

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 052



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AVRA towage tug SOUTH seen arriving with Boskalis-Westminsters MARICAVOR in Rotterdam

Photo's : Frits Janse ©

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EVENTS, INCIDENTS & OPERATIONS



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DOCKWISE

Russian warships bound for the Gulf of Aden to protect vessels from pirates

On February 24 2010 the fourth detachment of the Russian Pacific Fleet (RPF) will head for the Gulf of Aden to patrol the area ensuring safety of international marine traffic from pirates, PrimaMedia reports.

According to Roman Martov, spokesman for the Russian PF, the forth warships detachment includes "**Marshal Shaposhnikov**" large antisubmarine ship, sea rescue tug and **Pechenga** tanker. Each ship will have on board a squad of marine troops of Pacific Fleet. **Marshal Shaposhnikov** ship carries two helicopters of PF aircraft.

Roman Martov reminded that the third detachment of Pacific Fleet was patrolling the area from July 30 through October 15 last year and escorting convoys of merchant ships from various countries. The warships returned to Vladivostok on November 16th 2009. **Source : Port News**

T&T Bisso expands to Asia

By : Alan Haig-Brown

Marine salvage is, like shore based fire departments, all about preparedness. Many years ago, major salvage firms maintained large tugs in the world's major ports. Modern costs for sophisticated equipment preclude this approach.

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Today, salvage firms establish a number of bases around the world that can provide quick response. The secondary response can be provided by equipment flown to the salvage site from warehouses at other sites. Houston, Texas-based **T&T Bisso**, a stand-alone joint venture of **T&T Marine Salvage** and **Bisso Marine Company** formed in 2005, has recently expanded its world coverage by opening an operation base in Singapore.

Together with similar bases in the Netherlands and Peru, these locations can respond quickly to emergencies in their area while calling on any of the other three bases to send reinforcements by air, as the job requires.



Part of the **T&T Bisso Salvage Asia** warehouse in Singapore

The most important component in meeting the unique needs of every marine accident, from sinkings to fires and collisions, is the salvage master. He must quickly assess the situation and let the head office know what he can do with the resources that he has available and what additional resources he will require for the particular job.



In Singapore, operations manager Captain **Piet Sinke** fills this role. As with many who work in the salvage industry, Captain **Sinke** has his roots in the Netherlands where he and his wife maintain a home while they are stationed in Singapore.

In 2008, after 33 years with Smit, he agreed, together with **Richard van der Werf** (also formerly from Smit) to join in the set up **T&T Bisso's** new Far East base in Singapore.

The new 330-square-metre office has an adjoining 740-square-metre warehouse with an impressive array of equipment including containerised decompression chambers for divers, portable

salvage equipment such as, firefighting units, patching materials, hot-tap equipment for safe removal of oil from sunken ships, generators, compressors in addition to all kinds of rigging materials such as various size shackles, slings etc.

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At a nearby dock, when not away on a job, the 39-metre salvage tug '**TTB Singapore**' stands ready for a call to action. Extensively rigged for salvage, the boat has a 25- by 8.5-metre deck space with hold-downs for three 20-foot and one ten-foot container. These can be selected from the warehouse depending on the requirements of a specific job.

The major governing factor of meeting modern salvage needs is the flexibility and availability of equipment. This flexibility was demonstrated when the '**TTB Singapore**' left port at the end of December 2009. She is chartered as support vessel to a wreck removal in Colombo, Sri Lanka.



Also onboard is new **HIAB-Seacrane 251**, capable of lifting 2,400 kgs at a 9.8-metre reach.

In mid February, Captain Sinke reported that the job would finish within a few weeks. With the warehouse-ready equipment, support from other **T&T Bisso** locations and the flexibility of the tug '**TTB Singapore**' as well as available charter vessels, the new Far East office is ready to meet what ever crisis may arise. **Source : Baird Online**

Maersk taking slow steaming all the way

It took more than a month for the containership **Ebba Maersk** to steam from Germany to Guangdong, China, where it unloaded cargo on a recent Friday - a week longer than it did two years ago. But for the owner, the Danish shipping giant Maersk, that counts as progress.

In a global culture dominated by speed, from overnight package delivery to bullet trains to fast-cash withdrawals, the company has seized on a sales pitch that may startle some hard-driving corporate customers: Slow is better.

By halving its top cruising speed over the last two years, Maersk cut fuel consumption on major routes by as much as 30 per cent, greatly reducing costs. But the company also achieved an equal cut in the ships' emissions of greenhouse gases. 'The previous focus has been on 'What will it cost?' and 'Get it to me as fast as possible', said Soren Stig Nielsen, Maersk director of environmental sustainability, who noted that the practice began in 2008, when oil prices jumped to US\$145 a barrel.

'But now there is a third dimension. What's the carbon footprint?' Travelling more slowly, he added, is 'a great opportunity' to lower emissions 'without a quantum leap in innovation'. Slowing down from high speeds reduces emissions because it reduces drag and friction as ships plough through the water.

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Transport emission has soared in the past three decades as global trade has grown by leaps and bounds, especially long-haul shipments of goods from Asia, causing the containership trade to grow eightfold between 1985 and 2007. The mantra was 'Need it now'. But the result is that planes, ships, cars and trucks all often travel at speeds far above maximum fuel efficiency. Of course, mile per mile, shipping even at conventional speeds is far more efficient than road travel. Shipping a tonne of toys from Shanghai to northern Germany churns out less emission than trucking them south to Berlin afterwards.

Some carriers initially resisted the idea of slowing down, arguing that speed was indispensable to serving their clients. Today, more than 220 vessels are practising 'slow steaming' - cruising at 20 knots on open water instead of the standard 24 or 25 - or, like Maersk's vessels, 'super slow steaming' (12 knots).



The **EBBA MAERSK** seen passing the Suez canal – Photo : Piero Corona ©

Many companies find that the practice allows them to cut prices in an ever more competitive market, even at a time when oil prices hover around US\$80 a barrel. Yet, in shifting hundreds more ships to its slow steaming programme last year, Maersk considered itself prescient: It is convinced that a carbon tax or tighter shipping rules are on the horizon due to several concerns.

Any rise in fuel prices or taxes would enhance the appeal of slow steaming.

Slowing speeds is a good idea, said David Bonilla, senior research fellow at the transport studies unit at Oxford University's School of Geography and the Environment. But he maintains that it cannot on its own arrest the emission growth resulting from today's trade patterns, in which vast amounts of goods are produced in Asia but consumed in Europe or the United States.

To make a difference, he said, fuel costs for long-distance shipping must rise to the point where carriers are forced to invest in new, far more efficient boats or shift to shorter routes. In addition, Maersk had to prove that slow speeds would not damage ship engines in order to maintain engine warranties that did not cover such slow travel.

Customers have to factor in extra time for delivery, which can be problematic for time-sensitive products such as fashion or electronics, said Philip Damas of Drewry Shipping. Maersk has also shouldered the labour costs of having crews at sea for longer periods and added two ships on its Germany to China route to maintain scheduled deliveries. But those expenses were cancelled out by decreased fuel costs, it said.

Now Maersk is working with customers in the hopes of slowing more boats and contemplating charging customers variable rates, depending on speed. **Source : NYT**

Moeilijk kwartaal voor Dockwise

Maritiem dienstverlener Dockwise heeft een moeilijk kwartaal achter de rug. De nieuwkomer op de Amsterdamse beurs zag zowel de omzet als het bedrijfsresultaat flink dalen ten opzichte van dezelfde periode een jaar eerder. Het bedrijf kwam in het vierde kwartaal van 2009 uit op een nettoverlies van 15,8 miljoen dollar (11,7 miljoen euro). Zonder eenmalige items was er sprake van een nettowinst van 2,8 miljoen dollar. Dat maakte Dockwise vrijdag bekend. De omzet daalde van 135,4 miljoen dollar in 2008 tot 118,2 miljoen dollar (87,7 miljoen euro). Het bedrijfsresultaat kwam uit op 36,4 miljoen dollar tegen 65,5 miljoen dollar in dezelfde periode van het voorgaande jaar.

Topman André Goedée sprak van een „uitdagend kwartaal" waarin er sprake was van prijsdruk en een 'bedrukte markt'. Maar Goedée vestigde ook de aandacht op het goedgevulde orderboek, de sterke kasstroom en de sterk verminderde schuld van Dockwise. Het bedrijf wist de schulden terug te brengen van 1 miljard dollar in 2008 tot 641 miljoen dollar (475,9 miljoen euro) aan het einde van 2009. Dockwise haalde eind vorig jaar 250 miljoen dollar binnen met de uitgifte van nieuwe aandelen.

11 crew from hijacked tug found



Eleven crew from the tugboat **Asta**, hijacked in the South China Sea two weeks ago, have been found, but the chief engineer remains missing. The **Asta** went missing on February 6 in the South China Sea while towing an empty barge from Singapore to Cambodia. On February 17 the Royal Malaysian Navy rescued 11 of the 12 crew from a liferaft spotted off East Malaysia, according to a report from ReCAAP Information Sharing Centre. The chief engineer remains missing. The crew said eight pirates armed with rifles and parangs on February 6 had boarded the **Asta**. The crew were blindfolded and locked in cabins before being set adrift in a life raft on February 10. The **Asta** is still missing although empty barge has

been recovered after being spotted by passing merchant ships. **Source : Seatrade Asia**

Striking ship operators want deferment of maritime policies

Ship owners are seeking to defer the implementation of various maritime policies and work on a sustainable solution in order to avert the planned maritime holiday on March 1. The National Coalition of Shipping Associations, which operate more than 500 vessels nationwide convened yesterday their desire for a common stand to have the maritime issues settled.

The coalition spokesperson Christopher Pastrana, of the Phil Harbor Ferries said the 500 vessels, comprised of passenger and cargo vessels operate in 90 percent of the shipping lanes.

The coalition comprised of the Philippine Roro Operators, Association, Inc., Visayan Association of Ferryboat & Coastwise Service Operators (VAFCO), United Trampers Association of the Philippines (UTAP), Lighterage Association of the Philippines, Metro Manila Tugs, Boats and Barges Owners Association, and Alliance of Philippine Fishing Federation, Inc. made an open letter to President Arroyo through Transportation Secretary Leandro R. Mendoza about their complaints against Marina administrator Maria Elena Bautista.

The group complained that she has continued to issue circulars that confuse the shipping sector.

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"While we recognize the intent to effect strict safety measures in the shipping industry, these circulars are now being issued and effective with little or no consultation with the shipping sector...Unfortunately, these circulars have only created costly punitive measures to the shipping industry, and do nothing to prevent another sea disaster," Pastrana said.

They seek to defer a circular that requires an additional P50,000 compensation to all survivors of an accident which their underwriters would not even entertain. Also, they assail the circular on Rules Governing the Mandatory Marine Insurance to cover legal liabilities arising from marine related activities; revised schedule of administrative fines and penalties for maritime violations/offenses; additional penalties for the passenger-carrying ships in excess of authorized capacity involved in a maritime accident/incident; re-Accreditation of eight domestic Marina-accredited classification societies into only one local classification organization, and even requiring Marina accreditation of IACS members in the Philippines; among others.

"We have exhausted all the diplomatic means. We made several letters until we agreed to make a move for us to be heard. The intention is not to paralyze the shipping trade or else we could have done it tomorrow. We want to give them ample time for us to talk," Pastrana said.

Col. Leonardo Odoño, maritime stakeholder, said Marina has no program on how to develop the shipping industry and no policy for modernization. He further stressed that standards adopted from the International Maritime Organization (IMO) is not applicable to small domestic players operating the inter-island shipping. **Source : Malaya**

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Shipping companies to pay for Qld spill

The federal government will slug shipping companies to pay for the clean-up of Queensland's worst environmental disaster. Federal Transport Minister Anthony Albanese on Friday announced the government would temporarily increase the Protection of the Sea Levy, to recover the clean-up costs of the Pacific Adventurer oil spill last March. On March 11, 2009, the **Pacific Adventurer** cargo ship lost 31 containers overboard in rough seas whipped up by Cyclone Hamish.

Some of the containers holed the vessel, resulting in a 270,000 litre fuel oil spill along Queensland's pristine southern beaches. The levy will rise three cents per net registered tonne, bringing it to 14.25 cents. Mr Albanese said the move was flagged in August last year, when Pacific Adventurer owners Swire Shipping agreed to pay \$25 million for compensation claims arising from the oil spill. "Although the payment agreed was in excess of the company's legal obligations, it was below the actual cost of the clean-up, estimated to be \$31 million," the minister said in a statement. "Taxpayers should not have to bear the additional costs of the clean-up. "In accordance with the polluter-pays principle, we are increasing the Protection of the Sea Levy by a small amount until the clean-up costs have been met." The Australian Maritime Safety Authority will reimburse the Queensland government for the shortfall.

A court-administered limitation fund has already been established for the valid private claims for compensation, as well as some of the clean-up costs. The step was taken because the liability limit in the International Maritime Organisation's 1996 Convention was too low to cover the actual costs of the clean-up. Mr Albanese said the government believed the international liability limit on merchant vessels should be lifted, and had put the issue on the International Maritime Organisation's agenda this year. The Protection of the Sea Levy applies to vessels 24 metres or more long, with 10 tonnes or more oil as fuel or cargo. The levy increase is expected to start from April 1.

Source: AAP



The 1972 built **DEA LINGUE** (ex Smit Lloyd 41) seen anchored off Singapore
Photo : Capt. Jelle de Vries ©

Clean fuel can bring new problems

Regulations for the restriction of air pollution from ships will mean extra costs and responsibilities for shipowners, warns Gerry Williams, principal surveyor at BMT Marine & Offshore Surveys Ltd., a subsidiary of BMT Group, Speaking at a London insurance market seminar, Mr. Williams said: "Burning ships' fuel in an environmental manner is a huge challenge."

Describing fuel technology as a discipline, and a science, on its own, he noted that most shipowners currently use a fuel mix containing on average worldwide 2.6% sulfur. MARPOL Annex VI regulations specify a reduction in July 2010 for ships to 1%, and in 2015 to 0.1% in Environmental Control Areas. "Potentially, this could result in some ships carrying four different fuel types at any one time. The complex changeovers will inevitably increase the opportunity for errors which in turn may lead to costly claims," explained Mr Williams.

To comply with the regulations, a ship's officer will have to demonstrate in the record-keeping that fuel has been changed in sufficient time before crossing into a control area. The changeover can be done in approximately one hour, but if it is done too quickly "there is a danger you can gas up the engine." A rapid change of temperature can also cause thermal shock or seizure of the fuel pumps.

Starting this year, a raft of legislation limiting sulfur in marine fuels to 0.1% will come into force. This includes EU Sulfur Directive (2005/33/EC) for most ships 'at berth' in EU ports (1/1/2010), CARB Regulated California Waters regulations, mandating the use of ISO8217: 2005 DMA or DMB grade fuels in main and auxiliary engines and auxiliary boilers (1/1/2012) and MARPOL Annex VI for fuel oils to be used inside Emission Control Areas (1/1/2015). Currently, according to a survey, the average sulfur content in heavy fuel oil is 2.46%, although some environmentally conscious owners already have a sulfur limit of 1.5% in their specification. Yet there is little experience around of the likely effects of using 0.1% sulfur, said Mr Williams, and this experience may come at a premium as the new requirements take effect.

Looking at other fuel concerns, Mr, Williams said that what was described as "bad fuel" in casualties had more to do with poor handling, rather than sub-standard fuel. In one example, a chief engineer experiencing severe purification problems, such as heavy sludging, forced through out of specification fuel rather than reporting a problem, and as a

result wrecked the engine. Poor management of even above average specification fuel can cause a very costly failure, warned Mr. Williams.

Since 2001, BMT surveyors have dealt with at least 30 instances of engine damage caused by fuel problems related to catalytic fines. This problem is increasing and is likely to get worse with the additional demands for low sulfur fuels. Each of these casualties required a complete renewal of pistons, liners and injectors, at a cost of \$1 million to \$3 million each. One resulted in a vessel failing to keep up with a convoy and falling victim to Somali pirates.

Another problem is that of unscrupulous suppliers adding waste to their product, inflicting serious damage. Chemical and other wastes have been found in fuel selling at \$500 a ton. On one occasion fuel was contaminated by waste from the cosmetics industry. "The engineer surveyor had a difficult time explaining to his wife when he came back from survey why he smelt of perfume when he usually smelt of the engineroom," noted Mr. Williams.

Mr. Williams called for strict controls by shipping companies over their use of fuel. He urged that they institute or improve fuel management programs to ensure sampling before use and regular inspection of handling. He noted that Maersk does not allow its ships to use any fuel until thoroughly analyzed and after confirmation by the technical management ashore that it can be used. **Source : Marine Log**

CASUALTY REPORTING

Canadian tall ship sinks near Brazil, all rescued



A tall ship carrying 42 Canadians has sunk off the coast of Brazil, but all those on board the vessel have been rescued.

The **SV Concordia**, of the West Island College Class Afloat program in Montreal, was carrying 63 people when it went down about 500 kilometres from Rio de Janeiro. The ship sails out of Lunenburg, N.S. The 42 Canadians onboard consisted of a mix of 11th and 12th grade high school students, first-year university students and professional crew members.

"All crew and passengers have been recovered and are uninjured. This is good news," said Foreign Affairs Minister Lawrence Cannon in a statement Friday morning. "I thank Brazilian authorities who led a search and rescue operation and acted swiftly to assist the ship and its passengers." All those on the ship were able to board life rafts and were later picked up by three merchant ships in the area. From there they will be transferred to a Brazilian navy ship and taken to shore.

The tall ship went down off the Brazilian coast near Rio de Janeiro while en route to Uruguay, Dom Phillips of The London Times told CTV from Sao Paulo, Brazil. He said survivors reported that the ship encountered strong winds before it went down. A statement from Class Afloat, released Friday, said the ship was on a 10-month journey from Recife, Brazil, to Montevideo, Uruguay.

A news release from the Brazilian navy said it was asked to send a plane to investigate an emergency signal at about 5 p.m. local time on Thursday. At about 8 p.m., the crew on the plane spotted a life raft with people on board in the area where the signal had originated.

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The navy then sent its own ship to the area, and asked three nearby merchant ships to meet the life raft. They arrived and were able to rescue all 64 people from four life rafts. According to a statement from Canada's Department of Foreign Affairs, Canadian diplomatic personnel are currently working with their Brazilian counterparts to "monitor and assist with the situation." Class Afloat offers an accredited high school and college program based aboard the Concordia.

The ship is 57.5 metres long, 9.44 metres wide and has 35-metre masts. It has a maximum crew of 66, according to the Class Afloat website. According to a Google map tracking the ship's progress on Class Afloat's website, the **Concordia** was south of Rio and east of Sao Paulo on Feb. 17, sailing in moderate to rough seas with clear skies. That is the last point of reference on the map. That position put the ship 13,092 nautical miles from Lunenburg, Nova Scotia, the port of departure. **Source : CTV - Canada**

Friends and relatives in Canada seeking information on Canadian citizens believed to be on the **SV Concordia can contact Foreign Affairs' Emergency Operations Centre in Ottawa by calling either 1-800-387-3124 or 1-613-996-8885**



Stena Lynx 3 collision Holyhead.



The **Stena Lynx 3 Express** has been involved in a collision at the Port of Holyhead. According to a member of Caergybi this is what has happened the soon to be in service **Lynx**, collided into terminal 2, the **Lynx** has three holes and the bridge connecting land to the pontoon is badly damaged.

NAVY NEWS



The **IKAR** arrived with the **U 26** , assisted by the **GEPE** at the Oude Maas enroute the Sloophaven in 's Gravendeel
Photo : Lia Mets ©



Photo : Jan Oosterboer ©

Rescue Effort Continuing in Navy Helicopter Crash

The wreckage of a U.S. Navy **MH-60S "Knighthawk"** helicopter has been located in a remote area of West Virginia following a crash Feb. 18. Rescue personnel have reported several injuries to the 17 crew and passengers aboard but the extent of those injuries is still being determined. No fatalities are being reported.

The helicopter is assigned to Helicopter Sea Combat Support Squadron 26 from Naval Station Norfolk. It was participating in "**Operation Southbound Trooper X**" at Ft. Pickett, Va., when the crash happened.

Operation Southern Trooper is an annual exercise focusing on the integration of joint U.S. and NATO tactics and procedures as well as inter-service coordination and capabilities.

A West Virginia Army National Guard search and rescue crew flying HH-60 Blackhawk helicopters and a C-130 located the downed aircraft at about 7:15 p.m. Feb. 18 in a rugged, snow-covered area near Lewisburg, W.Va., in Pocahontas County. Medical personnel were lowered to the site to provide assistance for the injured. Other rescue personnel are enroute to the area with additional equipment and supplies. Those aboard the helicopter included 14 Navy and three National Guard personnel. The cause of the crash is under investigation. **Source : US Navy**

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France pledges STX support

THE FRENCH government has promised not to abandon STX's troubled St Nazaire yard amid rumours of a new cruise ship order for the facility. France's economy and industry minister, Christine Lagarde, played down fears surrounding St Nazaire, but did not say whether Paris would meet local demands for the government to become a majority shareholder in the yard.

"The state has not abandoned STX and will not abandon STX," Lagarde said. "The state will remain present as a shareholder and insurer for the export activity," she added, hinting that it would act as a guarantor to enable the yard to obtain finance for new orders. Her comments to the French parliament came as it was revealed that Mediterranean Shipping is poised to place a new order for a cruise ship at the facility.

Christophe Béchu a candidate from France's ruling Union for a Popular Movement party, said there was "great hope that MSC would confirm a new order for a cruise ship within the next few days". Workers and opposition politicians are planning to hold a protest over the future of STX France on 3 March. **Source : Fairplay**



The **SEAFOX 2** awaiting to go into drydock 7 at **Keppel Verolme**
Photo : **Piet Vliek – Workfox ©**

Mega casco arriveert bij Vitters Shipyard

Op zaterdag 20 februari arriveerde een 66 meter lang aluminium casco bij Vitters Shipyard in Zwartsluis. Dit casco is het grootste jacht dat Vitters sinds de oprichting van de werf in 1990 in productie heeft. Een paradepaardje waar de werf na oplevering van het jacht in 2011 wederom internationale prijzen mee hoopt te ontvangen.

Door de lengte zal het jacht bij de grootste zeiljachten ter wereld behoren.

Het is een sloop getuigd schip wat uniek is voor een dergelijke lang zeiljacht. Dit betekent dat de carbon mast een totale lengte zal hebben van maar liefst 83 meter. Door de hoogte van de mast zal het zeiljacht niet onder de Panama brug door kunnen varen waardoor zij op weg naar de Pacific om Zuid-Amerika zal moeten zeilen.

Mede eigenaar en directeur, Louis Hamming, geeft aan dat het jacht volledig is ontworpen om snel te kunnen zeilen. Het jacht heeft een aluminium romp, een lichtgewicht mast en een beschut zwemplatform dat volledig geïntegreerd is in de romp. De ankers zullen net als bij een onderzeeër volledig zijn weggewerkt. De opbouw met rondom sferisch glas zal het jacht een spectaculaire uitstraling geven.

De lift kiel zorgt ervoor dat het jacht in met een minimum diepte van 4.9 meter toch vele plaatsen en baaien kan bezoeken, terwijl het met een diepgang van 9 meter optimaal kan zeilen. Eind 2008 is men gestart met de bouw van de aluminium romp. Inmiddels is het casco gereed om te worden afgebouwd in de verlengde hal op de werf van Vitters Shipyard in Zwartsluis.

Via het IJsselmeer zal het casco a.s. zaterdag bij de werf in Zwartsluis arriveren. In het voorjaar van 2011 zal het 66 meter lang jacht Vitters Shipyard verlaten. **Source : Harm Jongman**

Ex-Wadan-Werften: Keine Hoffnungssignale aus Moskau

Die vor dem Untergang stehenden Ex-Wadan-Werften an der Ostsee können in nächster Zeit nicht mit Aufträgen aus Russland rechnen. Das wurde am Freitag nach einem Gespräch von Bundeswirtschaftsminister Rainer Brüderle (FDP) mit der russischen Wirtschaftsministerin Elvira Nabiullina deutlich. Nordic Yards (früher Wadan) gehört dem russischen Investor Witali Jussufow.

Nabiullina machte den Werften in Wismar und Rostock-Warnemünde keine Hoffnung. Die russische Handelsflotte sei in einer schwierigen Lage, die Nachfrage nach neuen Schiffen dramatisch eingebrochen, sagte die Ministerin. Brüderle kritisierte, Deutschland habe den russischen Investoren im vergangenen Jahr die Tür geöffnet. Nun würden die ehemaligen Wadan-Werften von den neuen Eigentümern schlechter behandelt als russische Werften. Nabiullina wies den Eindruck zurück, die Investoren würden gezielt den beiden deutschen Werften Aufträge vorenthalten. Es stecke kein System und kein böser Wille dahinter.

Zuletzt hatte es Hoffnungen auf einen großen Auftrag aus Russland gegeben, damit sich Nordic Yards über Wasser halten kann. Davon war nach den Gesprächen von Brüderle in Moskau aber keine Rede mehr. Der Ex-Nord-Stream-Manager Jussufow hatte den drittgrößten deutschen Schiffbauer im August 2009 übernommen. Ein Konsortium um den jungen Manager hatte für 40,5 Millionen Euro die Standorte in Wismar und Rostock-Warnemünde gekauft. Unter dem Namen Nordic Yards wollten die Investoren die größte Werftengruppe Mecklenburg-Vorpommerns mit dem Bau von Spezialschiffen in ruhigere Gewässer führen.

Wadan hatte seinen letzten Auftrag im Februar 2008 verbucht und war wegen drastischer Überkapazitäten im Containerschiffbau in den Strudel der Wirtschaftskrise geraten. Inzwischen sind rund 1400 ehemalige Wadan-Mitarbeiter in Transfergesellschaften. Ende März läuft diese Übergangslösung aber aus. Die Gewerkschaften fordern eine Verlängerung bis Ende Juli. Die Landesregierung in Schwerin lehnt das ab.

Russia, Korea, Singapore to build shipyards in the Russian Far East

Construction of joint Russo- Korean and Russo-Singaporean shipyards in the Far East of Russia is scheduled for completion in the first quarter of 2012, 24 months from now, Roman Trotsenko, the CEO of the United Shipbuilding Corporation (USC) announce at a meeting with Russian Prime Minister Vladimir Putin. Earlier the Russo-Korean shipyard completion schedule was set for late 2011, the RF Government press service reports.

"Construction is on schedule. Our Korean colleagues are perhaps a little more active in this direction. We believe that we'll have the project documentation in May, before the construction season. Preparatory works on the site are already underway, heavy machinery operate. We expect the entire construction project will have been completed in 24 months over. No disruption", Mr. Trotsenko was quoted as saying.

At the same time, he said, the announced 3-year delay in developing the Shtokman field could not but affect the business plans for a joint venture with Korea. Mr. Putin said the government would support and help to develop the Shtokman deposit as well as the shipyard joint venture project.

As previously reported, the United Shipbuilding Corporation (USC) and the Korean Daewoo Shipbuilding and Marine Engineering (DSME) have started a 45-b-rubles shipyard project in Primorsky Territory. The agreement was signed in fall 2009. The shipyard is expected to build large-capacity ice-class vessels (tankers, gas carriers of capacity of 80.000-260.000 cubic meters), drilling vessels, floating plants to produce liquefied natural gas.

In mid-October last year, the USC also signed an agreement with Singapore's Yantai Raffles to build another shipyard in the Russian Far East. The shipyard is projected to build submersible and semi-submersible platforms and drilling equipment. **Source : Port News**

ROUTE, PORTS & SERVICES

Wärtsilä supplies remanufactured engine to pushboat

Wärtsilä replaced one of the heavily damaged main engines of the pushboat **RHENUS SCHUB I** by a remanufactured



reduction of seven percent.

engine. Rhenus PartnerShip, one of the first shipping companies of dry cargo in Europe, wanted to replace the crankshaft damaged engine by the same type of engine with CCR2 certificate that meets the latest environmental requirements so that they will qualify for subsidy. The Wärtsilä Deutz SBV8M628 (Wärtsilä D628) is no longer produced and therefore they decided to go for a remanufactured Wärtsilä engine. This engine meets all requirements of the company and can be placed in the existing engine room, so the ship does not need to be adjusted. With this as good as new engine the pushboat will be able to operate another twenty to thirty years with an expected fuel

A remanufactured engine is an existing engine that is delivered in almost new condition by overhauling and adjusting it. The engine is modestly priced compared to a new one and can be delivered quickly (within three to six weeks). The

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remanufactured engine comes with a new year of construction, a new engine number and zero operating hours. Therefore it can be insured as being a new engine. Because the remanufactured engine meets the latest environmental laws and requirements shipping companies and owners qualify for subsidy.

Due to the energy efficiency of a remanufactured engine bargemen in the Netherlands can qualify for subsidy. In the Netherlands this is governed by the so-called energy investment rebate (EIA). To qualify for subsidy in Germany the 'new' or remanufactured engine should be below thirty percent of the fine dust limit (0.2 g / kWh).

The remanufactured Wärtsilä D628 was placed in the **RHENUS SCHUB I** in Schiedam (the Netherlands). The delivery time from order to replacement including the removal and installation came to four weeks in total. "Wärtsilä was able to provide a Wärtsilä D628 that met our needs. We wanted a similar engine back into the ship that would meet the latest environmental requirements", says Ralf Deutsch, head of technical services at Rhenus PartnerShip. After a successful trial trip the **RHENUS SCHUB I** is ready to operate again.

A remanufactured engine is as good as new. Each remanufactured engine at Wärtsilä is tested in the testbed and subjected to quality inspections. The engine meets all specifications and modifications that are run on that type of engine. Furthermore, the engine meets the latest requirements regarding emission releases and can thus qualify for subsidy. The Wärtsilä D620 and D628 have a CCR2 certificate. A remanufactured engine is mainly built with reconditioned head components and new wear parts (e.g. bearings and piston rings), open and close parts (gaskets and seals), sensors and wiring. **Source : Wärtsilä**



The **STAR TIDE** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

Panalpina launches two ocean freight services

Panalpina launched two less-than-container-load services as demand starts to increase for end-to-end services. One will run from Ningbo, China, to Wroclaw, Poland, and the other will run every week from Antwerp, Belgium, to Houston, Texas. The Antwerp to Houston service provides weekly guaranteed sailings based on Panalpina's long-time

partner NYK Line. Shipments from Benelux, France and Switzerland are consolidated in Panalpina's strategic LCL ocean hub in Antwerp serving Houston, Dallas, El Paso, Laredo, McAllen, New Orleans and Tulsa in the southern United States. Transit time from port to port is 18 days. "This service is particularly important for customers from the oil and gas segment. In addition, it provides a valuable in-network connection for cross-border shipments into Mexico," said Ragnar Dalen, who is responsible for product and procurement ocean LCL, North America.

Also based on NYK Line, Panalpina introduced its second newly guaranteed LCL service on the Far East Westbound trade lane connecting Ningbo with Wroclaw in Poland with a through transit time of 26 days. Panalpina expects considerable growth in Poland in the hi-tech sector and is reviewing plans for additional services from Asia-Pacific to Wroclaw. "Contrary to the overall market development, the demand for additional in-network LCL ocean freight services continued to grow throughout 2009 as the customer focus on safe solutions from door-to-door provided and controlled by one party remained high," said Peter Herling, Panalpina's global head of product & procurement ocean LCL.

Source: joc

Shipping Corp of India to order 37 vessels

State-run Shipping Corp of India Ltd plans to order 37 vessels in two years, spending about \$2 billion to benefit from the fall in ship prices, the Business Standard paper reported on Friday. Currently, Shipping Corp has 77 vessels with a capacity of 5.8 million deadweight tonne, the paper reported citing its Chairman and Managing Director S Hajara.

"Prices for ships have already come down and we see a possibility of it further coming down for some time this year," the paper quoted S Hajara as saying. **Source:** business-standard



The **SEVAN DRILLER** arrived off Cape Town - **Photo : Aad Noorland ©**



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Globus Maritime Ltd Reports Delivery of the Vessels "Coral Globe" and "Sea Globe"

Globus Maritime, the owner and operator of Handymax and Panamax dry bulk vessels, announces that it has delivered the Handymax vessels "**Coral Globe**" (built in 1994) and "**Sea Globe**" (built in 1995) to their new owners, two unaffiliated third parties. George Karageorgiou, Chief Executive of Globus, commented: "We have today concluded the sale of the last two of our vessels built in the mid-1990s. Taking advantage of the cash on our balance sheet and the available bank facilities, we will seek to acquire younger assets that will generate value for our shareholders. We remain focused in our efforts to grow the Company."

Elias Deftereos, Chief Financial Officer, added: "In the middle of turbulent times, Globus has today a very healthy balance sheet as our cash balances today exceed USD 68.40 million. We are confident that Globus is thus strategically positioned to take advantage of market opportunities as these occur in 2010 and 2011." Globus is a global provider of seaborne transportation services for dry bulk cargoes, including among others iron ore, coal, grain, cement, and fertilizers, along worldwide shipping routes. Globus owns and operates one Panamax and one Handymax vessels, with a weighted average age of 7.7 years (as at January 31, 2010) and a total carrying capacity of 126,429 DWT. Both vessels are geared. Globus is listed on the AIM of the London Stock Exchange under ticker GLBS. Jefferies International Limited is acting as nominated adviser and broker to the Company. **Source: Globus Maritime**

Maersk Line's 3rd Hamburg, Far East Service

On 12 February 2010, the container ship **Maersk Sydney** called at the Port of Hamburg for the first time as part of the Maersk Line's expanded AE-10 scheduled liner service. This liner service links the ports of Shenzhen (Dachan Bay), Ningbo, Shanghai, Kaohsiung, Shenzhen (Yantian), Hong Kong and Tanjung Pelepas with continental Europe.

A recent addition is the inclusion of Hamburg as a port of call for the AE-10 service. The service also calls the Baltic Sea ports of Aarhus, Gothenburg and Gdansk. Europe's most important seaport for cargo from and to the Far East and China is already included in the rotation of the AE-1 service. The AE-10 and AE-1 services, as well as the third Maersk Far East service AE-2 are cleared at the Eurogate Container Terminal Hamburg (CTH).

On the occasion of the first call of the AE-10 service in Hamburg, Bengt van Beuningen and Axel Mattern (from Port of Hamburg Marketing) presented the captain of the **Maersk Sydney**, Peter French, with the Admiralty coat-of-arms of the Port of Hamburg.

Containerized traffic with Asia via Hamburg reached a total volume of 4.2 million containers (TEU) in 2009. With 2.3 million TEU, the People's Republic of China (including Hong Kong) retained its top ranking among the ten most important trading partner in container traffic for the Port of Hamburg in 2009.

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There are almost 160 departures a week from Hamburg to the North Sea and Baltic Sea regions. Accordingly, the port on the river Elbe has the most densely structured network of feeder services in northern Europe.

The **Maersk Sydney** was built at the IHI shipyard in Kure (Japan). This vessel is 1,100 ft long, 140 ft wide and has a maximum draft of 46 ft. It is one of a current fleet of 20 containerships with an average carrying capacity of 8,500 TEU operating in the combined AE-10 and AE-1 container liner services between northern Europe and eastern Asia. The vessels in the AE-10 and AE-1 services change rotation after each roundtrip. **Source : MarineLink**

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MARION QUEEN ARRIVED IN WILLEMSTAD



The FEADSHIP (Van Lent - de Kaag - yard number 764) 1990 built **MARION QUEEN** (ex: Alfa Alfa III; Kisses; **Mayan Queen**) seen approaching the port of Willemstad (Curacao) , the yacht is having a length of 49 meter, beam of 8.1 mtr and is powered by 2 Detroit diesels for a top speed of 14 knots, in 2000 the yacht was lengthened with 3.58 mtr at the Derecktor shipyard.

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

Freeport welcomes mega container ship

Freeport, Grand Bahama - One of the largest container ships ever made its maiden voyage to the Bahamas on Wednesday when the mega ship **MSC Tomoko** docked at Freeport Harbour. The MSC Tomoko, operated by Mediterranean Shipping Co., arrived from a stop in Norfolk, Virginia before continuing on its trek to Asia through the Suez Canal.

Gary Gilbert, CEO of Freeport Harbour Company, Freeport Container Port and Grand Bahama Airport Company described the vessel as being as big as an aircraft carrier, but with a wider hull. **MSC Tomoko** docked with 8,800 containers, and, "Augers well for expansion plans for the container port involving the addition of 10 more cranes and six berths - to make 2,000 metres of quay berthing space," said Gilbert. Another large MSC vessel is expected next week and Gilbert noted that the harbour in Grand Bahama, the deepest and largest in the Caribbean, provides the foundation for the most diversified port in the Western Hemisphere. "Freeport Container Port has a very bright future and continues to grow larger daily; it is the deepest harbour in the region and hemisphere and is one of the proud jewels of Hutchison Whampoa's investments in Grand Bahama," said Mr. Gilbert.

Grand Bahama's shipping facilities consist of a newly-refurbished \$20 million cruise ship terminal, an expanding Container Port, a world-class ship care facility, and mega yacht repair facility. **MSC Tomoko** was piloted into the harbour by Freeport Harbour Company's Director, Orlando Forbes along with her Captain, Master Mariner Captain Tihomir Djura Andric, who has visited Freeport on a few occasions dating back to 2000. **MSC Tomoko** draws 45 to 46 feet of water. Manuel Ruiz, Managing Director of MSC said the **Tomoko** is visiting as part of a relatively new service operated by MSC dubbed the Golden Gate Service, which features several ships -- most of them smaller in size than **MSC Tomoko**.

Its circuit includes: New York; Baltimore; Norfolk; Freeport, Bahamas; the Suez Canal, Jedha, Saudi Arabia; Colombo, Sri Lanka; Singapore; Chiwan, China; Hong Kong; Shanghai; Ningbo, China; Chiwan, China; Yiantian, China; Singapore; Salalah, Oman. **Source: The Bahamas Weekly**



The **AMADO DANIEL** seen during trials in Rotterdam-Europoort - **Photo : Harry van den Berg ©**



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The **MARY ARTICA** seen returning in Cape Town from a trip to Antarctica

Photo : Ian Shiffman ©

OLDIE – FROM THE SHOEBOX



Above seen the tug **Chieftain** assisting Harrison's **Magician** in June 1976 into the James Watt Dock Greenock.
Photo : Iain Forsyth ©

.... PHOTO OF THE DAY



The ruler of Oman, **Sultan Qaboos ibn Sa'id** decided to go out for a tour through the port of Muscat, escorted by several security boats and as can be seen 1 special boat for men and 1 for woman (right) in the background is seen moored the container ship **GERMAN S**

Photo : Rik van Marle ©

Sultan Qaboos ibn Sa'id was born in Salalah in Dhofar on 18 November 1940. He is the only son of **Sultan Sa'id bin Taymur** and is one of the 8th generation of the Al Bu Sa'idi dynasty. He received his primary and secondary education in Salalah and at Pune, India and attended a private educational establishment in England from the age of sixteen. At 20 he entered the Royal Military Academy Sandhurst. After graduating from Sandhurst, he joined a British Infantry regiment, The Cameronians, and served in the 1st Battalion in Germany for one year. He also held a staff appointment with the British Army.

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After his military service, Sultan Qaboos studied local government subjects in England and, after a world tour, returned home to Salalah where he studied Islam and the history of his country. **Sultan Qaboos ibn Sa'id** is a Muslim of the Ibadi school of jurisprudence, which has traditionally ruled Oman. A religious liberal, he has financed the construction or maintenance of a number of mosques, notably the Sultan Qaboos Grand Mosque, as well as the holy places of other religions.

In 1976 **Qaboos ibn Sa'id** married his cousin, **Kamila, née Sayyidah Nawwal bint Tariq** (born 1951), daughter of **HH Sayyid Tariq ibn Taymur**, but the marriage soon ended in divorce.

BOEKBESPREKING

Door : Frank NEYTS

"Operation Dragoon".

Bij Pen & Sword Books verscheen "**Operation Dragoon. The Liberation of Southern France 1944**". Het werd geschreven door Anthony Tucker-Jones.

Operations Dragoon, de landing van de geallieerden in Zuid-Frankrijk in augustus 1944, wordt gezien als een 'sideshow' ter ondersteuning van de Operation Overlord, de cruciale D-Day landing in Normandië. Vaak werd deze operatie bekritiseerd als een dure terugtrekking van manschappen en materieel uit de strijd tegen de Duitsers in Italië. Maar nu toont Anthony Tucker-Jones, na een diepgaande studie, overtuigend aan dat Dragoon en het doorstoten van de geallieerden in Zuid-Frankrijk een cruciale rol gespeeld hebben in de bevrijding van Europa. Bovendien had de operatie verstrekkende politieke gevolgen.

Het boek geeft een goed beeld over de aanvankelijke controversiële houding van de partners ten opzichte van '**Dragoon**'. De auteur beschrijft hoe die houding overwonnen wordt. Verder besteedt hij veel aandacht aan de invasie te velde, de vereiste massieve logistieke steun en de uitdrukkelijke rol van het Franse verzet. Een buitengewoon interessant verhaal.

"**Operation Dragoon**" (ISBN 184884140-X) telt 212 pagina's en werd als hardback uitgegeven. Het boek kost £19.99. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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