It was so small that no one was able to get pictures," Maitland said. While tons of corroding metal were brought to the surface and stacked on the quayside ready to be taken to the scrapyards for recycling, some interesting items were also recovered. A frying pan, forks, spoons, shoes, ceramic shards, tools and the ship's bell, which will eventually end up in a museum, have proved fascinating finds for Maitland.

"It would cost millions to restore her, and who would want to? "It is not a famous ship from Tudor times. She's just been a wreck for 83 years." Yesterday was Maitland's last day at the harbour site and she will now turn her attention to finding out the name of the captain and other details. "There was a court of inquiry and I still need to get those facts from the National Archives in Pretoria before making my final report," she said last night. **Source : iol.co.za**



NAVY NEWS

French naval visit at Victory Day

The crew of a French naval vessel will take part in the Victory Day parade in Murmansk on May 9. The Russian Government has allocated a total of one billion rubles for the celebrations nationwide. Russian and French authorities have agreed on French participation in the parade in Murmansk to commemorate the 65th anniversary for the victory in World War II, web site Murman.ru writes.

Russian and France have been negotiating on purchase of the French-made helicopter carrier "Mistral" and a Russian license on the construction of the vessels, as BarentsObserver reported. The military parade in Murmansk takes place on the Lenin Avenue in the center of town. The military units then take the lead in a procession to the Alesha war memorial assembly. Thousands of people normally take part in this nearly five kilometers long walk.

The Russian Government has allocated one billion rubles for this year's celebration, Gazeta Nedelya writes. Parades will be taking place at the same time in all Russian Hero Cities. The largest parade will be on the Red Square, where military units from the USA, Great Britain and France will participate. The air show above the Red Square will be the largest ever with some 130 aircrafts, web site Utro.ru writes.

On the Kola Peninsula, the biggest official ceremony marking May 9th takes at the Litsa front, some 80 kilometers west of Murmansk. This was the front where the Red Army's soldiers was fighting for three years from 1941 to 1944 and avoided Hitler in capturing Murmansk with its important supply harbor. **Source : BarentsObserver**

Substantial Trafalgar class RAMPs run back to back

Largest ever RAMP combat system installation underway on Trenchant.

Nuclear-powered attack submarine (SSN) **HMS Tireless** sailed from Devonport on Saturday (6 February), following a substantial 18 month Revalidation and Assisted Maintenance Period (RAMP) and life extension, successfully completed ahead of schedule by Babcock. **HMS Tireless'** departure follows the docking of **HMS Trenchant** earlier in the month for a major RAMP that will include significant capability upgrades. The extensive 320,000 manhour RAMP in **HMS Tireless** (twice the manhours of a usual RAMP) has encompassed significant life extension work, and has included a shaft change, installation of a trial outboard sonar fit, steam generator in-service inspections, and reactor system

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inspections and maintenance, as well as several combat system capability updates and substantial structural and mechanical system survey, maintenance and repair work. .

Particular challenges included the development of in-service inspection equipment and procedures in support of reactor system integrity checks. This required close working between Babcock, MoD and Rolls Royce to minimise programme impact and provide a capability that is now deployable on other submarines..

Joint Babcock/MoD initiatives contributed to the successful completion of this RAMP, including ensuring early definition of the work specification which enabled significant pre-planning to be undertaken and close working between Babcock, ship's staff and the MoD during the project.

Commenting on the Tireless RAMP, Platform Group Manager Submarines, Cdr Tim Roberts RN, said: "The return of **HMS Tireless** to service six days earlier than scheduled after an extensive and very technically challenging project has been a most impressive performance. This achievement is a testament to the improved working practices and relationships that are providing Fleet with the certainty of delivery that they need to manage the intensive submarine operational programme."

With **HMS Tireless'** RAMP successfully completed, **HMS Trenchant** will now undergo a challenging 11 month RAMP by Babcock, featuring a volume of work normally reserved for a Long Overhaul Period (Refuel) [LOP(R)], including the largest and most complex combat system installation and upgrade package ever undertaken in a RAMP..

Some 15 capability upgrades will include the Communications Coherency Submarines (CCSM) final increment, as well as the final upgrade to the 2076 main sonar, complete replacement of the UAP electronic warfare capability with UAA4, replacement of the automated plotting tables with the Warship Electronic Chart Display & Information System, and replacement of the weapons data bus with the TaLAN local area network, all involving considerable equipment and cabling installation, and rack and mounting modifications. .

This is in addition to a number of significant defect repair packages to be undertaken, including work to the sonar flank array outboard, and removal and replacement of both water ram discharge air reservoirs (normally a LOP(R) task), plus reactor systems in-service inspections, and a large package of hull survey work. .

Babcock has been working with the MoD and applying its experience in RAMP management on an on-going basis to introduce considerable efficiencies and time and cost savings; a process that has continued in planning for the Trenchant RAMP.

A number of initiatives are being put into play jointly by the MoD and Babcock to ensure the smooth running of the project. The development and management of the substantial combat systems work package requires close working between Babcock and the MoD, and has driven the implementation of a new approach to working together, including re-defined lines of communication between all stakeholders, an improved understanding of roles and responsibilities, and an agreed capability insertion end-to-end process from design phase to delivery, with the technical requirement fully understood and planned for at the start of the RAMP. A dedicated Babcock combat systems package manager will oversee and ensure the efficient management of this significant and complex workscope.

Commenting on the RAMPs, Babcock submarine operations director Devonport, Gavin Leckie, said: "Having successfully completed **Tireless'** RAMP to return her fighting fit, the size of the combat systems package now provides a unique challenge to the RAMP team to deliver **Trenchant** with the maximum capability possible, and within the timescales agreed up front with Navy Command. We have taken a different approach with the MoD in jointly developing the specification and RAMP schedule to support a 'managing the requirement' initiative to improve delivery performance. Lessons learned from the Tireless RAMP and the partnering ethos being demonstrated so early in a project is encouraging." **Source : Babcock**

Illustrious arrives at Rosyth

HMS Illustrious arrived at Rosyth in preparation for a 13 month docking period to start next month, in a £40 million contract awarded under the Surface Ship Support Alliance (the alliance between the MoD, Babcock and BAE Systems). This is the fifth refit to be undertaken by Babcock on the **Invincible class** aircraft carriers (CVS) and second to be carried out by the company's highly experienced team on **HMS Illustrious..**

HMS Illustrious received a large number of capability upgrades during her last refit by Babcock in 2005, and will receive further upgrades during this upkeep period. These will include the Defence Information Infrastructure (DII) providing a coherent information infrastructure enabling sharing of information and collaborative working across platforms, and installation of reverse osmosis plants for improved shipboard fresh water production. .

Close working between Babcock and the MoD and Royal Navy in advance of the refit has enabled knowledge and experience to be applied to establish a work package that will ensure **HMS Illustrious** returns to the fleet in optimum condition within the budget parameters, to deliver maximum value for money to the MoD and Royal Navy. **Source : Babcock**

Joint German and South African Navy exercises start 15 February

Joint exercises involving the South African and German navies are due to commence on 15 February and will run for a full month, ending 15 March. Four ships of the German Navy have arrived in Simon's Town or are due shortly, two frigates, a combat support vessel and a supply ship, and will be joined at sea for the exercises by two South African frigates, a submarine, mine protection vessels and several patrol boats. Aircraft of the South African Air Force and German Luftwaffe will also take part including a number of German Tornado fighter bombers. **Source : ports.co.za**

Pakistani Navy Inducts Second Chinese-Built F-22 P Frigate



The Pakistani Navy has inducted a second Chinese-built F-22 P frigate, **PNS Shamsheer**, at the navy dockyard.

Chief of naval staff Admiral Noman Bashir said that the first ship, **PNS Zulfiquar**, had already been inducted and that the navy would receive the third ship of the F-22 P frigate project by the end of 2010, according to The Frontier Post.

The fourth F-22 P frigate is currently under construction at Karachi Shipyard in collaboration with Hudong Zhonghua Shipyard of China. **PNS Shamsheer** is a multipurpose ship with robust, reliable and modern weapons and sensors.

The ship has the ability to fight in a multithreat environment with air defence missiles and close-in weapon systems while engaging multiple targets simultaneously with long-range weapons. In addition, **Shamsheer** has an advanced anti-submarine warfare capability and the capability of integrated helicopter operations.

The frigate programme contract was signed in April 2005 between the Pakistani Navy and China Shipbuilding and Trading Company. **Source : naval-technology**

Belgian Frigates to Receive Thales Sensors

The Belgian Navy has awarded a contract to Thales Netherlands to supply two Seastar and Gatekeeper sensors for installation on the navy's two multipurpose M Class frigates. The Seastar and Gatekeeper sensors enable the vessels to detect small targets during missions, and to fight against frontier-running, pollution, drugs trafficking and piracy.

The two new sensors will work together with the already-deployed SMART-S (signal multibeam acquisition radar for tracking) surveillance radar and the separate track and illuminating radar, a weapon control radar on board the M-frigates.

The Seastar, a non-rotating active phased array radar used for naval surface surveillance and helicopter guidance, automatically detects and tracks asymmetric threats and very small objects such as swimmers and periscopes in all climatic conditions.

Based on infrared / TV technology, Gatekeeper is a 360° panoramic electro-optical surveillance and alerter system designed to counter emerging asymmetric threats. The system also increases short-range situational awareness in littoral environments. Modernisation work on the M-frigate upgrade programme will be carried out in between 2011 and 2013. **Source : naval-technology.com**

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Shipyard wins £3m barge deal

A Clyde shipyard is to recruit more workers after winning a multi-million pound contract.

Ferguson Shipbuilders has landed a £3.2million deal to convert a barge into a support ship. The yard, which has survived by diversifying into other markets and still employs 120 to 130 staff at Port Glasgow, has restyled itself "Ferguson" to emphasise its wide range of engineering expertise.

It has won the contract from the unrelated Aberdeen-based Ferguson Group, a major supplier of offshore accommodation, to convert an Asian-built barge into a flexible support vessel. Managing director Steven Ferguson said: "We selected Ferguson Shipbuilders because of its reputation for quality and its recent track record on a similar project.

"We are pleased to keep the contract within Scotland." Richard Deane, managing director of Ferguson Shipbuilders, said some new jobs would be created for the contract, which is due to be completed in June. "The award of the contract is a welcome boost for the yard and the community of Inverclyde, which will benefit almost immediately with the creation of new employment." The contract is to refit and refurbish a vessel which arrived from south-east Asia

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into Port Glasgow at the end of 2009 to create the company's first accommodation support vessel. **Source :** **Eveningtimes**



The tug **ORLEANS** seen in drydock in Charlotte Amalie, St. Thomas. - **Photo : Frank de Vries ©**

Floating dock bolsters opportunities

The Commerce Minister Troy Buswell says a new floating dock in Henderson, south of Perth, will lead to opportunities for the mining and defence sectors. The dock at the Australian Marine Complex in Henderson cost \$60 million and can lift boats weighing up to 12,000 tonnes out of the water.



Mr Buswell says the dock will be used for work connected to the Gorgon Gas project. The Royal Australian Navy will also need the dock for the Collins Class submarine fleet. "This is a world class floating dock, one of the most advanced floating docks in the world and this is the sort of infrastructure that will position defence industries in WA at the leading edge," he said. "What we now have to do is put in place the strategies to leverage off this type of infrastructure." **Source : ABC News**

Zaliv Shipyard's 2-year portfolio of orders at 50 million euro

Zaliv Shipyard's 50-mln-euro portfolio of contracts includes several ships to be built until 2011, Ukrudprom reports quoting Nikolai Kuzmenko, the chairman of the ZS JSC's supervisory board as saying at a press conference yesterday.

The shipbuilding industry hit by the global financial crisis had in 2009 orders shortages, the official said, but in the past three months Zaliv Shipyard (Kerch, Crimea) has been considering the possibility of 20 new shipbuilding projects. Some of them, he explained, for a series of several ships. There are some 5-6 projects in the portfolio of orders, Mr. Kuzmenko said, for complete vessels. The first ship, ordered by a foreign customer, with advanced European equipment is to be build at Zaliv dockyards by late 2010.

Mr. Kuzmenko highlighted the company had been building ships ordered for oil and gas industry, "not more than 50% of all contracts". He added the Zaliv Shipyard would be willing to construct oil platforms, reminding Kazantipskaya oil platform that was built by Zaliv. The official was optimistic about the prospects of shipbuilding industry development in Ukraine. Given the recent major orders outflow to Asian shipbuilders from Europe, Ukraine in the next 15 years could take on a market niche of Romania, Croatia, Poland shipbuilders.

Shipbuilding plant "Zaliv" JSC is one of the leading shipbuilders in Eastern Europe. The company specializes in the construction of tankers, chemicals and container carriers, drilling platforms for oil and gas industry. Since 1992 the company has been building ships for export. In 2006 the plant was integrated into AvtoKRAZ Holding. According to the company's statistics, it ended up last year with a net profit of 33.4 million hryvnia against a net loss 87.7 million hryvnia the company had in 2008. Net income was 280.5 million hryvnia, up 16.67% over 2008. The volume of production grew by 37%, up to 451 million hryvnia, Ukrudprom reported **Source : PortNews**



Above seen the 13,920 HP Multi-Functional Support Vessel **SKANDI PATAGONIA** (built 2000) undergoing Special Survey at Tsakos' Montevideo (Uruguay) floating dock. This vessel was completed to Total's specifications for their Tierra del Fuego production area.

Photo : Jan Kok ©

Queen names Boskalis trailing suction hopper dredger **WILLEM VAN ORANJE**



Her Majesty the Queen of The Netherlands named and launched the trailing suction hopper dredger **WILLEM VAN ORANJE** on 10 February 2010. The ship is being built for Royal Boskalis



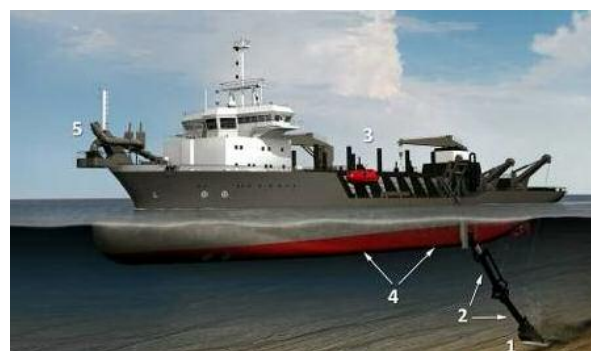
Westminster N.V. at the IHC Merwede shipyard in Kinderdijk, The Netherlands.



Photo top + left :
Arie Verheij ©

Boskalis is celebrating its centennial in 2010, and this was the main theme of the naming ceremony. With this in mind, and in order to underline the historical significance of the year, the centennial vessel has been named after the Founder of the House of Oranje Nassau, William of

Orange (**Willem van Oranje**). The **WILLEM VAN ORANJE** was designed and is being built by IHC Merwede, in close collaboration with Boskalis. A characteristic feature of the vessel's design is the twin hopper concept. This concept makes it possible to optimise the load of the ship in relation to the draught, particularly in relatively shallow waters. Sustainability is also a major focus of **WILLEM VAN ORANJE's** design. The ballast water is cleaned before it is pumped overboard. In anticipation of increasingly stringent environmental standards, space has also been left in the funnel to install equipment for the additional cleaning of exhaust fumes. **Source : IHC-Merwede**



See the launch at : http://www.youtube.com/watch?v=Ja-Jf1bzao&feature=player_embedded

'Oscar Wilde' in repair yard following engine room fire

Irish Ferries' cruise vessel **'Oscar Wilde'** remains in the A & P Shipyard, Falmouth where repairs are being undertaken following an engine room fire which took place on February 2.

According to Irish Ferries, work is proceeding satisfactorily and it is hoped that all repairs, inspections and safety certifications will be completed and the vessel returned to service on its Ireland/France routes as quickly as possible. Irish Ferries has, however, cancelled all sailings up to and including February 25 and no new bookings are being taken for sailings before March 5. The fire broke out on February 2 in the generator room which is situated within the engine room section of the vessel. The fire occurred shortly after the vessel had departed from A & P Shipyard at Falmouth, UK, where it had been in dry dock undergoing its annual overhaul. Some 113 crew were on board at the time. There were no other passengers on board. **Source : Baird Online**

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First ship carrying project cargo berth at Dhamra Port jetty



Photo : Sinclair McWilliam ©

The first ship carrying project cargo from Sanghai , China , berthed at the Dhamra Port jetty on Monday afternoon. The Chinese vessel, **ZHENHUA-11**, used the 18 km long DPCL channel in the sea to reach the port jetty.

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The ship is carrying Ship Loader and two Ship Unloaders for the port, which are one of the largest machineries in the whole world. The Ship Loader has the capacity of 5000 tonnes per hour (TPH), while the Un-loader has the capacity of 2800 TPH. The unloading operation of these machines commenced on Tuesday.

According to an official release, the **Zen Hua-11** vessel had left China on January 22, 2010. Its length is 243.80 meters and breadth is 39.35 meters. Its weight is 37,743 GRT (gross registered tonnage). After the unloading operation the ship is scheduled to sail back to Sanghai after 10 days.

DPCL is a 50 : 50 joint venture of L & T and Tata Steel. The port project work commenced in April 2007 and its completed by almost 85 percent till date. The port Master Plan provides for 13 berths, capable of handling more than 100 MTPA of dry bulk, liquid bulk, break bulk and containerized cargo.

However, during phase-I DPCL is building two fully mechanized berths of 350m each with a handling capacity of 27 MTPA along with backup facilities for handling imports of coking coal, steam coal, limestone and export of iron ore.

The 18 km long channel of the port and berths are being designed for draught of 18 m capable of handling cape size vessels upto 180000 DWT. DPCL is building a 62 km single rail track from Dhamra to Bhadrak on the main Howrah-Chennai line. **Source : KalingaTimes**

Jan De Nul Group wins project in Malaysia



Jan De Nul's **Vasco da Gama** will carry out the Lido Boulevard project.

Photo : Luc Verley ©

Jan De Nul Group has been awarded a contract for the reclamation of the 'Lido Boulevard' in Malaysia. The works consist of the reclamation of 50 ha of land in Johor Bahru for residential purposes. In total 6,500,000 m³ of material has to be reclaimed in a period of 15 months. The contract will be executed using the trailing suction hopper dredger **Vasco da Gama** and is worth 50 million Euros. **Source : Dredging News Online**

Capital dredging at Haldia to be over by 2011

Business Line reports that India's Shipping Ministry says capital dredging, to improve navigability and the drought situation at Haldia Dock Complex, should be completed by 2011. "Capital dredging at Haldia will be completed by 2011," the Shipping Minister, Mr G K Vasani, said, noting that Rs 995 crore has been earmarked for the cost involved in the purpose.

Under the National Maritime Development Programme, a total of 40 projects were proposed to be taken up at Kolkata port and Haldia dock involving a total investment of Rs 6,500 crore. "As a result of this, the total capacity addition will be 13.2 million tonnes in the two ports," Mr Vasani told reporters. **Source : Dredging News Online**



TOS zoekt : ervaren Toezichthouder Baggerwerken

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Boskalis signs fallpipe vessel contract with Keppel



Artist's impression of Royal Boskalis Westminster's new fallpipe vessel.

Royal Boskalis Westminster has signed a contract with Singapore-based Keppel Singmarine Pte Ltd for the construction and completion of a fallpipe vessel. The vessel with an overall length of 159m and is expected to be completed late 2011.

The vessel will be deployed in oil and gas offshore projects. Fallpipe vessels are designed to place rocks in deep water with great precision in order to provide protection for oil and gas pipelines. The vessel will have a flexible fallpipe with a ROV at the lower end for positioning rock, which will be lowered through the fall pipe at a controlled rate while the vessel moves along its track under dynamic control.

The ROV is controlled from the ship, and can be precisely positioned above the job.

Boskalis currently operates two fall pipe vessels: **Seahorse** and **Sandpiper**. **Seahorse** can be fitted with an 'A' frame located on the stern and an ROV-steered clamshell grab, making it possible to dredge down to depths of 1,000m.

Source : Dredging News Online

Courts sanction Jaya debt restructuring

The Singapore courts have approved a debt restructuring plan offshore vessel builder and owner Jaya Holdings. The Singapore court sanctioned the two schemes of arrangement already approved creditors. The schemes will take effect from February 25 and see the restructuring of Jaya's unsecured bank debt into five-year US dollar-denominated secured obligations with principal holiday for the first two years, and repayment of principal in quarterly unequal installments from the third year onwards. **Source: SeaTradeAsia-Online**

Olsen orders \$320m offshore wind farm installation ships



Norway's Fred Olsen Windcarrier is ordering two offshore wind turbine installation vessels worth a total of \$320.4m from Lamprell, a provider of engineering services to the oil & gas industry. They have also agreed options for two more of the ships.

Olsen is ordering **GustoMSC NG-9000C-HPE design** self elevating and self propelled offshore wind turbine installation vessels which will be built at Lamprell 's Jebel Ali facility and be delivered in the second and third quarters of 2012. The order marks an entry into the offshore wind farm installation market for Fred Olsen, a Norwegian company, mainly active in shipping, offshore and

energy.

Windcarrier has decided to build the vessels without having any contracts from definite customers, but chairman Per-Oscar Lund says it has been in contact with potential clients among power utilities and turbine producers. The 14,000 tonne design weight vessels will be equipped with dynamic positioning, high speed jacking systems, an 800 tonne crane and a rotary propulsion system that allows the vessels to sail at a speed of 12 knots. Each ship will have accommodation for 80 personnel and a payload capacity in excess of 5,000 tonnes. Lamprell and Windcarrier have executed an option agreement for two further vessels. The exercise periods for these units are 12 months and 18 months respectively.

Lamprell chief executive Nigel McCue says the offshore wind sector provides the company with an opportunity to utilise its engineering skills in a fast-growing sector, where there is a lack of installation vessel capacity. "Our contract with Windcarrier not only re-affirms our reputation for delivery of projects on time, on budget and to a very high standard but it also endorses our strategic goal of becoming the fabricator of choice in the offshore windfarm installation vessels market," he says. UAE-based Lamprell has played an increasingly prominent role in the development of the offshore industry in the Arabian Gulf for over 30 years. Its three primary construction and repair facilities are in Port Khalid and the Hamriyah Free Zone, in the Emirate of Sharjah, and in the Jebel Ali Free Zone, in the Emirate of Dubai, all of which are in the UAE.

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MISC Keeps Finger On The Pulse Of Middle East

Malaysian shipping company MISC Bhd has established a regional office in Dubai as the company seeks to further boost its role as a leading transportation partner for the Middle East region. MISC president and chief executive, Amir Hamzah Azizan, said the move was based on geography and the company's long-term business plan for its liner services. It also fits in with MISC's strategy to become a leading provider of safe and trusted transportation for the halal industry. Speaking at the opening of the MISC Regional Office (Middle East) Monday night, Amir Hamzah said the region now had a leadership role in the global oil and gas market and was seeing a strong and growing economy. "Being one of the world's leading energy transporters, it makes sense for MISC to be closely associated with the leading producers of oil and gas," he said.

Amir Hamzah also said that MISC's presence in Dubai would support Malaysian oil and gas giant Petronas' continued growth and expansion in the Middle East. He alluded to Petronas' foray into the Iraqi oil and gas industry, having been recently successful in obtaining development rights to oilfields in Iraq. Currently, MISC vessels **Seri Balhaf** and **Seri Balqis** are servicing the Yemeni LNG (liquefied natural gas) project, delivering LNG to the United States and Mexico. MISC's VLCCs (very large crude carriers), Aframaxes and chemical tankers are also calling at main oil and petrochemical terminals in the Gulf region. Since its inception in 1968 with two ships to its name, MISC has grown into a fully integrated maritime, heavy engineering and logistics services provider with an operating fleet of more than 170 vessels. **Source: Bernama**



Above seen the **Chubasco III** (IMO 5275894) at Cristobal, Panama on February 7th, 2010. The ship was built in 1955 as **Peter Meyer** and has also been named **Andreas M** and **Neitiv M**.
Photo : Rich Fontaine - Zuiderdam ©

Oceania alliance adds new vessel

The members of the Oceania Vessel Sharing Agreement are planning to add an additional ship to the weekly Pacific Southwest route between the west coast of North America and Australia/New Zealand. The agreement is made up of container lines Hamburg Süd, Hapag-Lloyd, Maersk Line, and ANL-USL, and the extra ship will join the service in late February, reported the Journal of Commerce.

The Pacific Southwest service will use seven 2,500-TEU vessels calling at Long Beach, Auckland, Melbourne, Sydney, Tauranga, Suva, Honolulu and Oakland. All stops will be weekly with the exception of Suva, which will be twice per month, and Honolulu which will be monthly. In addition to the Pacific Southwest service, the group will continue to

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operate the fortnightly Pacific Northwest route with four vessels, calling at Seattle, Vancouver and Long Beach, then Tauranga, Sydney, Melbourne, and Adelaide. The return trip will stop at Auckland, Papeete (Tahiti), Ensenada (Mexico), Oakland and Seattle. **Source: Fruitnet**



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The brand new **ROLLDOCK SUN** delivered her first cargo (with a weight of approx 2000 mt) in Singapore

Shell takes Arctic offshore vessel **Tor Viking** on charter

TransAtlantic has signed a contract with the US oil company Shell for one of its AHTS/Icebreaking vessels M/V "**Tor Viking**". The contract has duration of two years commencing in 2010 and with the option of a further year. The contract will begin to apply from May 2010. **Tor Viking** will be chartered for Arctic offshore work in the ocean off Alaska and will be included in the operations being built up there by Shell Offshore Inc.

"This is extremely positive and confirms our position as a leading shipping company within Arctic offshore. **Tor Viking** already worked for Shell in Alaska in 2007 and we are pleased about the renewed confidence shown in us. The contract will also provide an improved balance in earnings for the Offshore/Icebreaking business area," says CEO Stefan Eliasson in a commentary.

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The contract includes a clause giving Shell the right to terminate the contract if the company does not secure all permits required for exploration. In the event of termination of the contract, TransAtlantic will receive a certain amount of financial compensation.

Through its business area, TransAtlantic offers an integrated offshore service - Ice Management - which is a system to ensure that operations can be implemented in a more efficient, safe and environmentally friendly manner with minimum impact by ice. **Source : BluePulz**



The **GENCO RELIANCE** seen assisted by the **SMIT FINLAND** and **TEXELBANK** passing Spijkenisse
Photo : Lia Mets ©

100th Voyage of MV Stadt Rendsburg



On Feb. 5, Port Everglades and SeaFreight Line celebrated the 100th voyage of the **MV Stadt Rendsburg** from the South Florida seaport. Built in 2004, the 1,100-TEU containerized cargo vessel has spent its entire working career home-ported at Port Everglades and sailing every three weeks to Jamaica, Aruba, Curacao, Bonaire, Venezuela, Panama, Trinidad and Jacksonville, Fla.

"We congratulate SeaFreight on the **MV Stadt Rendsburg's** 100th voyage to Port Everglades and a successful business model that generated nearly 75,000 TEUs at Port Everglades this past year," said Port Director Phil Allen.

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

Over the past 18 years, SeaFreight Line has evolved to currently operate six 1,100-TEU and three 500-TEU vessels between Fla., the Caribbean, South & Central America trades with weekly and bi-weekly fixed-day of the week services. **Source : Marinelink**

Fuji Maru Docks In Dubai

Fuji Maru, a cruise ship carrying 300 youths from 13 countries including the UAE under an international programme to propagate the message of peace and co-existence, docked in Dubai on February 8.

A traditional Arabian-style welcome reception was organised at the soon-to-be-opened Dubai Cruise Terminal operated by the Dubai Department of Tourism and Commerce Marketing (DTCM).

Dubai Crown Prince His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum attended the reception. It was also attended by senior Emirati officials, including Mr. Hamad bin Mejren, DTCM Executive Director Business Tourism, Mr. Ibrahim Yaqoot, DTCM Executive Director Corporate Support, and Mr. Jamal Humaid Al Falasi, Director of Dubai Cruise Terminal, Mr. Ibrahim Abdul Malik, Secretary General of Youth and Sports in Dubai, and the Japanese ambassador to UAE, Mr. Tatsuo Watanabe.

The 23,340-tonne, 20-year-old cruise ship had youth leaders from 13 countries including the UAE and Arab states under the programme which aims to create better understanding and international cooperation among the youths of ASEAN countries and Japan to identify and study various activities in a country from the aspect of lifestyle, social, traditional culture, political and economic development. The Japanese enjoy thanked Dubai Crown Prince for hosting the ship of the world youth.

Mr. Hamad bin Mejren presented a memento to H.H Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum reflecting the rich marine history of the emirate. Traditional local music band performed at the venue, while a mini Heritage Village was created to highlight the rich traditions and culture of Dubai. The visitors were offered dates and Arabic coffee as part of the hospitality programme. They undertook a desert safari programme. **Source : dubaicityguide**

Svitzer signs Angola contract

DENMARK'S maritime support and services company Svitzer has signed a 20-year contract with Angola.

Svitzer, part of the AP Møller-Maersk group, will supply marine services to Angola LNG for a terminal to be build in Soyo, Angola. Svitzer was unavailable to provide more details on contract value when Fairplay phoned today, but a press release said the contract will start in September 2011, running for 20 years with options for two five-year extensions.

Right : The **SVITZER KALLANG**
Photo : **Martijn Le Duc ©**

Five Svitzer tugs are under construction, to be used for the work. Svitzer plans to train local seafarers for the contract, which the company says emphasises "its commitment to support the local community". **Source : Fairplay**



OLDIE – FROM THE SHOEBOX



Above seen the **STOLT IDUN** during October 1975 inbound for Grangemouth with a cargo of molasses, the 18.479 DWT tanker was built in 1954 and is broken up (unknown date)

Photo : Ian Forsyth (c)

.... PHOTO OF THE DAY



Lightning over the Table Mountain in Cape Town with seen moored the passengerliner **CRYSTAL SERENITY**

Photo : Glenn Kasner ©

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