

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 049



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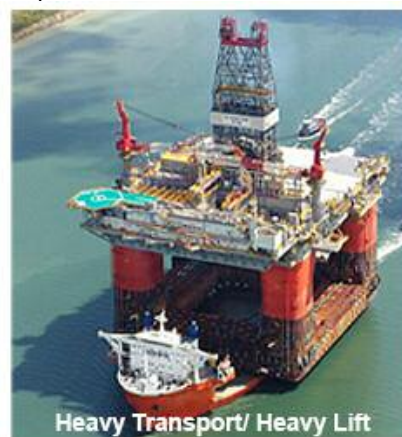
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Salvage Operations



Weather Dependent Lashing



Heavy Transport/ Heavy Lift



The SMIT PANTHER arrived for the first time in Rotterdam
Photo : Frans de Lijster ©

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The **STOLT VISION** seen departing from Rotterdam - Photo : Frits Janse ©

Drenkeling gered uit zee bij ter Heijde

Dinsdag 16 februari 2010 rond 10.35 uur kreeg het Kustwachtcentrum te Den Helder de melding dat een gekleed persoon t.h.v. Ter Heijde te water was gegaan. Dit werd gezien door een passant. Onmiddellijk werd de Koninklijke Nederlandse Redding Maatschappij gealarmeerd.

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De reddingstations Hoek van Holland en ter Heijde voeren spoedig na alarm uit. Even voor 11.00 uur had de KNRM reddingboot **George Dijkstra** van ter Heijde de inmiddels bewusteloze drenkeling gevonden en aan boord gehaald.

Aan boord van de KNRM reddingboot **George Dijkstra** is men gelijk begonnen met reanimeren van de drenkeling. Op het strand werd dit overgenomen door ambulance personeel die de man met spoed naar het ziekenhuis heeft gebracht.

CHEMICAL TANKERS EUROPA



Zoals ondertussen bekend is geworden gaat Jo Tankers alle Nederlanders ontslaan, **Christiaan vd Berg** ex zeevarende van Jo Tankers gaat nu bij een nieuw gestarte rederij aan de slag en dat is **CTE** wat staat voor,

Chemical Tankers Europa

Boven afgebeeld het eerste schip wat ze over gaan nemen, de **Toli**, nu nog met een Turkse bemanning, maar word omgevlagd naar Nederland. Het schip is pas acht maanden oud en ziet er goed uit.

Er zullen nog meer schepen volgen en CTE is dus nog steeds opzoek naar Nederlandse Officieren in alle rangen !!

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The **COSTA LUMINOSA** seen departing from Muscat (Oman) – Photo : Rik van Marle ©

Tavria reefer breaks free from the ice east Kamchatka offshore

A Russian "**Tavria**" reefer has been released from the ice in the Bering Sea off the eastern coast of Kamchatka. The ship is heading for Petropavlovsk-Kamchatsky. The 15 crew members feel good, ITAR-TASS reports citing the regional Emergency Ministry office. The ship had been ice-bound since February 7th in the Strait Litke, 25 km offshore, near the Ossora center in Koryak national district. Today at about 4:00 a.m. (MT), she managed to break free to the open water, the report said. **Source : Port News**



Govt targets 300 rivers

M Abul Kalam Azad The government has chalked out a Tk 12,000 crore project for dredging more than 300 rivers within the next eight years, as the length of navigable waterways in the country nearly halved in just two decades.

Bangladesh Inland Water Transport Authority (BIWTA), in a proposal, identified 2,393 kilometres of waterways on 53 major river routes for dredging, to improve and restore navigability by 2018. Although Bangladesh is a country of

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rivers, the length of its navigable waterways stood at 6,000 km in 1989, reduced from 8,000 km in 1963, due to continual drying up of rivers and other water bodies.

"The length of navigable waterways now stands at 3,800 kilometres," said Chief Engineer (Dredging) of BIWTA Md Abdul Matin recently. "The rivers of Bangladesh discharge about 5 million cusec water during flood, and 2.4 billion ton of silt are flown [come in] annually through the rivers, which is 18.5 percent of the total silt of the world.As a result, the rivers have been gradually dying," the BIWTA project proposal says.

Increasing navigability of the rivers will ensure rapid, cost effective, and smooth plying of cargo and passenger vessels, and the volume of traffic will also increase, it adds. "Marketing and distribution of agricultural inputs and outputs will be enhanced which in turn will have a positive impact on the country's economy," it says adding, improvement of the waterways by dredging will also facilitate irrigation, and preservation of ecological balance.

Some of the river routes to be dredged are Dhaka-Munshiganj-Gajaria-Chandpur-Chittagong route on Buriganga, Dhaleshwari, Meghna and Karnaphuli rivers; Chandpur-Muladi-Hijla-Barisal route on Meghna, Arial Kha and Kirtonkhola rivers; Aricha-Baghabari and Narsinghdi-Katiadi routes on Jamuna river; Sadarghat-Mirpur-Tongi-Demra route on Buriganga, Turag, Balu rivers and Tongi canal; Munshiganj-Narayanganj-Demra-Ghorashal route on Shitalakkhya river; Chhatak-Ashtagram route on Surma river; Dhamrai-Nagarpur-Atpara route on Bangshi and Dhaleshwari rivers; Mirpur-Rustampur-Kaliakoir route on Turag river; Saidpur-Srinagar route on Ichhamati river; Aricha-Rajshahi-Godagari route on Padma and Mahananda rivers; and Bardia-Kamarkhali-Talbari route on Matamuhuri and Gorai rivers.

The BIWTA project titled Capital Dredging on Inland Waterways was primarily approved by the Planning Commission in July last year for implementation in two phases. In the first phase, which was scheduled to start last month, 23 routes are marked for dredging by spending an estimated Tk 4,201 crore, and scheduled to conclude by December 2013.

"We could not start the first phase in January due to a shortage of fund, but hoping to start it in a few months," said Abdul Matin. The second phase is scheduled to start in January 2014 and conclude in December 2018. Thirty river routes will be dredged in the second phase, the cost of which will be an estimated Tk 7,271 crore.

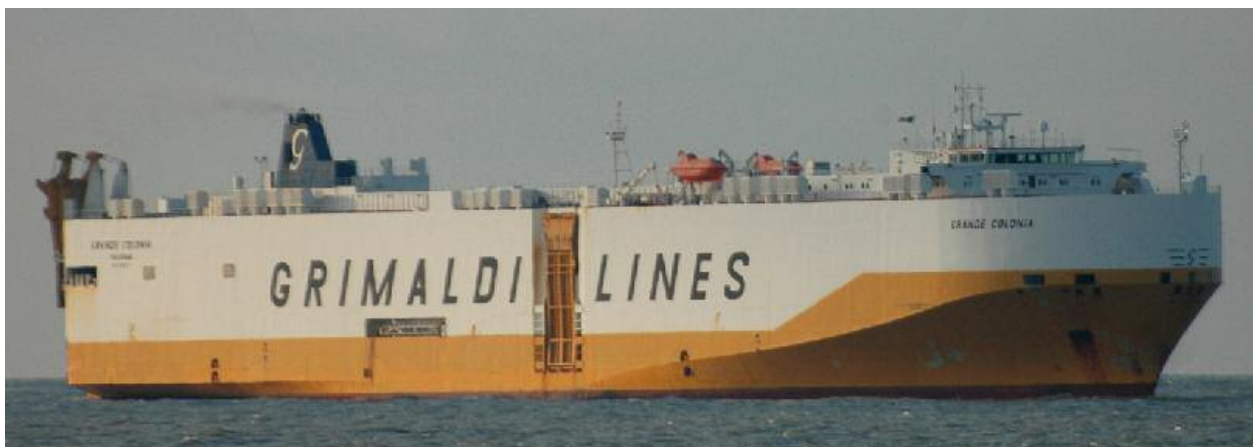
According to a primary assessment, the total volume of dredged riverbed soil will be 3,276 crore cubic metres, of which 1,302 crore cubic metres will be dredged in the first phase, and 1,974 crore cubic metres in the second phase.

BIWTA now has only seven dredgers, two of which were bought in 1972, and the other five in 1975. The oldest two dredgers have been out of order for years, while the rest are of very low capacities. So BIWTA is in a process of purchasing three new dredgers, according to the project proposal. Abdul Matin said the Economic Relations Division already urged donor agencies and countries to fund the project.

The prime minister in a meeting on Thursday asked all concerned to expedite implementation of projects relating to dredging of rivers and improvement of their navigability. "The prime minister said the project will begin with government fund while foreign funds are being arranged," Abdul Matin told The Daily Star, adding that gathering funds will however be a big challenge.

Before implementing the project, comprehensive studies including a hydrographic survey will be carried out to determine the actual volume of riverbed soil to be dredged, and the actual number of river routes. Some of the rivers and canals which are already dead will also be reclaimed under the project, said sources in the shipping and water resources ministry. The water resources ministry has also proposed four other projects to the tune of total Tk 5,000 crore to improve navigability of rivers, control floods, and ensure irrigation. The projects are -- the Pilot Capital Dredging of River System in Bangladesh (First Phase) worth Tk 1,445.51 crore; Buriganga Recovery Project worth Tk 1,514.95 crore; purchasing of dredgers and ancillary equipment for dredging rivers with Tk 1,593.68 crore; and Coordinated Irrigation and Flood Control Project worth Tk 378.52 crore which are awaiting government approval.

Water Resources Minister Ramesh Chandra Sen recently told the parliament that dredging of four major rivers Jamuna, Meghna, Brahmaputra, and Padma will begin very soon. The Awami League government assuming office in January last year undertook a number of initiatives to save the country's rivers, including current drives for eviction of river encroachers, and stopping of waste dumping into the rivers. **Source : The Daily Star**



The **GRANDE COLONIA** seen enroute Antwerp – Photo : Henk de Winde ©

Argentina demands shipping permits in Falklands row

Argentina said on Tuesday that boats sailing between it and the British-ruled Falkland Islands will need a government permit, deepening a row over oil exploration in the disputed archipelago.

Permits also will be required by ships sailing between Argentina and South Georgia and the South Sandwich Islands, Cabinet Chief Anibal Fernandez told a news conference in Buenos Aires. Argentina also claims sovereignty over those British-controlled islands.

Argentina protested to Britain earlier this month over plans to begin offshore exploration drilling near the remote Falklands, which are called the Islas Malvinas in Spanish. The nations fought a short war in 1982 over the islands.

"Any boat that wants to travel between ports on the Argentine mainland to the Islas Malvinas, South Georgia and the South Sandwich Islands ... must first ask for permission from the Argentine government," Fernandez said.

He said a presidential decree would force all ships bound for the islands or traveling through waters claimed by Argentina to secure the new permit. Geologists think the area around the Falklands could hold rich energy reserves, raising the stakes in the sovereignty disputes. Nearly three decades after the Falklands War that killed almost 1,000 people, tensions over the islands simmer. Falkland Oil and Gas Ltd (FOGL.L) said on Monday it had agreed with Desire Petroleum Plc (DES.L) to contract a rig to drill the first ever well in the East Falklands Basin. The company said it expected the drilling to start within the first half of the year. **Source : Reuters**

NAVY NEWS

Forces gather for Good Hope IV

A German naval task force has arrived in Simon's Town to partake in **Exercise Good Hope IV**, the latest in a series of joint and bi-national naval and air exercises between Germany and South Africa. The current exercise will take place to March 15 in the seas and skies surrounding Cape Town.

The German Bundeswehr is represented by the frigates **FGS Brandenburg** and **FGS Niedersachsen**, two combat support vessels, **FGS Frankfurt Am Main** and **FGS Westerwald**; as well as six Panavia Tornado strike aircraft, one Antonov AN124 (NATO reporting name: "Condor") and two Learjets.

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The **Westerwald** arrived in Simon's Town a week ago, while the Antonov transport aircraft was hired to bring in two Deutsche Marine AgustaWestland Lynx maritime helicopters. The two Learjets are operated by the Luftwaffe and are used for tracking missiles and electronic warfare training. The aircraft will be based at AFB Overberg in the southern Cape.

South Africa is deploying two frigates – **SAS Amatola** and **SAS Spioenkop**, one diesel-electric submarine (**SAS Queen Modjadji I**), one offshore patrol vessel (**SAS Isaac Dyobha**), two mine countermeasures vessels (**SAS Umzimkulu** and **SAS Umkomaas**) and two inshore patrol vessels (**SAS Tern** and **SAS Tobie**). In addition, the SA Air Force is providing two BAE Systems Hawk Mk120 lead-in fighters, two Pilatus PC7 MkII Astra, one Cessna C208 Caravan, two Douglas C47TP maritime patrol aircraft, two AgustaWestland Super Lynx 300 Mk64 maritime rotorcraft and three Denel M1 Oryx medium helicopters.

Good Hope IV is the fourth exercises to be conducted in South African waters between the two countries. It is also the largest undertaken by the Bundeswehr outside of its NATO obligations.

The "theatre of operations" will be around Cape Town and some manoeuvres will be conducted at the Overberg Military Test Area near Bredasdorp and Arniston/Waenhuiskrans. Some of the types of exercises will include live missile and gun firings, anti-submarine warfare with mock torpedo attacks, anti-aircraft drills, fleetwork, station-keeping and more.

The objectives that both countries want to achieve with these exercises are:

- To enhance and maintain the comprehensive defence capabilities of the two armed forces.
- To develop a common understanding of military interoperability and foster mutual trust, respect and co-operation between the German Task Force Group and the SANDF.
- To upgrade operational means and methods of multi-national conventional forces by employing different types of equipment whilst conducting and exercising according to a common set of guiding principles.

The German units visited Namibia en route and Oryx helicopters from 22 Squadron SAAF practised deck landings when the vessels neared Cape Town.

The public will be invited to view the German vessels at the V&A Waterfront on Saturday 27 February to Sunday 28 February 2010. Thereafter the public can view most of the SA Navy and German vessels during the annual Navy Festival from 5 March to 7 March 2010 in Simon's Town. **Source : defenceweb.co.za**

Royal Navy Decommissions HMS Nottingham

The UK Royal Navy's 30-year-old destroyer **HMS Nottingham** has been decommissioned 15 February at Portsmouth Naval Base. During its operational service, the Type 42 destroyer clocked up almost 700,000nm on operations across the globe.

The 125m-long and 14.3m-wide destroyer has a displacement capacity of 4,820t, can accommodate a crew of 287 and cruise at a maximum speed of 30kt. **Source : naval-technology**

Ceremoniële binnenkomst stationsschip

Met de saluutschoten vanaf Fort Krommelijn nog nadreunend, voer **Hr.Ms. Van Speijk** de haven van Willemstad binnen. Tientallen mensen stonden langs de handelskade en verwelkomden het schip dat hier anderhalf jaar geleden geschiedenis schreef.

Met paradeerrrol op post en het afgeven van de gebruikelijke ceremoniële saluutschoten aan de Koninkrijksvlag en de Gouverneur van de Nederlandse Antillen, passeerde het nieuwe stationsschip van de Nederlandse Antillen en Aruba de havenhoofden van Willemstad.



Foto : Peter Bijpost (Koninklijke Marine)

Het nieuwe stationsschip voert onder meer counterdrugsoperaties uit voor de Koninklijke Marine en voor de Kustwacht voor de Nederlandse Antillen en Aruba. Het fregat is geen onbekende in het Caraïbisch Gebied. Anderhalf jaar geleden onderschepte de **Van Speijk** het grootste drugstransport ooit in deze regio. En ook tijdens haar laatste aanwezigheid in dit gebied, in oktober vorig jaar, was de **Van Speijk** succesvol en ving 900 kilogram marihuana.

Ter voorbereiding op haar uitzending onderging het schip en haar bemanning een grootschalige oefening in de Britse havenstad Plymouth. De bemanning bereidde zich voor op één van de hoofdtaken die zij komende maanden gaat vervullen. Naast het bestrijden van drugstransporten is het schip ook inzetbaar voor het verlenen van noodhulp na een orkaanpassage. Na deze oefening nam het schip deel aan de onderzeebootcommandanten opleiding om vervolgens koers te zetten richting Curaçao.

Hr.Ms. Van Speijk is een Multipurposefregat. Dit type fregat is geschikt voor luchtverdediging en de bestrijding van onderzeeboten en oppervlakteschepen. **Hr.Ms. Van Speijk** is 122 meter lang, 14,4 meter breed, heeft een diepgang van 6,2 meter en kan een snelheid bereiken van 29 knopen. Het schip is uitgerust met een Westland Lynx helikopter. Het fregat is bewapend met een geleidewapensysteem tegen luchtdoelen, een Harpoon wapensysteem tegen oppervlaktedoelen, een systeem voor radarmisleiding, een torpedowapensysteem tegen onderzeeboten en de Goalkeeper 30 mm snelvuurkanon tegen luchtdoelen op zeer korte afstand. De bemanning bestaat uit 158 opvarenden. De commandant van **Hr.Ms. Van Speijk** is kapitein-luitenant-ter-zee Peter Reesink.

Warship puts off Gulf leave

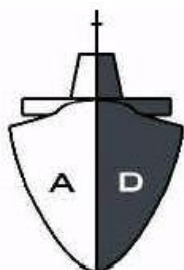
A PORTSMOUTH minehunter has delayed its departure until the weekend. **HMS Middleton** was due to leave the naval base on Tuesday morning for a three-year spell in the Middle East. But ship spotters were disappointed after the Navy put back the voyage to carry out extra training.

The 40-plus crew will now go through more operational sea training to make sure their drills are up to the right standard. A Navy spokesman said: 'There is no question of there being a defect with Middleton, it is simply the case that they want to sort out some extra training before they head to sea.'

The patron of Middleton, Lady Blaker, visited the ship last month to mark the 27th anniversary of when she launched the ship in Scotland. **Source : Portsmouth**

SHIPYARD NEWS

ANGLO DUTCH SHIPBROKERS bvba



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“State of the art” Damen ASD 3211 tug sails for Port Harcourt, Nigeria

The South African built Damen Azimuth Stern Drive tug 3211, The “**Osayame**” set sail from quay 500 in the Cape Town harbour in the last weekend of January 2010 to arrive in Port Harcourt only 12 days later.



The “**Osayame**”, meaning God’s gift is the first tug of its kind to be built in SA by Damen Shipyards Cape Town, and its owner Starzs Investments is the first indigenous Nigerian company to commission and own such a vessel. The vessel carries a Nigerian flag and is 100% Nigerian manned. The **Osayame’s** owner, Mr Greg Ogbeifun and his crew returned to Cape Town last week to oversee its passage to Port Harcourt where the vessel is to be launched on the 12th February. It will be commissioned immediately thereafter into a 5-year contract as a support vessel in the oil bunkering services of client Total Oil’s Nigerian off-shore storage facility.

The **Osayame** is a Damen designed Azimuth Stern Drive tug 3211 and is an impressive workboat with a bollard pull of nearly 70 tons from its 5600 BHP Caterpillar engines. The Lloyd’s Registered escort tug has full fire fighting and pollution control capability along with its towing, line handling and escorting functionality. The Rolls Royce thrusters allow the tug to turn 360 degrees on its own axis giving ultimate manoeuvrability, particularly in the tight confines of a

harbour. She was built at Damen Shipyard Cape Town to an on-time 20-month build programme made possible due to a DSCT initiative of sub-contracting to 5 SMME and BEE local engineering companies. **Source : Damen**



Baskalis new TSHD **GATEWAY** seen fitting out at the Merwede shipyard

Photo : Eric Gret ©

Shipbuilding still going strong in Balamban, Cebu

Shipbuilding in Balamaban town in Cebu's western seaboard remains strong and has to contend with a two-year backlog of orders, an Aboitiz executive said. "Shipbuilding in Balamaban is still going strong," said Andoni Aboitiz, president and chief operating officer of Aboitizland, the real estate arm of the Aboitiz group. Aboitiz said Tsuneishi Heavy Industries (Cebu) Inc. (THICI) had a two-year backlog of orders, representing 25 ships.

"What benefited them (Tsuneishi) was the drop in steel prices. From the peak, steel almost halved in price," he said. THICI is a partnership of Tsuneishi Group of Japan and the Aboitiz group. THICI's clients are companies specializing in the chartering and leasing of bulk carriers, most of them are Japanese and Taiwanese, while some are European.

Despite fears that certain countries in Europe with large budget deficits may derail the global economic recovery currently underway, Aboitiz group officials expressed confidence of a rosy prospects for the local economy. Aboitiz said companies in the Mactan Economic Zone (MEZ) 2, the industrial zone run by Aboitizland, are hiring again and that power consumption is going up. Although MEZ 2 is full, he said Aboitizland is not looking to build a new industrial zone because of the shift in priorities of investors. "The Philippines is out of the radar. Investors usually go to Vietnam or China (now)," he said. Vietnam and China are low-cost manufacturing centers. Erramon Aboitiz, president of Aboitiz Equity Ventures, the publicly listed holding an investment management company of the Aboitiz group, dismissed concerns that trouble in the so-called PIGS countries in Europe would have a big impact on the Philippines.

PIGS refers to Portugal, Italy, Greece and Spain, which have high budget deficits and unemployment. Some analysts add Ireland and Great Britain to the group to make it PIGGS. "They're not really a big part of our (Philippine export) market," said Erramon. He was optimistic about business prospects in the Philippines this year, saying, "Some of our export industries that have been badly hit, like furniture, are beginning to come back." "Our local demand has not been affected really," he said. "Interest rates are low, Inflation is very much under control. Banks are in good shape. Our budget deficit is not that bad also." Inflation fell to 4.3 percent in January from 4.4 percent in December.

Source: (PNA) RMA/EB/re

Transnet places dry dock units on the market

The long awaited decision by Transnet to offer up the country's ship repair facilities for private operation appears to have been reached, with a public notice appearing in various newspapers last Monday calling for proposals.

In terms of the document, Transnet National Ports Authority (TNPA) is inviting interested parties to submit Requests for Proposals (RFP) to become the operator or operators of existing ship repair facilities in a number of South Africa's ports.



There are eight (8) facilities on offer:

- Durban Prince Edward Dry Dock
- Durban Floating Dock
- Cape Town Sturrock Dry Dock
- Cape Town Robinson Dry Dock
- Cape Town Synchrolift
- East London Princess Elizabeth Dry Dock
- Port Elizabeth Slipway
- Mossel Bay Slipway

Left : Durban Dry Dock

image courtesy **Gary Pulford/Dormac Marine**

Of the eight facilities the Durban floating dock is currently out of order having had a fire among its electrical installation. TNPA is holding a compulsory briefing session in Durban on 15 March, attended only by those parties that have purchased RFP documents. Compulsory site visits will be scheduled during the period 16 – 31 March 2010.

The closing date for RFP submissions is 29 June 2010.

In its notice TNPA advises that preference will be given to BBBEE compliant companies in terms of its policy and in line

with the BBBEE Act. A spokesman at one of the ship repair companies said he believed that all the major local ship repairers would have an interest in this development. He added that he thought it likely that TNPA would want a spread of different operators across the various facilities rather than having one or two firms creating a monopoly.

Other sources remain slightly sceptical of the proposal, saying that they don't believe a suitable operator or operators will be found that is acceptable to Transnet. They also pointed out that Transnet has a poor record of carrying through the privatising of its strategic functions. Others questioned why any operator would want to pay out a considerable sum for one of the ship repair facilities when it was preferable to hire them for short required periods.

Further details are available from Mr Nico Walters (technical matters) email nico.walters@transnet.net or to Mr Deon Tobias (issuing of RFP documents) email deon.tobias@transnet.net Source : ports.co.za

Larsen & Toubro Ltd to invest \$400 million to expand shipbuilding

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L&T has lined up investment of around \$400 million which will be spent on shipbuilding capacities mostly dedicated to the Navy, near Ennore port. Engineering and construction major Larsen & Toubro Ltd on Tuesday said that it will invest \$400 million in ramping up its ship manufacturing capacity, reports PTI.

"We have lined up investment of around \$400 million which will be spent on shipbuilding capacities mostly dedicated to (the) Navy near Ennore port," L&T's senior executive vice president and member of the board MV Kotwal said on the sidelines of the Defence Expo 2010. "Over the next four-five years, we are targeting a revenue of Rs2,500 crore from the defence, nuclear and avionics segments," he said. Mr Kotwal said that the company had identified four core areas—radar, electronic warfare, avionics and mobiles—for co-operation with EADS to provide services to the Indian defence sector. When asked about the revenue projection, he said that the company is targeting a turnover of around Rs2,500 crore from the defence, nuclear and avionics segments. The company is particularly bullish on the nuclear segment as the sector has a business potential of over Rs6,000 crore for private firms. **Source: moneylife**

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Crowley Begins Ocean Class Tug Building Program at Bollinger Shipyard

Crowley has signed a contract with Bollinger Shipyards to build two newly designed ocean going tugboats, with options for additional vessels. These 10,880-horsepower tugs are the beginning of a new-build program at Crowley to further enhance its ocean towing, salvage and offshore support capabilities.



The new tugs will be ideally suited to work with Crowley's new 455 series heavy lift deck barges, which measure 400 feet by 105 feet and offer increased stability for loads up to 4,200 pounds per square foot. Additionally, the tugs will be outfitted for, and capable of, rig moves, platform and Floating Production, Storage and Offloading (FPSO) unit tows, emergency response and firefighting.

Crowley subsidiary, Jensen Maritime Consultants played a key role assisting Crowley veteran Ed Schlueter and a cross functional team in the design of this new class of vessel. The new tugs will be designated the Ocean Class, with the first two named **Ocean Wave** and **Ocean Wind**. They will be constructed at Bollinger Marine Fabricators LLC in Amelia, Louisiana, with deliveries scheduled for the third quarter of 2011 and the first quarter of 2012 respectively.

These next generation tugs will be 146 feet long, 44 feet wide and have a draft of 21 feet. They are designed to have a minimum bollard pull of 150 metric tons, and range for the vessels will be approximately 12,600 nautical miles at 15 knots free running. The vessels, to be outfitted for long-range, high-capacity, ocean towing, will help position Crowley as an industry leader in this service for years to come. The tugs' features are designed with personnel safety as a priority. The waterfall style winch, shark jaws and retractable pins can all be controlled from the pilothouse, keeping the deck clear of personnel and creating a safer working environment.

"We are continuing to make the investments necessary to address the needs of our customers who are looking for best-in-class, modern and environmentally friendly equipment," said Tom Crowley Jr., chairman, president and CEO. "Crowley has always been an industry leader in tug design, technology and performance, and these new vessels are a reflection of our continued commitment to that. Moreover, they will provide our crews with ergonomic accommodations and comforts needed to minimize fatigue and injuries."

These next generation towing vessels are outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy. The Caterpillar supplied main engines and generators are all EPA Tier II compliant, with the ability to be upgraded for future environmental standards, for cleaner emissions and a lower environmental impact. During construction the vessel will be documented and receive a Green Passport Certification. Further environmental protection is provided by the tugs' double-hulls, which are designed to prevent any overboard discharges of fuel or fluids. All tanks containing liquids are inboard of the side shell.

The tugs will meet all SOLAS (Safety of Life at Sea) and ABS (American Bureau of Shipping) criteria, and including ABS Fi-Fi 1 firefighting standards. Additionally, the Ocean Class vessels will have the capability to support salvage and rescue towing opportunities, as well as the U.S. Navy's SUPSALV Contract.

"Bollinger is proud to be Crowley's builder of choice for this program," said Chris Bollinger, executive vice president of new construction at Bollinger. "We provide the marine transportation industry with the best built vessels, meeting the demands of our customers for workmanship; design, and on-time, on-budget delivery. This modern design to be constructed by Bollinger's talented workforce will help Crowley maintain its leadership position in the industry."

Source : **earthtimes**

Hanjin to build world's biggest container ship in Subic

Following the completion here of **APL Bahrain**, a 259.8-meter-long container ship which is said to be the biggest vessel to be built in the country, shipbuilder Hanjin Heavy Industries Corp. Philippines Inc. (HHICP) announced it will next build the biggest container ship in the world. Hanjin officials announced the firm's next big project during the visit of President Arroyo at the Hanjin shipyard last week. "We will [soon start] fabricating the biggest container ship in the world," said Jeong Sup Shim, whom Mrs. Arroyo acknowledged as the founding president of HHIC Philippines. The ship will be finished by late next year or early 2012, Shim said during an impromptu press briefing upon Mrs. Arroyo's arrival at the Hanjin shipyard in Subic's Redondo peninsula.

Hanjin officials announced earlier that the company—now the fourth-biggest shipbuilder in the world—will soon start the construction of ultralarge oil tankers and Capesize-type bulk carriers. Recently, the firm signed a contract with Taiwanese shipping firm Hsin Chien Marine Co. Ltd. for two 180,000-ton Capesize bulk-carrier vessels, Hanjin's first orders here in the ultralarge-vessel market. Hanjin will deliver the first Capesize vessel by September next year. In January the Korean shipbuilder also delivered to the Kaptanoglu Shipping Lines, a Turkish company, the 114,000-deadweight-ton MT **Leyla K**, the first oil tanker to be built in this free port. Hanjin officials said the completion last year of the company's facilities-expansion program at its \$1.7-billion Subic shipyard would allow it to build Capesize vessels and catch up with Korean rivals like Hyundai Heavy Industries, Samsung Heavy Industries, and Daewoo Shipbuilding & Marine Engineering.

According to the Subic Bay Metropolitan Authority, which signed in Hanjin as a Subic-registered investor in 2005, the Korean shipbuilder has lined up for fabrication here some 36 vessels, with delivery schedules before the end of 2012. After constructing its shipyard at the Redondo peninsula in 2006 and 2007, the firm delivered in 2008 the first Subic-made container ship, **MV Argolikos**, which was delivered to the Greek shipping company Dioryx. By the end of 2009, Hanjin already finished constructing eight container ships here. With these projects, Subic Bay Metropolitan Authority Chairman Feliciano Salonga said Hanjin has put the Subic Bay Free Port on the maritime map. **Source: Business Mirror**



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Babcock International Says Approach to Purchase VT Was Rejected

Babcock International Group Plc, which maintains Britain's submarine fleet, offered 1.14 billion pounds (\$1.7 billion) for VT Group Plc, a move that may prevent the smaller defense company combining with a rival.

VT Group rose the most since at least 1991 after Babcock disclosed its approach for the company, rising as much as 92 pence, or 18 percent, to 600 pence. Babcock bid the equivalent of 633.9 pence in cash and stock for each share of VT Group, or 25 percent more than VT's closing price yesterday, it said.

Babcock and VT Group both work in technical engineering in markets that include defense and nuclear power. Babcock's bid for VT Group, the third approach since last year, coincided with VT's proposal to buy Mouchel Group Plc, the U.K. maintenance company, which had rejected two previous VT overtures as "wholly inadequate."

"About 30 percent of Babcock's business overlaps with VT," said Mike Allen, an analyst at Panmure Gordon U.K. Ltd., who recommends investors buy Babcock shares.

Babcock said it could save about 27 million pounds each year through a combination with VT Group. Babcock approached VT's board on Feb. 3 with a letter laying out its purchase plans, after two unsuccessful attempts last year.

"Babcock considers that a combination with VT has significant industrial and commercial logic and would bring together two highly complementary businesses to create a large and focused international engineering support services company," the company said in the release. VT Group increased its offer for Mouchel earlier today. The latest offer is worth 294 pence for each share, based on VT's Feb. 12 closing price of 508 pence, Mouchel said today. The company's board is considering the new offer and will consult with shareholders, it said.

The Babcock offer "is totally unacceptable both in its constitution or value and the rationale behind it," VT Group spokesman Philip Rood said in a statement. "We believe that Babcock is strategically challenged because they are heavily exposed to the future expense budget that will be clearly be cut under the new administration."

Source : Businessweek

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Ha Long welcomes over 3,000 visitors on New Year's Day

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More than 3,000 tourists, mostly foreigners, visited the UNESCO-recognised Ha Long Bay in Quang Ninh province on February 14 –the first day of the Lunar New Year.

Local ferry companies and travel agencies deployed all hydrofoils and motorised boats to work at full capacity to serve the tourists who wanted to make a tour of the Bay. On February 13, cruise ship **Legend of the Seas** also docked at the bay, bringing nearly 2,000 tourists to the hot spot. This was the second international cruise ship arriving in the bay in the last week.

The visitors attended a gala night to welcome the Lunar New Year Festival (Tet) at the Bai Chay Tourist Resort's Hoang Gia (Royal) International Park. They not only saw with their own eyes Vietnam's distinctive traditional customs during the Tet holiday but also wrapped Tet cakes themselves. They also took part in art performances and folk games. This year Quang Ninh province aims to receive 5.2 million tourists, of whom 2.4 million are foreigners. According to the Vietnam National Administration of Tourism, Ha Long Bay, which has been twice recognised by UNESCO as the World Cultural and Natural Heritage Site, and Hanoi capital will take centre stage in the 2010 National Tourism Year. **Source : vietnamnet**

Record projects under way at KPT

Labourers work on the (delayed) reconstruction of Berths 10-14 of Karachi Port. Port and shipping experts have warned that unless the KPT does not strengthen its technical staff most of these projects may fall victim to delays or even result in poor quality work. - **File photo Business**

Task force recommends end to SRO culture Task force recommends end to SRO culture KARACHI: The Karachi Port Trust has embarked upon a record number of development projects and is utilising over 80 per cent of its Rs10 billion annual budget on these projects, official sources said on Monday.



Never in the past, the KPT undertook such a large number of development projects and at the most only utilised 20 to 30 per cent of its total development budget at a time.

However, this has over-burdened the technical staff of the port, which has to look after such mega projects like Pakistan Deep Sea Container Terminal being built with billions of rupees at Keamari Groyne. Sources said that around 40 projects of large

and medium size are presently in progress at sea and on shore with some on drawing boards and others under tendering process. But deficiency in technical staff is also having its toll over the progress of these projects costing billions of rupees and are mostly behind the schedule, sources added. The food street at old Native Jetty Bridge, which was to be inaugurated late last year as per the announcement made by the port and shipping minister, is still far from completion.

Undoubtedly, it is a remarkable achievement on the part of the KPT's management headed by Ms Nasreen Haque for simultaneously handling such a large number of projects but care should be taken to ensure their timely completion as this will have a direct bearing on ultimate cost and quality of each project, port and shipping experts opined. About half a dozen projects costing billions of rupees are directly related to deep-sea container terminal are presently under progress. However, insiders said that most of these projects are behind their original schedule. Sources said that even a mega project like the terminal is not having an independent manager to monitor the progress of each contractor responsible for a number of jobs. Presently, there are around six major development projects going on which are directly related to the deep-sea container terminal being built at a cost of over \$1.6 billion.

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As a result of the poor and deficient managerial setup the Rs20 billion capital dredging work of the terminal's basin awarded to a Chinese company is still behind the schedule. Similarly, sources said the dredging and marine protection work is being carried out at a cost of Rs13 billion of the deep-sea terminal and the quay wall is being constructed at Rs19.5 billion.

There are still other projects directly related to the terminal, which are in the pipeline but the KPT under its present strength of technical staff in the Planning and Development department (P&D) and Civil Works and Estate division (CW/E) could face difficulty in handling such a volume of work load.

There is a delay in re-construction of collapsed berths (No 10 to 14) undertaken by Ssangnyong, the Korean company, at a cost of Rs5.5 billion. The work on removal of debris of these berths at a cost of Rs1.2 billion is yet to be completed even after the lapse of three years. Besides, these projects the KPT's technical staff will soon have to handle a large number of other projects such as refurbishment of Berth No 1 to 3, which is under tendering process, sources said.

The KPT is also working on a project to award the construction of berth No 15 to 17. There are a number of on shore projects such as Lea Market flyover, Wet Land Park at Maai Kolachi, sewerage treatment plant, re-planning of TPX Yard, re-construction of jetties at Boat Basin, and Baba Bhatt Island etc. However, port and shipping experts have warned that unless the KPT does not strengthen its technical staff most of these projects may become victim of delays or even result in poor quality work. **Source : Dawn**

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Odessa port launches its ro-ro terminal, first ship handled

Sea Anemos Ro-ro ship carrying 632 automobiles moored yesterday at Odessa Commercial Sea Port (OCSP, Ukraine) berth N 37. The terminals longshoremen began off-loading operation after the ro-ro cargo was registered by the port authorities, the port press service said.

The Odessa Port automobile terminal in OMTP has been built on the territory of the handling facilities complex that is capable to accommodate up to 1100 vehicles at the terminal warehouse. In accordance with the requirements of regulatory authorities, the territory of the terminal is equipped with the necessary means of security. Ro-Ro ships of 180-m in length and 9.75 in draft can be berthed at the terminal.

State-run Odessa Commercial Sea Port is one of the largest ports of the Black Sea-Azov basin. The handling facilities of the port allow through than 14 million tons of dry cargo and 14 million tons of oil products a year. Freight shipments via the OCSP in 2009 totaled 28.007 million tons, a 19 percent drop year-on-year. **Source : Port News**

Zim raises westbound Asia/Europe rates



The (nearly) fully loaded **ZIM LIVORNO** seen in Colombo Port - **Photo : Richard van der Werf (c)**

Ocean carrier Zim Integrated Shipping Services announced it would increase rates on westbound services through the Suez Canal, beginning March 1. The increases are US\$350 per TEU from Asia to northern European and western Mediterranean ports, and US\$300 per TEU from Asia to Eastern Mediterranean, Black Sea and Adriatic ports. The line said that "The increase is necessary in order to maintain our current levels of service and high reliability".

Source: Port2Port

Kolkata Dock set for big leap in box handling

Kolkata Port Trust's Kolkata Dock System (KDS), which excludes Haldia dock, is poised for a big leap in container handling. KDS is likely to end the current fiscal with a throughput of a little less than four lakh TEUs, up from 3,02,000 TEUs in 2009-10, thus projected to register nearly 30 per cent growth. Giving this information here, Mr Utpal Sinha, Traffic Manager of KDS, pointed out that in the past five years, the container throughput at KDS had more than doubled. In 2004-05, KDS handled about 1.6 lakh TEUs, Mr Sinha said indicating that it should be possible to achieve soon an average monthly throughput of 50,000 TEUs (as against the present monthly average of around 35,000 TEUs) as various projects were under advanced stages of implementation. The capacity of the container parking yards had been virtually doubled in past five years and the equipping of berth 5 in Netaji Subhas Dock (NSD) was on the cards. The exiting container freight stations too were increasing their capacity, he said adding that as a cumulative effect of all this, the average inventory of containers in KDS dropped to 2500 TEUs from 6,500 TEUs.

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Inaugurating in NSD the new 20,000-sq-metre container parking yard (CPY) built at a cost of Rs 7.1 crore, Mr A. Majumdar, Chairman of the port, said the jump in container throughput at KDS was a remarkable achievement for an old dock system traditionally known for handling break-bulk cargoes. This had been possible due to several initiatives taken in 2004 and the process was still on, he observed. Mr A.K. Mehra, Chief Engineer, KoPT, said that with the inauguration of the new CPY, the total CPY capacity in the KDS increased to close to 1.5 lakh sq metres enough for stacking close to 10,000 TEUs. Another 11,000 sq metres of CPY capacity would be added shortly in the NSD itself, he added. **Source: The Hindu Business Line**

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Last Saturday 13th February 2010, the seagoing tug "**Swiber Else Marie**" (owned/managed by Kreuz International of Singapore) departed from Shanghai with the newbuilding flattop barge **H-332** in tow. This barge has been loaded again with a series of inland-water hulls and pushbarges, all by order and for account of **Ruytenberg Transport & Duwwerk b.v.** of Werkendam.

Meanwhile the convoy is making a more than satisfactory speed and – roughly estimated – to arrive in Rotterdam (via South Africa) at the very end of April 2010. **Photo : via Landfall Transport & Towage bv**

Idle container fleet falls below 10% for the first time in six months

AXS Marine's newsletter reports that the idle containership fleet fell below 10% for the first time in six months as slow steaming and the deployment of extra loaders for the pre-Lunar New Year cargo rush took up more than 60,000 teu of idle tonnage over the last fortnight. As at 15 February, Alphaliner's idle fleet tracker lists 508 ships for 1.30 Mteu idle compared to 532 ships for 1.37 Mteu at the beginning of the month. This represents 9.9% of the total cellular fleet compared to 10.4% two weeks ago. Both the carrier-operated fleet and non-operating owner (NOO) fleet fell as excess tonnage was absorbed in all vessel sizes. Only the 5,000 to 7,500 teu class saw a slight increase in idle vessels, due to the return of a number of large ships on NYK's account following the Grand Alliance's service rationalisation which was started in January. **Source : Seatrade Asia**

Poland's ferries to start operating on Kaliningrad line

Polish shipping companies are going to reopen ferry service on the route to Kaliningrad, Interfax reported citing Marek Gołkowski, the Consul General of Poland in Kaliningrad. "Last year, Poland and Russia signed an agreement on shipping in Vistula (Kaliningrad) Gulf. This year, our companies are going to resume and expand the ferry service to Kaliningrad, canceled several years ago", the official was quoted as saying.

Mr. Gołkowski said those would be small ferry lines that operating on the routes Elbląg, Frombork – Kaliningrad, Baltiysk, adding several Poland travel companies, which serve both Polish and foreign tourists would be willing to reopen the ferry line. **Source : Port News**

Shipping Corporation delivers crude oil tanker to buyer

Shipping Corporation of India announced that it has given physical delivery of its 1 (one) crude oil tanker m.t. `Flying Officer Nirmal Singh Sekhon, PVC` to its buyer. Shipping Corporation is a Government of India enterprise with substantial interest in different segments of the shipping trade. It was formed by amalgamating Eastern Shipping Corporation and Western Shipping Corporation. Shares of the company declined Rs 1.15, or 0.77%, to trade at Rs 147.35. The total volume of shares traded was 18,425 at the BSE **Source: IRIS**



The **VOIDOMATIS** seen departing from VOPAK in Rotterdam-Botlek bound for Baton Rouge (USA)

Photo : Marijn van Hoorn ©

World's number one port records 18% jump in box throughput

Preliminary estimates from the Maritime and Port Authority of Singapore (MPA) indicate that box throughput at Singapore in January jumped 18% from January 2009 volumes, reports Portworld.

Total boxes handled by dominant operator PSA and smaller terminal Jurong Port came up to 2.332-million TEUs last month, compared to 1.974-m TEUs in the same month last year. This throughput at Singapore, still the world's busiest box port, had inched up about 2% from the 2.284-m TEUs handled in the preceding month of December 2009.

However, Portworld added, this impressive 18% improvement year-on-year, was still a significant 397 000 TEUs (or 14.5%) short of the monthly record of 2.729-m achieved in July 2008. July 2008 saw Singapore handle the most number of boxes ever in a single month at 2.729 million TEUs. Most market observers are being rather conservative, forecasting 2010 monthly volumes to stay beneath the 2.7-m TEUs mark. Optimists meanwhile, say at least last month's throughput was higher than February 2008's figure of 2.308-m TEUs and not far off at all from January 2008's 2.456-m TEUs. **Source : cargoinfo.co.za**



The **TEATRANY BRIDGE** seen taking bunkers in Rotterdam-Waalhaven - **Photo : Nico Sannes ©**

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The tug **SOUTH** arrived in Rotterdam – **Photo : Jan Oosterboer ©**

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