

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 046



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The FAR SABRE seen alongside the PRIDE RIO DE JANEIRO

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EVENTS, INCIDENTS & OPERATIONS



The **ALPINE MATHILDE** seen enroute Rotterdam-Botlek – Photo : Marijn van Hoorn ©

Salvagers hunt for £70m silver hoard

THE Government has agreed an official salvage effort to find £70 million of silver aboard a sunken steamer – the only survivor of which piloted a lifeboat hundreds of miles to the Cornish coast. The **SS Gairsoppa** was on its way from India to Britain in February 1941 with a cargo of silver ingots, pig iron and tea when it began to run out of fuel off the coast of Ireland.

As the steamship headed away from the convoy to the safety of Galway harbour, it was spotted and sunk by the German submarine U101, 300 miles off the Irish coast. Most of the **Gairsoppa's** crew went down with the ship, although a reported 30 made it into a lifeboat. Almost two weeks later, four of the remaining five survivors drowned as the lifeboat tried to land at Caerthillian Cove, on The Lizard.

The sole survivor, Richard Ayres, who was made an MBE for his attempts to rescue his fellow sailors, lived until 1992.

Three Merchant Navy headstones stand in the graveyard of St Wynwallow at Church Cove, on the Lizard. One marks the resting place of radio officer RF Hampshire. The other two, both Indian sailors, were never identified while Gunner Norman Thomas lies in a civilian grave nearby.

Now, the Government has awarded the salvage contract for the **Gairsoppa**, which lies at least 6,500ft below the surface, to American firm **Odyssey Marine Exploration** after a competitive bidding process. It includes strict protocols to halt the salvage operation if human remains are found in the wreck. "We're looking forward to working with the UK Government to recover the silver carried aboard the **SS Gairsoppa** and return it to the stream of commerce," Odyssey's chief executive officer Greg Stemm said. "The shipwreck is lying in the deep ocean well within the range of current search and recovery capabilities."

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"We have good location information which suggests a search area that can be completed in approximately 90 days, and we are scheduling this project for summer 2010. "We're pleased to expand our excellent working relationship with the UK Government with this contract, which will provide a significant economic benefit to the UK upon a successful salvage of his shipwreck.

"This project aligns with our strategy to focus on partnership projects with several governments that provide straightforward legal ownership arrangements." If the salvage is successful, the silver – originally valued at £600,000 but estimated to be worth £70 million at current prices – will be split between the company and the Department for Transport, although Odyssey will get the lion's share. **Source : This is Cornwall**



Above seen the icy Dutch fishery port of **Lauwersoog** with moored the KNRM lifeboats **ANNIE JACOBIA VISSER** and the conventional powered **GEBROEDERS LUDEN**, the last is the former lifeboat of the station which is at present on standby due to ice in the water which is giving problems with the jet driven present lifeboat

Photo : Pim Korver FILM+VIDEO ©

Cambodian ship drops anchor illegally near Nagapattinam Port

The vessel Lady Alla, carrying a cargo of 8400 tonnes of ceramic clay, was denied entry to the Karikal Marg Port by authorities on Thursday night in compliance with the Bombay High Court orders issued to the port authorities. The vessel later dropped anchor near Nagore. The hazy weather had rendered the vessel invisible till Friday evening. When it was brought to the notice of the Nagapattinam Port authorities, a Customs crew was sent to board the vessel but it returned due to hazy visibility.

The orders were in pursuance of a legal dispute between the purchaser and the supplier concerning outstanding payments. According to Anbarasan, Port Officer, Nagapattinam, the orders were on lines of maritime lien, where the port authority has the lien to hold the ship. However, the court had not served the order to Nagapattinam Port.

Source : The Hindu

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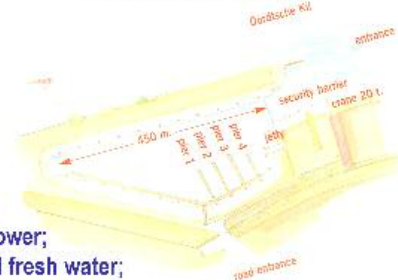
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Sweden leaves dropped containers in the Baltic

Sweden emergency response services decided to leave chemicals laden containers dropped into the Baltic Sea from the Linda Finnish container carrier, servicing Rotterdam-St. Petersburg line, Novosti RIA reports citing a Coast Guard official's interview with Swedish radio. "Most likely, if we find the containers we will not remove the containers from the seabed. The containers have toxic substances, but they are at such a depth (70-110 meters) that their hazardous impact on the environment could be just local", said the Coast Guard officer, adding such a decision was made after his consultations with specialists.

According to an earlier report, the incident came on February 6th, between Swedish islands of Oland and Gotland. At least one or three chemicals laden containers fell from Linda ship. The Swedish Coast Guard's search operation continued three days. **Source : Port News**

The Dockship

Floating docks have been around for many years, serving ship repair yards by acting as a platform capable of lifting ships out of the water simply by pumping out their tanks to gain buoyancy. Acting on the same principle, the submersible barge was produced; a large, flat-bottomed structure fitted with many tanks which could be flooded down to enable other craft or heavy lifts to be floated into position. Then the barge would be pumped out to regain its buoyancy and lift the cargo right out of the water.

This was seen as a major development in the shipment of heavy "indivisible" loads, making it possible to lift weights that no crane or derrick could ever have lifted. Dredging plant, damaged ships, offshore equipment and floating installations could be moved around the world in safety, without the need to disassemble them for shipment. From the submersible barge which would be moved around by powerful tugs, it was but a short step to outfitting such a craft with its own propulsion machinery, and building on a bow to protect the load while under way. The "dockship" had arrived. It was also possible, rather than offering merely a flat deck for the load, to provide further weather protection by the addition of side caissons. Some dockships have been constructed from new, while others have been converted from tankers or bulkers, effectively removing a section of the ship from the weather deck downwards to a massively reinforced deck upon which cargo will rest. They have been particularly successful in penetrating the offshore industry, moving semi-submersible drilling rigs and other enormous structures around the world safely and more speedily than the alternative of towing. Dredging equipment, itself very heavy and often awkward, is another major customer of this heavy lift sector. The fact that such sea transport is available also makes it possible for

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construction of rigs, platforms and other similar equipment to be split between construction sites, often in different countries, with steelwork being undertaken in one and fitting out in another. This is a very specialist business, as these ships have to accommodate loads which are often bigger than the ship itself, with each voyage having to be carefully planned to optimise stability and minimise stresses. Great care must be taken with the securing of these massive loads on deck, and the ballasting and deballasting operation.

One specialist sector employing dockships deals with the transport of yachts, which tend to be moved seasonally between the Mediterranean and Caribbean. The ship floods down, large numbers of yachts are floated over the deck and "grounded" as the ship rises out of the water. **Source: BIMCO Seascapes**

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Shipper sees signs of rebound

United Arab Shipping Co (UASC), which is owned by six Gulf countries, finally turned an operating profit last month on some routes in a sign that the brutal conditions in global shipping have begun to improve. Last year was one of the worst on record for seaborne trade as demand fell and shipping firms continued to take new vessels ordered during the boom years of last decade.

Industrywide losses have been forecast at between US\$12 billion (Dh44.04bn) and \$15bn last year, said Jorn Hinge, the president and chief executive of UASC, based in Dubai. "2009 was a terrible year," he said. "Volumes went down by up to 20 per cent, and at the same time capacity went up with new ships." Middle East seaborne trade also fell by an average of 7 per cent, according to Drewry Shipping Consultants. Charter rates, which can also be used to measure trade volumes, have fallen sharply for container vessels, from \$40,000 per day one year ago for a 4,000-container capacity ship to about \$7,000 today. Conditions began to improve in the third quarter, Mr Hinge said, as shippers including UASC adjusted supply to meet demand and took some vessels out of service, "idling" them at various ports. Container volumes then began to rise in the fourth quarter, allowing UASC to post a small profit on its Asia-to-Europe routes last month.

This year, the company could revise its forecast from losses to profitability if conditions continue to improve, the chief executive said. "The way the market looks right now, we are probably doing slightly better than previously forecast. What is obvious is that 2010 will be a lot better than 2009 was," he said. UASC is the largest Arab shipping firm and among the 20 largest container shipping companies worldwide, with a fleet of 50 owned and chartered vessels. It is a truly global shipper, serving all regions, with a new route between Spain and West Africa starting next month. Last year, UASC's container volumes were on par with 2008, although it received new vessels, which lowered its utilisation rates and drove costs up. The company has nine super container ships on order that are expected to arrive beginning in late 2011 from a Dh5.5bn purchase from Samsung Heavy Industries, said to be the largest Gulf ship order in history. The company has successfully negotiated with Samsung to reschedule its payments. To finance these arrivals, UASC plans to close more than \$500m in financing this year from banks and South Korean export credit agencies, Mr Hinge said.

UASC tapped its government owners last year for more capital to ride out the recession, securing an injection of \$700m in the third quarter. The shipping firm, which is owned by Bahrain, Iraq, Kuwait, Qatar, Saudi Arabia and the UAE, received the funds disproportionately from its owners, which altered the ownership structure. Mr Hinge was not able to disclose which countries contributed, or in what quantities. Despite the brightening prospects for Asia to Europe trade, the market was still poor for cargo being carried from Asia to the Middle East, and from Europe to the Middle East, he said. "The other trades are still suffering." This was primarily due to a glut of capacity in the region as global shipping firms relocated vessels to serve Middle East routes, which fared better than Europe and North America. A cyclical industry, shipping will only fully recover when consumer demand finally rebounds and high unemployment rates in Europe and North America decline, Mr Hinge said. "People have to feel good about the way things are to spend money," he said. "It can take a while." **Source: The National**

CASUALTY REPORTING

MSC TINA GROUNDED AFTER BLACK OUT



The 248 mtr long **MSC TINA** which departed from Antwerp encountered Friday evening a black-out near Ossensisse (Westerscheldt River) and ran aground with a draft of 12.4 mtrs, 6 local tugs **MULTRATUG 5**, **MULTRATUG 17**, **UNION DIAMOND**, **UNION JADE**, **HEMIKSEM** and **BRAVO** were able to refloat the vessel again after which the tugs **MULTRATUG 17** and **5** towed the **MSC TINA** to Vlissingen for further inspection after which Saturday morning the vessel continued her voyage with destination Barcelona

Photo : Adri van de Wege ©



NAVY NEWS

High Speed Caribbean Patrol Boats

Austal has delivered six high-speed aluminum patrol craft to Trinidad and Tobago Coast Guard (TTCG). Capable of speeds greater than 40 knots and armed with general purpose machine guns and a 20mm cannon, the 98.4 ft vessels, designed and built by Australian shipbuilder Austal, will expand the TTCG's surveillance and enforcement capability in the region.



The on - schedule, on - budget delivery of the fleet was achieved less than two years from the initial order, with the final vessels arriving in Trinidad and Tobago via heavy lift ship on January 18.

Austal is now set to deliver a five - year comprehensive maintenance and support services program for the vessels as part of an additional contract. Included in this will be scheduled planned and preventative maintenance

support, unscheduled maintenance, management and performance of annual surveys and maintenance periods, as well as shore based engineering support.

Specifications:

Hull Form Monohull
Deadweight (max) 16 tonnes
Length, o.a. 98.4 ft
Length, waterline 80.7 ft
Beam, moulded 21 ft
Depth, moulded 10.5 ft
Draft, approx. 1.5 metres
Crew capacity 11
Range at 10 knots >1000nm

Source : MarineLink

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Nieuw stationsschip in Caraïbisch Gebied



Hr.Ms. Van Speijk (F 828), het nieuwe stationsschip dat de gelederen van de Koninklijke Marine in het Caraïbisch Gebied komt versterken, passeert dinsdagochtend om 09:00 uur de havenhoofden van Willemstad. Dit gebeurt onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Dit saluut wordt vanaf Fort Krommelijn beantwoord.

De belangrijkste taken van het stationsschip bestaan uit maritieme presentie en het uitvoeren van counterdrugsoperaties. Het schip wordt hiertoe ingezet voor zowel het Commandement der Zeemacht in het Caraïbisch Gebied als de Kustwacht voor de Nederlandse Antillen en Aruba. Voor counterdrugstaken buiten de territoriale wateren, krijgt de **Van Speijk** een 'Law Enforcement Detachment' (LEDET) van de 'US Coast Guard' aan boord. Bovendien is het fregat uitgerust met een Westland Lynx helikopter.

NEW PATROL VESSELS ARRIVED IN MALTA



Lat week did see the arrival of Spliethof's **ARCHANGELGRACHT** in Malta with as deck cargo 4 brandnew Austal Western Australia built patrol vessels for the Armed Forces of Malta, With a speed of more than 26 knots, the vessels are designed to assist the AFM with surveillance and border protection throughout Malta's coastal waters. Each vessel will be equipped with a 12.7mm gun, as well as two 7.62mm light machine guns on the aft flybridge deck.

The vessels also boast fire fighting capability via a fire monitor on the aft flybridge deck, while a radio direction finder capable of tracking emergency frequencies allows the vessels to perform search and rescue operations, the 21.2 metre platform was capable of performing a number of different roles.

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“One of the standout characteristics of these vessels is their versatility, particularly considering the size of the vessel,”

Adding to the platform’s versatility is a bilge manifold located above the main aft deck, which can perform salvage pumping of another vessel if needed. A stern launching ramp allows the safe deployment and retrieval of a rigid inflatable boat and dive operations are also supported via low-to-the-water platforms located aft. **Photo’s : Gaetano Spiteri ©**



PRINCIPAL PARTICULARS

Length overall: 21.2 metres
Length (waterline): 17.8 metres
Beam (moulded): 5.5 metres
Depth (moulded): 2.8 metres
Hull draft (maximum): 1.83 metres
Crew: 8
Maximum deadweight: 6 tonnes
Fuel: (minimum): 5,000 litres
Main engines: 2 x MAN D2842 LE410, 2 x 809kW @ 2100rpm
Gearboxes: 2 x ZF 3000 A
Propulsion: 2 x fixed pitch propellers
Speed: More than 26 knots
Classification: DNV, +1A1 HSLC R2 Patrol,



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OCEAN ODYSSEY SEEN IN LONG BEACH



Sea Launch is a spacecraft launch service that uses a mobile sea platform for equatorial launches of commercial payloads on specialized Zenit 3SL rockets. As of April 2009 it had assembled and launched thirty rockets, with two failures and one partial failure. In June 2009 the provider of the Sea Launch service, Sea Launch Co. LLC, filed for Chapter 11 bankruptcy protection.

Photo right : Bob Duckson ©

The sea-based launch system means the rockets can be fired from the optimum position on Earth's surface, considerably increasing payload capacity and reducing launch costs compared to land-based systems.

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The **Sea Launch** consortium of four companies from the United States, Russia, Ukraine and Norway, was established in 1995 and their first rocket was launched in March 1999. It is managed by Boeing with participation from the other shareholders. All commercial payloads have been communications satellites intended for geostationary transfer orbit with such customers as EchoStar, DirecTV, XM Satellite Radio, and PanAmSat.

The launcher and its payload are assembled on a purpose-built ship **Sea Launch Commander** in Long Beach, California. It is then positioned on top of the self-propelled platform above seen **Ocean Odyssey** and moved to the equatorial Pacific Ocean for launch, with the **Sea Launch Commander** serving as command center.

Although **Sea Launch** is currently the world's only ocean-based space launch company, the idea is not unique: in 1964–1988 the University of Rome La Sapienza in Italy and NASA launched spacecraft from the San Marco platform off the coast of Kenya and Shtil' rockets have been used to orbit payloads launched from submarines.

The first demonstration satellite was launched on March 27, 1999 and the first commercial satellite on October 9, 1999. **Sea Launch** has launched 29 rockets with 26 successes and 1 partial success as of September 2008. The first failure, of a Hughes-built communications satellite owned by ICO Global Communications, occurred on the second commercial launch on March 12, 2000 and was blamed on a software error that failed to close a valve in the second stage of the rocket. A second rocket failed to launch on 30 January 2007, when Zenit-3SL exploded on the launch pad with the Boeing 702 NSS-8 satellite on board, seconds after engine ignition.

All **Sea Launch** missions to date have used the custom-designed three-stage Zenit-3SL launch vehicle, capable of placing up to six tonnes of payload in geosynchronous orbit. Sea Launch rocket components are manufactured by SDO Yuzhnoye / PO Yuzhmash in Dnipropetrovsk, Ukraine (Zenit rocket for the first and second stages); by Energia in Moscow, Russia (Block DM-SL for third stage); and by Boeing in Seattle, United States (payload fairing and interstage structure).

Sea Launch rockets are assembled in Long Beach, California. The typical assembly is done onboard the Assembly and Command Ship (the payload is first tested, fueled and encapsulated in the Payload Processing Facility). The rocket is then transferred to a horizontal hangar on the self-propelled launch platform.

Following rocket tests, both ships then sail about 4,828 km to the equator, in international waters about 370 km from Kiritimati, Kiribati. The platform travels the distance in about 11 days, the command ship in about eight days.



With the platform ballasted to its launch depth of **22 m**, the hangar is opened, the rocket is mechanically moved to a vertical position, and the launch platform crew evacuates to the command ship which moves about five kilometers away. Then, with the launch platform unmanned, the rocket is fueled and launched. The final ten seconds before launch are called out simultaneously in English and Russian.

On January 30, 2007, the **Sea Launch** Zenit-3SL rocket carrying NSS-8 and 500 tons of fuel exploded on launch. Available imagery shows a fireball much larger than the launch platform at sea level.

Video of the rocket exploding is available at YouTube : <http://www.youtube.com/watch?v=eMG2SBwIcrM>

Since the launch pad platform is vacated by all engineers during the automated launch process, there were no injuries. On February 1, 2007 **Sea Launch** released a statement detailing its status.

It is believed that the failure was caused by a foreign object being ingested by the engine, causing the rocket to crash immediately. On February 3, 2007 it appeared that the launch platform damage is mostly superficial, though blast deflectors underneath the launch platform were knocked loose and were lost when they fell into the sea. In March 2007, shortly after the NSS-8 launch failure, Hughes Network Systems switched the launch of SPACEWAY-3 from a **Sea Launch** Zenit 3SL to an Ariane 5. Repairs of the launch platform were completed in September, 2007. The **Sea**

Launch platform underwent repairs in Canada, docked near CFB Esquimalt, just west of Victoria, British Columbia, and departed on July 31, 2007. Both vessels returned to their home port in Long Beach, California. **Source : Wikipedia / internet**

SHIPYARD NEWS

WYO launches 2 barges

Wadan Yards Okean in Nikolaev of Ukraine launched February 11 2010 two "river-sea" barges built ahead of schedule for Nibulon LLC, the press service of the Ukrainian Nibulon Ltd company said. The ships were built under a 16 vessels contract (March 6, 2009) between Nibulon Ltd. and Wadan Yards Okean (former Ocean jsc). The Nibulon LLC has been implementing its \$150-m investment project for 7 grain elevators and river terminals of a total warehousing capacity of about 300.000 tons, 24 108.000-dwt river-sea going barges and 14 river-sea going tugs.

Wadan Yards Okean (former Damen Shipyards Okean) specializes in manufacturing and repairing container ships, tankers, tugs, barges of up to 350.000-dwt. **Source : PortNews**

Indian Navy tanker DEEPAK launched in Italy

A fleet tanker for the Indian Navy was launched at a colourful ceremony in Muggiano in Italy, where the tanker was built, an official said Saturday.

Another refuelling tanker is being built at the Fincantieri Shipyard of Sestri Ponente in Genoa, northern Italy.

"For constructing the ship, modern and state-of-the-art ship construction methods and concepts were used. The ship is in double hull configuration which provides greater safety against accidental oil spillage

in accordance with latest MARPOL regulations," Indian Navy spokesperson Commander PVS Satish said.



The trials of the ship will start in April and delivery and commissioning is scheduled in India later this year. The second fleet tanker is scheduled for delivery in 2011. The tankers are important for the Indian Navy as they increase the reach of its warships by providing them fuel in the high seas. India's envoy to Italy Arif S

Khan was the chief guest on the occasion. The ship, christened **Deepak**, was launched by Farida Khan, wife of the ambassador. **Source : Zeenews**

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Above seen HAL's **Ryndam** in Freeport Dry Dock under going '**Signature of Excellence**' upgrades for 3 weeks.
Photo : Andrew Barker ©

Record year for Bergen Group

Norwegian Bergen Group, which recently sold the repair yard Landskronavarvet to neighbouring Öresundsvärket, reports NOK 5.1 billion in operating revenues in 2009, compared to 3.74 billion in 2008. The group posts a record high operating profit before depreciation (EBITDA) of NOK 416 million, up from 191 million the previous year. The group shows an operating profit of 239 million, compared to 112 million in 2008. The order backlog of Bergen Group was reduced during the fourth quarter from NOK 5 billion to 4.2 billion.

The order backlog is still assessed to be sufficient for an activity level in line with 2009 for several of the group's companies. The challenges are primarily related to offshore in the first half of the year and shipbuilding in the second half of the year, Bergen Group states in the report. **Source : ShipGaz**

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LD Lines rules out further network expansion, for now

Ferry operator LD Lines has ruled out further expansion of its network after its recent tie-up with Transeuropa Ferries on Ostend-Ramsgate. LD Lines entered into a vessel-sharing agreement with Transeuropa last week, following the announcement of a similar agreement in September with Celtic Link Ferries to share vessel space on the Cherbourg-Portsmouth and Rosslare-Cherbourg routes.

Under the Transeuropa agreement, LD Lines will look after the passenger traffic and Transeuropa will deal with freight. MD Christophe Santoni said: "We are not in discussions with anyone else, we are satisfied with the network we have, because we have services ranging from Le Havre to Ostend and Portsmouth to Ramsgate, including Dover and Newhaven.

"We are satisfied with what we have achieved. We will try to go through 2010 with the present freight pattern, because we expect 2010 to be a difficult year, like 2009. "But we are comfortable with our network and confident we will get through the storm without too much pain. We'll see what happens in 2011." Santoni also explained LD's rationale behind the two vessel-sharing agreements - they allowed LD Lines to expand its network coverage without putting more capacity into an already over-saturated market. It also was a cheap way of entering a new market. "We see it [vessel-sharing] as a consequence of that: we believe more consolidation must take place, and that whenever possible, companies must co-operate to optimise services and reduce their costs. "Whether it will become

the norm, I don't know, but it's one element of the consolidation that will take place, although that might be many years away." **Source : ifw-net.com**

A port to call home Liner launches cruises from Penang

AFTER much anticipation, the Star Cruise Pisces has arrived in Penang.

The 177m cruise liner docked at the Penang International Cruise Terminal at Swettenham Pier, that is set to serve as the vessel's home port, on Wednesday.



Star Pisces, seen docked at the Penang International Cruise Terminal at Swettenham Pier, has made Penang its home base.

Penang Port Commission (PPC) chairman Tan Cheng Liang said the cruise ship had organised a three-day "familiarisation" event on board to introduce the **Pisces** to its new home.

"This event is the run-up to **Pisces** embarking on its scheduled cruises which will start after these three days.

"Starting Wednesday, it was opened up to invited guests, tour clients and agents, PPC top officials, government officers as well as related industry players so everyone could get a feel of the vessel," Tan told reporters after handing over Chinese New Year goodies to children at The Salvation Army Penang Children's Home on Logan Road on Thursday.

She added that the ship had a 2,200-passenger and 800-crew capacity. She added that each guest who participated in the familiarisation event experienced a one-night stay on board and had free access to all the ship's facilities and activities which included line dancing and a variety of sports.

Tan said some 3,000 guests from all over the country's northern region, and some from as far as Thailand, had signed up for the event. **Source : The Star**

Wilh. Wilhelmsen on the road to recovery

The Wilh. Wilhelmsen group posted an operating profit of USD 241 million for 2009, compared with USD 352 million in 2008. The total income amounted to USD 2.6 billion, compared to USD 3.4 billion in 2008. According to Ingar Skaug, group CEO of Wilh. Wilhelmsen, the last two quarters of 2009 showed signs of recovery.

The improvement in demand for ocean transportation in WWL is still weaker than we would like to see, but we have taken three vessels out of layup and see this as a sign of the market gradually picking up. We experienced a continued rebound in cargo volumes, primarily cars, equivalent with a 25 per cent increase in cubic metres from the third to the fourth quarter, says Skaug. Together with partners, Wilh. Wilhelmsen controlled 136 vessels by the end of 2009, 30 vessels less than one year earlier. 17 vessels were laid up and 34 were re-delivered to the owners since the charter contracts had expired. 15 vessels were sold for recycling.

Part-owned WWL, which had a tougher year than EUKOR and ARC, took delivery of five newbuildings and has eleven remaining in the order book for delivery 2010-2012. The board proposes a dividend of NOK 2 per share in the second quarter of 2010. **Source : ShipGaz**

London Gateway dredging to get under way next month

Although aspects of the project are still subject to review, dredging work for the London Gateway port project is to get under way next month, according to the dredging contractor who will be responsible for the project, DEME.

A joint venture of Laing O'Rourke Infrastructure Limited – Dredging International NV (part of the DEME Group) won the contract for the construction of the port on the river Thames in the UK in 2008, but the future of the project has under review ever since. The client for the massive project, DP World, has decided to proceed with the construction of essential infrastructure for the planned port, even though the main civil works, including the quay wall construction and related work has been deferred.

The project is located at the former Shell Haven installation about 25 miles downstream of the City of London.

Assuming that the entire project goes ahead, the work is due to be completed in a period of 54 months from the start of dredging, that is, by end 2014. In a statement, DEME said a "significant number of heavy-duty dredgers" will be involved in the execution of the project. The maritime civils work to be undertaken includes a 1,300m quaywall and a 300m oil jetty, to be built by Laing O'Rourke with Bachy-Solétanche as subcontractor. The dredging and reclamation works include some 29 million m³ of capital dredging in the river Thames over a distance of approximately 100km.

With preparatory work now completed, Dredging International will start dredging in March 2010. During the project, a large quantity of gravel will be dredged and commercialised – an interesting opportunity for DEME's marine aggregates specialist DBM. Other hydraulic work involving DEME specialists include the construction of bunds, slope protection work and the installation of erosion protection by means of Fibrous Open Stone Asphalt (FOSA) mattresses. **Source :** Dredging News Online



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DFDS confirms charter of the Queen

DFDS Group has now confirmed a three-year charter agreement regarding the cruise ferry **Queen of Scandinavia**. The charterer is the St. Petersburg-based Inflat Cruises and Ferry Ltd, which will re-open a ferry service between St. Petersburg and Helsinki. The ferry will be taken over on April 15, 2010. There is also an agreement between Inflat Cruises and Ferry and DFDS Lisco for the manning and technical maintenance during the charter period. The **Queen of Scandinavia** is currently laid up at Fredericia Skibsværft. The ferry will be renamed the **Princess Maria** and has a capacity of 350 cars and 2,000 passengers. **Source :** ShipGaz

Third time lucky naming Hildasay



NORTHLINK's new cargo boat **Hildasay** was named by Shetland school girl **Sophie Wishart** during a ceremony at Lerwick harbour, on last Wednesday morning. The 122 metre vessel, formerly the Shields, is to replace the shipping company's previous freighter Hascaosay, which is being sold on to Saudi Arabia.

Twelve year old Sophie, from Cunningsburgh, won the NorthLink competition to name the vessel. The company had received 183 entries from around the world, with 20 people coming up with the name of the small island to the west of Shetland mainland. A large crowd of invited guests including members of this year's Viking jarl squad gathered

at the quayside to watch the event.

Yesterday Sophie took centre stage when she joined NorthLink managing director Bill Davidson, Lerwick minister Rev Gordon Oliver and the master of the **Hildasay**, Victor Suhareus, at the bow of the vessel to perform the naming ceremony.

She confidently spoke the traditional words 'I name this ship **Hildasay**. May God bless her and all who sail on her' and then tried to break the bottle of champagne over her bow. When the bottle failed to break after several attempts, Mr Davidson opened the bottle for Sophie to pour the champagne over the bow.

Afterwards, and after some cheerful singing from the isles' own Vikings, Sophie also unveiled a commemorative plaque. The 10 year old **Hildasay**, on charter from Seatruck Ferries of Heysham, is able to carry up to 68 trailers and promises to deliver a more reliable service to ship goods in and out of the isles. Mr Davidson said it was quite a challenge to find the right vessel to suit the specific needs of the Shetland to Aberdeen service.

"We need a vessel that will fit into the ports of Lerwick and Aberdeen, has enough freight capacity and is fast enough to meet the needs of the market. "Because we are dealing with a lot of fresh produce here, we can't leave until teatime and we have to be in Aberdeen the next morning at breakfast time to allow the products to get on to market. So in terms of types of ships there are not that many available.



"**Hildasay** will give us more capacity compared to **Hascosay**. Demand for us to ship freight is going up and up, and at peak time we did not have enough capacity with **Hascosay**.

"Also **Hascosay** is now 39 years old and it has taken a lot of effort from the crew to keep that vessel operational. The new vessel is only 10 years old, so it will be much easier to keep a reliable service going."

Meanwhile Sophie was delighted with her involvement today, which also gave her a day off from school. She said she had chosen the name **Hildasay** because it fitted in with NorthLink's other vessels, **Hamnavoe**, **Hjaltland** and **Hrossey**, which all began with an 'H'.

"It means a lot to me to name the boat because you don't very often get the chance to do that. "Initially it was a bit nerve wracking, all the people and being up so high on the vessel. But then it was really exciting, amazing actually," she said. The **Hildasay** was expected to sail for Aberdeen later on Wednesday to get some last alterations done before commencing service by the middle of next week.

Her master Victor Suharens said he was convinced that she would perform well on the 200 mile route between Shetland and the Scottish mainland. **Source : Hans J Marter – shetlandmarine**

SUPERFAST V TO BE HANDED OVER TO BRITTANY FERRIES SOON



The **SUPERFAST V** – Photo : Piet Sinke ©

The **SUPERFAST V** is now in the shipyard at Siros where she will be handed over to Brittany Ferries. Superfast is running only two ships on the Ancona-Patra route this year. The **SUPERFAST V** was used while the **SUPERFAST VI** and **XI** were refitted in turn. The **SUPERFAST XII** was refitted in January and replaced by the **BLUE STAR 1**, while the **BLUE HORIZON** ran between Pireas and Rodos. The **BLUE HORIZON** now seems to be laid-up, Rumours are going around that the **BLUE HORIZON** might make an Adriatic comeback on the Bari route - the Superfast pair are a little lacking in passenger space so maybe there is a Summer peak they could tap into with three ships although it seems unlikely.

Mols-Linien switches to LNG

Mols-Linien A/S has decided to spend around DKK 150 million in a rebuilding project, where its three fast ferries will change fuel to Liquefied Natural Gas (LNG). It will cost around DKK 40 million, plus some extra money, to rebuild the three ferries **Max Mols** (diesel engines), **Mie Mols** and **Mai Mols** (both fitted with turbine propulsion) to burn LNG instead of normal gas oil.

The remaining DKK 100 million will be spent on a LNG storage facility and connection to the quayside at Sjælland's Odde ferry port. We want to be more environmentally friendly in our ferry service, says Preben Wolff, CEO of Mols Linien. The CO2 emissions will be reduced by 30 per cent, while NOx emissions will be reduced by 40 per cent when using LNG. Furthermore, emissions of sulphur will be totally eliminated by switching to LNG. Mols-Linien expects the rebuilding project to be completed in 2011. **Source : ShipGaz**

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Latvian ports throughput down by 10.4%, to 4.99 million tons early this year

Freight volumes via Latvian ports this January decreased by 10.4% vs volumes in January 2009 to 4.99 million tons, The Baltic Course reports. The country's seaports handled 1.99 million tones of bulk cargoes (a 16.8% average decline), including 1.14 million tones of coal (-35.6%), mineral fertilizers – 168.900 tons (-15.2%). Liquid cargo transfused 2.29 million tones (- 13.3%), of which petroleum products amounted to 2.09 million tones (- 13.1%).

In January 2010 containers volumes at Latvian seaports rose 24.7%, up to 16.172 TEUs, ro-ro cargoes were up by 0.7%, to 125.600 tons.

The seaports have seen in January this year a 72.9 percent rebound in volumes of timber, up to 370.200 tons, while volumes of handled metals, scraps fell 30.5 percent from January a year earlier, to 29.400 tons (-30.5%).

2009 annual report said the seaports of Latvia had a year-over-year 2.6% decline in cargo turnover, at 61.98 million tons. The country's small ports showed its throughput cut nearly 7%, to 1.234 million tons. **Source : Port News**

Abu Dhabi "on track" with dredging project for Mussafah industrial zone

Local news sources report that Abu Dhabi is on track to complete by mid-year a US\$409 million project to construct a channel that will improve access to the Mussafah industrial zone.

An official of Abu Dhabi's National Marine Dredging Co said the project, which requires the dredging of a 63km, 200m wide channel with a depth of 9m, is being built to replace an existing approach channel adjacent to Abu Dhabi island that is too constrained to meet future needs.

Yasser Zaghloul, chief executive officer of NMDC, which has the contract to dredge the canal, told Zawya Dow Jones that the project is scheduled for completion in June 2010.

The Mussafah industrial zone, together with Industrial City of Abu Dhabi, or ICAD, is home to several manufacturing plants including steel mills and other heavy industries. But delivery of raw materials and export of finished goods is constrained by the size of the current approach and port in the area, and barges are required to transfer bulk cargoes

from carriers lying offshore. In addition, a network of shallows and sandbanks makes the approach to Mussafah difficult for ocean-going vessels. **Source : Dredging News Online**

Struggling Korea Line reports half billion dollar loss

Struggling South Korean owner and operator Korea Line reported a massive Won593bn (\$512.9m) loss for 2009. The company, which has been involved in a large number of legal cases relating dry bulk charters as freight plunged from record highs to record lows, saw its revenues plunge to Won2.3trn compared to Won3.3trn a year earlier. In 2008 Korea Line reported a Won367.8bn profit. **Source : Seatrade Asia**

Mumbai Port to double capacity by 2013

The Mumbai Port Trust has a blueprint to double handling capacity to more than 90m tonnes by the end of 2013 with a slew of new terminals for all types of cargoes inked. Speaking at the Bombay Chamber of Commerce and Industry this week chairman of the trust, Rahul Asthana outlined some of the new facilities due. These included another 10m tonne dry bulk berth, a fifth oil terminal, a further 2m coal terminal for Tata Power, an offshore container terminal and a second chemical terminal. **Source : Seatrade Asia**

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OLDIE – FROM THE SHOEBOX



The Royal InterOcean Lines Victory ship **TJIPONDOK** departing Cape Town in the 1960's.
Photo: Robert Pabst ©

.... PHOTO OF THE DAY



The **MSC BEATRICE** outward bound from Antwerp seen passing Terneuzen
Photo : Gunther Spruit ©

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