

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 056



Number 056 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 25-02-2010**

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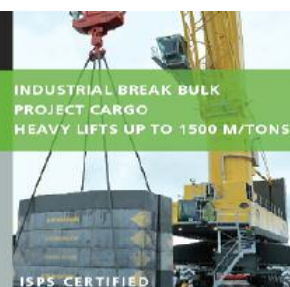
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The OOCL BRITAIN seen arriving in the port of Colombo

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TUG ROTTERDAM DELIVERS HS PIONEER



SVITZER OCEAN TOWAGE tug **Rotterdam** delivered disabled **HS Pioneer** on Yantai Roads. After anchoring **HS Pioneer**, **Rotterdam's** duties were taken over by Chinese tug **De Xiang** of Yantai Salvage (a sister vessel of **De Hong**).



The **Rotterdam** departed for Zhousan - China, via Mokpo for crew change and bunkering. Next

towage for **Rotterdam** will be a dry dock to Equatorial Guinea. **Photo's : Capt Kees Pronk (c)**

Menino pledges to press opposition to LNG tankers

Mayor Thomas M. Menino vowed this afternoon to continue pressuring the federal government to keep liquefied natural gas tankers out of Boston Harbor after the first shipment arrived without incident from Yemen.

"I know public opinion is dead against the LNG tankers going into our port," Menino said this afternoon in an interview. "Offshore is the safest option. Why doesn't a company like Distrigas make safety number one? Why aren't they willing to invest in an offshore site?"

Under the intense scrutiny of law enforcement, a mammoth tanker carrying the first of a number of shipments of liquefied natural gas from Yemen glided into Boston Harbor and docked safely. The 935-foot Maran Gas Coronis was visible from East Boston by 4 a.m. It crossed under the Tobin Bridge around 4:30 a.m., and the Boston Police allowed its special operations and detail officers to stand down around 4:35 a.m.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 056

LNG deliveries to the Distrigas plant in Everett from Yemen were approved by the Coast Guard earlier this month over the protests of Menino and others. Yemen has been described as a new haven for terrorists. It alarmed local officials that ships originating in that country and loaded with explosive fuel would be coming so close to a major population center.

Distrigas and the Coast Guard said that extra security precautions were put in place to minimize any potential risk. Public safety for each delivery costs about \$25,000, Menino said, an expense he expected Distrigas to pay.

"This is the first run from Yemen and it went off very successfully because the eyes of the world were on this ship," Menino said. "We expect that because the Coast Guard was there, State Police were there, every security group was there to watch it. But you know this was the first one. What happens to the next 25 that come to Boston?"

Early this morning as the tanker passed Maverick Square, a usually picturesque parkside view of the Boston skyline was completely obscured by the hulking, red ocean vessel. Even the tallest building could no longer be seen.

The ship arrived flanked by pilot vessels and tugs, and was escorted by about a dozen law enforcement boats, with their blue lights flashing. Two police helicopters patrolled above, and an army of state and local police officers, including special operations officers, guarded the land. Patrol cars and wagons were visible at nearly every vantage point with a view of the ship's arrival.

A Globe reporter and photographer were stopped and asked for identification six times by six different police officers at four spots around Boston and Everett. A special operations officer with an assault rifle and binoculars kept an eye on the Tobin Bridge from a point in East Boston as police on the bridge closed it down so that the tanker could back up under the bridge and finally dock in Everett.

Agencies involved in today's operation included the Coast Guard, State Police, Boston Police, Everett Police, and Massachusetts Environmental Police. The ship was searched by the Coast Guard before being allowed to enter the harbor.

"We have a very robust security regime surrounding all the ships that come in," said Carol Churchill, a spokeswoman for Distrigas. Churchill confirmed that the tanker arrived safely. Distrigas has signed a 20-year contract with their Yemeni supplier and expects to bring up to 30 shipments a year through Boston Harbor. The company provides 20 percent of New England's natural gas on a typical day. The liquefied natural gas is converted back to gas at the Everett plant.

Coast Guard spokesman Lieutenant Erik Halvorson declined to comment on this morning's security procedures. Spokesmen for the State Police and Boston Police did not return calls seeking comment. **Source : Boston.com**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

Venezuela arrested one more vessel, Turkish tanker Aqua

Venezuela reported new victory over illegal drugs traffic, National Guardians and officers of Drugs Control Agency ONA arrested the 2007 built tanker **Aqua** and all 23 Turkish crew, after they found 116 kilograms of cocaine in engine room, on Feb 20. That may be true, but facts contradict Venezuela's version. Several vessels and planes were arrested during last several years, and in all known cases looks like it was a setup, with the purpose of arresting vessel and demanding from owner some kind of "compensation", or plainly speaking, it's just a piracy on a state level. Thanks to

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Chavez experiments in economy, country is on the verge of collapse, and authorities grab currency by all means and ways they can think of, including hijacking and racketeering.

I'm corresponding with two Ukrainian seamen, who're under arrest more than 2 years by now, they're Master and 2nd Officer of a bulker **B.Atlantic**, arrested in Venezuela on a pretext of finding drugs. Authorities confiscated vessel and cargo coal (worth around 3 mil USD), but can't dispose them because can't prove crew or owner involvement in illegal drugs, so now they're trying to frame-up two seamen into fleeing to Colombia, that's what seamen's "lawyer" advised them to do. That means, if they try to escape, they will be covertly killed, Court will rule in favour of Venezuela as main witnesses just don't show up. **Source : Mike Voytenko**



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The **GO COUGAR** seen in Cape Town – **Photo : Aad Noorland (c)**

Owners canceled 140 container ship orders

Ocean carriers and charter shipowners cancelled 140 container ship orders since the global financial crisis erupted in September 2008. The cancelled ships, with a combined capacity of 436,000 20-foot equivalent units, represent 6.7 percent of the 6.51 million-TEU order book on Oct. 1, 2008, according to Alphaliner, the Paris-based consultancy. This

is lower than the cancellation rate for bulk carriers and tankers, Alphaliner said. The cancelled orders include 27 container ships that were converted into other vessel types by their owners. The remainder of the axed vessels were outright cancellations or orders that have been delayed so long that they are believed to have been dropped, especially in cases where shipyards faced difficulties in meeting contractual deadlines and allowed owners to get out of their commitments.

The cancellations do not include vessels which have been built but not delivered because their owners have been unable to make full payments. Ships of 1,000 TEUs to 1,999 TEUs account for the biggest share of cancellations with 54 contracts torn up. Eleven ships above 7,500 TEUs and six of 5,100 TEUs to 7,499 TEUs also have been cancelled. The list of cancelled ships is likely to grow as discussions between shipyards and owners continue. **Source: [joc.com](#)**

Dredging stirs up sea bottom along Finnish coast more than gas pipeline would

Dredging work at Finnish harbours and along shipping routes are stirring up sediments on the sea bottom significantly more than the laying of the planned undersea natural gas pipeline would. According to a survey by the Finnish port Association, about seven million cubic metres of earth - a mass 65 times that of the House of Parliament in Helsinki, is to be dredged from the bottom of the sea in the coming years. About a third of it is believed to contain contaminants.

The dredging work clouds the surrounding water, and can return nutrients lying on the bottom back into circulation. Although the contaminated layers are peeled away, the digging and moving of the layers often means that the toxins are moved to a new location on the sea bottom. "The content of harmful materials in the masses that are dumped at sea is very high", says researcher Seppo Knuuttila of the Finnish Environment Institute. "The masses also do not stay in the area where they are dumped. Instead, they move constantly with the waves.

The need for dredging is on the increase, as sea transport is growing; ships are getting bigger, and consequently shipping channels and harbour basins need to be made deeper and wider. In Helsinki, harbour areas are being converted to residential use in Jätkäsaari and Sompasaari. This year the biggest project is underway in the West Harbour.

More than a million cubic metres of clay and rock are being dredged and blasted from the sea, for the expansion of the harbour, and the rerouting the shipping lanes. Of this amount, 24,000 cubic metres is contaminated with tributyltin (TBT), a toxin used in paint on the hulls of ships. The earth that is contaminated with TBT is to be used as filler on land. The non-contaminated earth is to be moved elsewhere in the sea. The sea bottom near Helsinki has large amounts of toxic tin compounds. These are a problem in all harbours, because the toxicity of the substances was not noticed until the 1970s.

In the Archipelago Sea tin compounds have spread to the Airisto area, where the earth dredged from the bottom of the Turku harbour has been taken. Bottom currents are stronger there than originally thought. In Turku there is a great need to dredge the sea, because the Aura River constantly brings sediment to the sea, which settles in shipping channels. However, the sediment that comes with the river flow is relatively clean, as the sources of TBT have been depleted.

The permission granted by Finland to lay the gas pipeline that is to run from Russia to Germany through the Finnish economic zone in the sea, is conditional to the use of a vessel that can lay the pipeline without anchors that would stir up the sea bottom. Using the type of vessel that drags anchors behind it would have stirred up the bottom at a width of up to two kilometres. At the Russian end of the pipeline route, large amounts of sea bottom are being dredged up, and in the Finnish economic zone, the bottom is being evened out by dropping rocks along the way.

Seppo Knuuttila wonders why more attention has not been paid to the dredging and filling activities at Finnish harbours. "Near the harbours, the amounts of contaminants are significantly higher than along the pipeline route in the middle of the Gulf of Finland", Knuuttila notes. "The examinations go case by case", says Mika Seppälä of the Regional State Administrative Agency of Southern Finland, which granted the pipeline company Nord Stream

permission to install the pipeline in the Finnish Economic Zones. "Although the amounts are greater in the areas near the coasts, and although nutrients and harmful substances certainly are released, the areas are limited in size. the impact of the gas pipeline affects the entire Gulf of Finland. **Source : Helsingin Sanomat**

US Navy rescues Tanzanian ship, nabs 8 pirates

A US Navy warship prevented an attack on a Tanzanian ship and apprehended eight suspected pirates in the process, the US Embassy in Tanzania said on Tuesday.

USS Farragut dispatched an SH-60B Seahawk helicopter to **MV Barakaale 1** after it raised a distress call saying it was under attack from a gang on a skiff, the embassy said in a statement.

"The helicopter then stopped the ... skiff as it attempted to speed away, by firing warning shots across its bow," it said. "A boarding team from **USS Farragut** boarded the vessel and the eight suspected pirates were taken aboard the Farragut."

The statement did not say when and where the incident occurred, nor give the pirates' nationalities. The **USS Farragut** is a guided missile destroyer and part of Combined Task Force 151 that patrols the Gulf of Aden and the east coast of Somalia. The task force, formed in 2009, comprises about three dozen ships from Australia, France, Germany, Italy, Pakistan, Canada, Denmark, Turkey, United States and United Kingdom among other countries.

The coast off Somalia is among the world's most dangerous shipping lanes. The number of piracy attacks worldwide jumped by 40 percent last year, with gunmen from the failed Horn of Africa state accounting for more than half the 406 reported incidents, according to the International Maritime Bureau. **Source : China Daily**

School awaits investigation into ship sinking

A Nova Scotia-based school is eager for an investigation into the sinking of its ship off Brazil and the two days that 64 students and staff spent in life-rafts. A student from West Island College holds a life-preserver upon his arrival at the Mocangue naval base in Rio de Janeiro on Saturday. Nigel McCarthy, president and CEO of West Island College International, which runs the Class Afloat program out of Lunenburg, said he wants to hear details about the response by Brazilian authorities.

"We really don't have the answers as to why different decisions were made with the Brazilian rescue or with the navy at various times," he said Sunday. **SV Concordia**, a 57-metre tall ship, was capsized during a microburst — a rare and sudden downdraft of air in a small area — on Wednesday afternoon, about 500 kilometres off Brazil. The 48 students and 16 staff escaped into life-rafts.

But school officials said they first got word of trouble around 8 a.m. AT Thursday, when they were contacted by the rescue co-ordination centre in Halifax, which had heard from Brazilian authorities. McCarthy said they were told that the **Concordia's** emergency locator beacon had been activated and they should contact their ship. School officials tried and got no answer. A Brazilian military plane spotted the life-rafts Thursday night. By the time its vessel arrived hours later, the navy said, everyone had been picked up by two merchant ships responding to the request for help.

McCarthy said it's clear the search began at least 24 hours after the **Concordia** sank. The Brazilian navy is defending its response, saying it received the distress call Wednesday night and immediately tried to contact the ship by radio. It sent its plane about 19 hours later, which the navy considers standard procedure. Maria Padilha, a navy spokeswoman, said it was important to determine what kind of emergency had happened.

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The investigation will be conducted by the Barbados Maritime Ship Registry on behalf of the government of Barbados, where the **Concordia** was registered. Graham Daborn will be watching the investigation with interest. He taught biology on the **Concordia** last fall. He said he couldn't believe it when he heard the ship had sunk.

"She was an extremely sea-worthy vessel. We had some very robust weather when we sailed into the Mediterranean and she handled that superbly," he said from Wolfville, N.S. Daborn said teachers and students alike performed safety drills every few days for a variety of scenarios, from man overboard to fire to abandon ship. There were also extensive discussions after every exercise.

"By the time you've done that four or five times, I think you'd probably do most of the right things without thinking," he said. The **Concordia**, built in 1992, left Lunenburg in September carrying students in Grades 11 and 12 and first-year university. The Canadian students, teachers and crew arrived in Toronto early Monday. They will be heading to their various homes around the country. **Source : CBC**



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SUCCESSFUL MOVIE PERFORMANCE ON BOARD M.S. FREEWINDS



On Monday night February 22 the members and guests of the Antillean Chapter of the Royal Nederlandse Association of Marine Technology (acronym in Dutch KNVTS) organized the performance of the exclusive NASA movie on the Apollo space flights to the moon during the years 1968-1972.

The 63 guests filling completely the theater of the cruiseship **Freewinds** were welcomed by **Captain M. Napier**, the commanding officer of the **Freewinds**, who always offers the facilities of his ship to the members of the KNVTS and their guests, including the members of the Royal Netherlands Reserve Officers Association (Dutch acronym KVNRO).

Amongst the guests of honor were the deputy commander of the Dutch Armed Forces in the Caribbean Captain J. P.D. (Jeroen) van Zaalen and the Deputy Director of the Coast Guard for the Netherlands Antilles and Aruba Colonel J.J.M. (Hans) Schreuders. Three high ranking officers of the United States Air Force were also amongst the guests of honor.

The performance was an enormous success and even attracted journalists and photographers of local newspapers who were on board the **Freewinds** to report on another event, the well known **Freewinds** concert.

Amongst the KNVTS members were the well know maritime photographer **Mr. Kees Bustraan**, who made pictures to accompany this press release.



New law lets Coast Guard stop ships from sailing

President Gloria Macapagal-Arroyo has signed a new law giving the Philippine Coast Guard increased law enforcement powers, including the authority to detain and prevent from sailing substandard passenger and cargo vessels plying the country's waters.

Known as the "Philippine Coast Guard Act of 2009" or Republic Act 9993, the new law aims to further enhance maritime safety and prevent sea tragedies. Investigations into some of the worst disasters in maritime history that occurred in Philippine waters showed there was need to pinpoint clearer responsibility for the enforcement of maritime safety regulations.

Eight years in the legislative mill, the new law strengthens the arm of the Coast Guard to issue and enforce rules and regulations covering the "promotion of safety of life and property at sea on all maritime-related activities," as well as promote marine environmental protection. Transportation Secretary Leandro Mendoza called the Philippine Coast Guard Act of 2009 a measure that "has long been awaited by the maritime industry and the riding public."

According to Admiral Wilfredo Tamayo, Coast Guard commandant, the agency's functions would no longer be limited to the mere inspection of merchant ships. In a statement, Tamayo said the new law "vests the Coast Guard with the authority to strictly enforce regulations on maritime safety standards within Philippine territorial waters. This includes the power to detain and stop from sailing all substandard vessels," Tamayo said.

The law formalized the Coast Guard's status as an agency attached to the Department of Transportation and Communications (DoTC), but with the provision that it will be placed under the Department of National Defense "in times of war" with the approval of Congress.

Presidential Decree 60, issued in 1974 by then President Ferdinand Marcos, gave the Coast Guard the additional task of ensuring environmental protection in the country's territorial waters.

In 1998, then President Fidel Ramos issued Executive Order 475 transferring the agency to the Office of the President. Ramos later issued EO 477 transferring the Coast Guard to the DoTC.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 056

According to Tamayo, the new law “empowers the Coast Guard to address both traditional and non-traditional challenges, including but not limited to the effects of climate change, natural disasters, and other activities that subscribe to the humanitarian case of saving lives, whether during sea disasters, incidents of piracy, terrorism, and other unforeseen circumstances that subject lives and properties to unnecessary risks or danger.”

The Coast Guard will be called upon to conduct full maritime search-and-rescue operations. Tamayo said the Philippine Coast Guard Act of 2009 was consistent with contemporary developments in other parts of the world.

In pushing for the enactment of the measure, Mendoza emphasized it was “essential for (the agency) to develop into a well-manned, well-organized, and well-equipped maritime safety, marine environmental protection, and law enforcement organization.” **Source : Inquirer**

NAVY NEWS



Spotted in the port of Colombo the 134 mtr Chinese (PLAN) frigate **FFG 526 WENZHOU**, the frigate departed from China during October 2009 for patrolling the Somalian waters for pirates together with the **FFG-525 MA'ANSHAN** both frigates of the **type 054** (NATO Codename **JIANGKAI I**).

The **Type 054** is successor to the **Jiangwei** and **Jianghu class** frigates of the People's Liberation Army Navy. The 4,000 ton (estimated) **Type 054** incorporates many stealth features: sloped hull design; radar absorbent materials; and reduction of surface equipment and features.

The main weapon is two four-cell launchers with the YJ-83 sea-skimming anti-ship cruise missile. It also has an eight-cell launcher with the HQ-7 SAM, which is an improved version of the French Crotale missile. The HQ-7 system has 8 ready to fire missiles, plus 16 stored in the automatic reloader. There is a helicopter flight deck at the stern. It also has a 100 mm main gun and four AK-630 CIWS turrets.

China imported many weapon systems from France in the 1980s, and obtained license production. Several systems utilized on the **Type 054** frigate are based on French systems that were used on the La Fayette in 1980s. However, the newer Type 054A frigate incorporates much more advanced indigenous systems, along with several more powerful domestically developed weapons such as the HQ-16 VLS and the Type 730 CIWS.

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Photo : Jop N. Roggeveen ©

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Yangzijiang Shipbuilding's profits up 45%

Profits for Yangzijiang Shipbuilding grew 45% last year to hit an all time high. The Singapore-listed, Chinese shipbuilder reported a net profit of RMB2.29bn for 2009 up 45% from RMB1.58bn in the previous year. "The profitability for the financial year is encouraging for the whole Group. We stuck to our vessel delivery schedule and added focus will continue to be on execution of orders. We also managed to keep operating costs under control and

would continue to employ this strategy,” said Ren Yuanlin, chairman of Yangzijiang. The shipbuilder delivered a total of 40 vessels in 2009 and is due to deliver 48 vessels this year. At the end of 2009 the yard’s orderbook \$5.6bn and Yangzijiang said it had had no order cancellations. To diversify its business the shipbuilder is moving into the ship demolition and scrap steel businesses. **Source: searadeasia**

Okaskaya Shipyard starts dry-cargo ship, the first of 10-ship contract

Oka Shipyard (Navashino, Nizhny Novgorod Region) began on February 24th, 2010 construction of the RSD44 project head dry cargo carrier, “**Volga max**” 5440-dwt river and sea going ship. The RSD44 project series were designed by Marine Engineering Bureau (MEB). The new 10-ship series were ordered by Bolga Shipping Company to upgrade its river dry cargo fleet, MEB press release said.

The new RSD44-project “Volga max” dry bulkers (the length of waterline 138.9 m, width - 16,5 m, depth - 5 m, coaming height 2,2 m) are intended for transportation via Russian inland waterways of general, bulk, forest and bulked cargoes, grain, lumber, potash and fertilizers, sulfur, coal, paper, building materials, steel products and up to 140 containers. The ship deadweight at 3.60-m draft in the river is some 5440 tons, with 3.53-m draft at sea - 5460 tons. The cargo space is 7090 cu. m. Russian River Register Class - O-PR 2.0 (ice 20) A.

The ships were also meant to be operating via the Volga-Don Shipping Canal (VDSC), Volga-Baltic Canal, in the Azov Sea to the port of Kavkaz and the Gulf of Finland. The ships can smoothly pass under the Neva bridges in the St. Petersburg area and under the railway bridge Rostov (Rostov-on-Don) (maximum draft when passing under bridges 5.4 m).

Dimensions of the RSD44 project (overall length of 139.99 meters, overall width 16.80 meters) allow for the ships operation through VDSC, including transit via the “old” branch of the Kochetov lock without towing.

As the developer of the ships said, the vessel cargo space is as much as 21% over those of “Volga” type ship. These bulkers can carry large loads and significantly increase the load volume for shipment of loose bulk cargoes - barley, sunflower seeds, cotton, scrap metal and large diameter pipes, etc.

The RSD44 type ship’s DP is 8% less than that of “Volga” type, which will help save up to 8% of the total costs for port and navigation charges.

Earlier reports said the stockholders of Shipping Company “Volga Shipping Company” JSC at an extraordinary meeting on February 18th, 2010 had approved a contract with the WEB-Leasing Comp. for the purchase and leasing of RSD 44 10 dry cargo carriers by Volga Shipping Company. **Source : PortNews**



Hanjin union workers announce general strike

The labour union of Hanjin Heavy Industries has announced a general strike on Friday, February 26. Over a thousand union-member workers are expected to participate in the strike. The union announced on February 23 that strike action would take place unless the management came through and accepted four demands which the union had put forth, Asiasis reported.

Demands included that the management should reprimand executives for not receiving any orders in the past year and a half. The union said that the CEO should take on some responsibility and try to secure orders. The union also called for a US\$8.7 million package to prevent the sacking of 300 workers. The union said it was willing to compromise; if the management paid US\$8.7 million, the union said it would top it up with a further US\$4 million to prevent further redundancies.

Additionally, the union has demanded that the management stop layoffs and guarantee union members' job security. The management responded to the unions demands saying that its arguments and demands were "not acceptable without detailed plan". "If the union gives reasonable and feasible alternatives, then the management will have a sincere talk with the union to prevent the general strike," Asiasis quoted Hanjin management as saying.

In other news, Hanjin has cancelled yet another order. The cancelled vessel is a 6,500TEU containership ordered by the Islamic Republic of Iran Shipping Line. The vessel has not been delivered because of problems with securing finance. **Source : Baird Online**

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UAE's Khor Fakkan port throughput up 9.9pc last year

The UAE's Khor Fakkan port handled 2.75 million TEUs last year, an increase of 9.9 per cent over the previous year, according to TradeArabia. Khor Fakkan port is a key transshipment centre and only 25 per cent of containers handled there are bound for the local market. The rest are transferred to smaller ships and delivered on to India and Pakistan, east Africa, Oman and ports lying within the Gulf including Abu Dhabi and Iran.

The port has a maximum capacity of 4.5 million TEUs and is considering further expansion. Meanwhile, Gultainer, which operates the port of Khor Fakkan and the Sharjah Container Terminal, has joined the Arab Federation for Freight Forwarders and Logistics (AFFFL) as an acting member, which will allow the company to participate in the federation's

activities and suggest projects and ideas on how to develop the logistics industry in the Arab world. The federation, which operates under the Arab League, is considered one of the Council of Arab Economic Unity's Quality Federations and also an advisory body to the Arab Ministers of Transportation. It has several activities, the most important of which is submitting suggestions and draft resolutions related to the transportation and logistics industry to the Arab League and Arab Governments. The federation meets frequently with Arab Ministers of Transportation to discuss standardisation of the industry in the Arab world. **Source: cargonewsasia**

PUFFIN WORKBOATS IN COLOMBO

Master Divers in Colombo is operating several workboats in and around the port, they are named PUFFIN with a number, below is seen the **PUFFIN II**,



The **PUFFIN II** is powered by a "manual controlled" 5 cylinder **LISTER BLACKSTONE** main engine of 280 hp by 750 RPM, as can be seen above





Iskes Towage's **SATURNUS** seen assisting the **ALPHA ACTION**
Photo : Jan Ramaker (c)

Former naval base in The Orkneys to be developed

NewEnergyFocus.com reports that a former naval base in The Orkneys in Scotland is set to be re-developed to service the soon-to-be-announced Pentland Firth leases and other offshore wave and tidal projects around the islands.

Orkney Islands council has confirmed it is looking for contractors to start work on the £3 million first stage of development for a renewable energy centre at Lyness on the island of Hoy.

The development, which has received European Regional Development Fund funding support of 40 per cent (£1.2 million), was instigated by the lack of adequate berthing space in the current port infrastructure, the council said.

It wants to provide the marine renewable industry with dedicated berthing space and adequate working areas, which are not fully available at the major piers within the current port infrastructure. The refurbishment of 265m of berthing and 4,000 square metres of quayside concrete hard standing, as well as new pier furniture, power, lighting and water supply are set to provide a dedicated area for the assembly and maintenance of marine renewable energy devices.

This first phase in what is hoped to be a three stage project should be completed by December if a contractor is secured by the end of April as planned. Future phases will be put forward to the council for approval when it has definitive developer demand. Orkney is a centre for wave and tidal developers as home to the European Marine Energy Centre (EMEC), while in mid-March. The Crown Estate is expected to award seabed leases for the Pentland Firth, the body of water between the islands and the Scottish mainland.

The announcement was delayed after The Estate received a total of 42 applications from 20 bidders for wave and tidal energy leases in the Pentland Firth, ranging from 10MW demonstration sites all the way up to the highest band of 200-300 MW commercial sites. The Estate said it needed more time to negotiate with "high quality bids."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 056

A spokeswoman for Orkney Islands council said that Lyness had been chosen for its proximity to the Pentland leases. She said: "The location of future crown estate leases for test sites for wet renewables in and around Orkney waters is within workable sailing/towing distances from Lyness and, with 4.5 hectares of harbour authority land adjacent to the refurbished berth, Lyness proved to be the ideal location." "Meanwhile the council is awaiting the Crown Estate's leasing announcements with regards to the Pentland Firth and Orkney Waters." **Source : Dredging News Online**

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Useless sea clutter becomes very useful with Seadarq system

(by Wim Vermeiden, retired Rotterdam Pilot)

After my reluctantly retirement as a Rotterdam Pilot, I continued my maritime career with my own small Consultancy enterprise. In these new circumstances I found the freedom and the challenge to surf through the maritime world and hold on to things that seemed interesting.

Besides my contribution as a simulator instructor, off shore surveyor and consultant, I met this tremendous Seadarq system using sea clutter for very interesting hydrographic information. This information is interesting enough to share with my nautical colleagues.

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After considering the surprising results from Seadarq, lots of applications crossed my mind and I am sure you will experience the same.

Let me explain the system shortly:

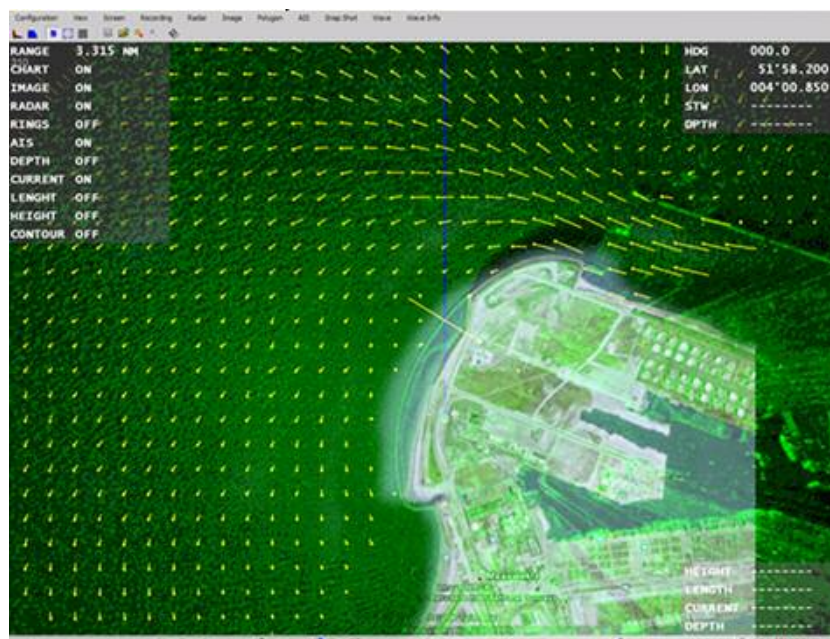
The Seadarq equipment (just a computer with some software) is connected to a ship based or shore base X-band radar.

The raw sea clutter, which is usually suppressed by the observer, is detected and transferred into three interesting topics. The idea of doing this was born at the TNO (technology institute at Delft University) by a researcher who was in no way concerned with the shipping industry or nautical users. A couple of years ago somebody discovered the significance of this research and founded the Seadarq organization. As mentioned above there are three interesting topics produced by Seadarq:

1. Hydrographic information
2. Oil spill detection
3. Small object detection

Hydrographic information

Measuring this does not require great wave activity. Of course it also depends on the quality of the radar and the scanner, but normally with a wind more than 2 m/s hydrographic information can be gathered. With the new rising coherent radars even better results are expected. Real time information of surface current (force and direction), waves (direction, period and height), bottom profile (till 30 m) and depth is transferred by the information of sea surface movement. At this moment real time information, like current and waves, is only possible with buoys or fixed installations. Seadarq, however, supplies real time information from a chosen area. Depending on the antenna height and quality a range of about 5 nautical miles is possible. The Port of Rotterdam needed a system to show current measurements during the progress of creating Maasvlakte 2. Although they had excellent calculated models and a fixed measuring point near the MVN buoy in place already, Seadarq was more than welcome to compare predictions with real time information. Moreover the pilots were supplied with combined current information (model, fixed point and Seadarq) by a program called Few's viewer, designed and launched by Deltares. Although the Dutch coast has already a lot of measuring points and models for currents and waves, Seadarq is the first in the Netherlands to show this information real time and covering a wide area. Most useful where unpredicted currents are crossing fairways from adjacent sandbanks and are bothering the passing vessels (the Westerschelde and the Waddenzee!).



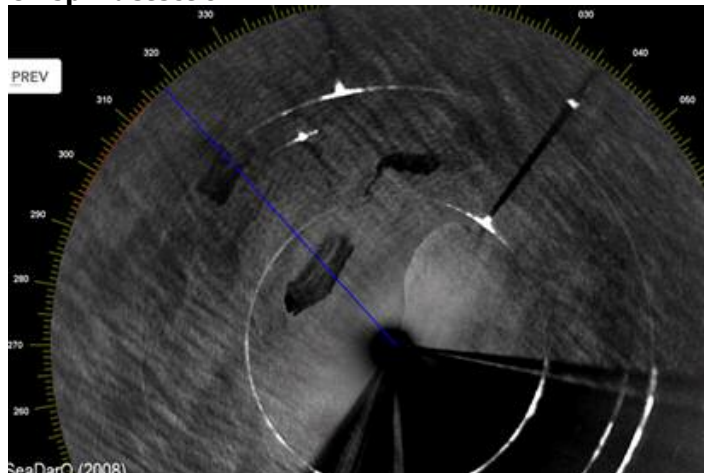
Seadarq current presentation near Rotterdam approach before Maasvlakte 2

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But also in open water, where information is needed for rig moves and off shore installations the Seadarq hydrographic information can be a great use.

Most of the times rig moves and off shore installations are carried out under strict procedures and narrow windows. The real time hydrographic information from Seadarq will mean a great additional help to decide for a "go or no go".

Oil spill detection



SeadarQ (2008) system.

To detect an oil spill at present an aircraft is needed. After detection the oil spill fighters are hired in to remove the spillage.

With a Seadarq oil spill application shore or ship based radars can spot the spillage immediately, day or night. In fact the radar reflection on the polluted area shows a flat sea (caused by the spillage) as a dark spot on the radar.

The black spots showing the polluted area with Seadarq. By observing the polluted area the predicted movement is easily established. At this moment the oil fighter m.s. Arca has a Seadarq system on board, but shore based radar may also be equipped with this oil spill detecting

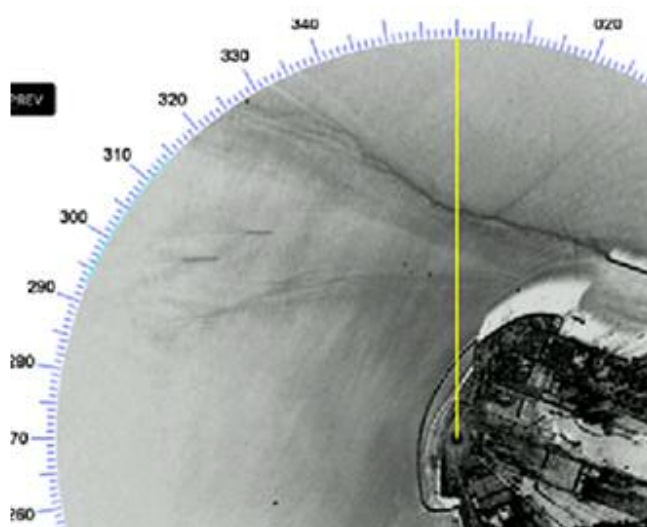
Small floating objects, such as rubber boats and jet ski's have a very low radar reflection compared to the reflection of the sea surface, i.e. the sea clutter. Conventional detection methods suppress this sea clutter and as a result, small floating objects are not visible due to the low signal to clutter ratio. Ship wakes are the result of water disturbance caused by the ship's hull and the action of propellers. Their visibility in radar images depends on the sea surface roughness caused by the wind, and on the propagation direction of the wake relative to the looking direction of the radar. For navigation radars which have low grazing angles, observation of ship wakes requires higher sea state conditions. It is under these conditions that small objects are difficult to observe. The SeaDarQ system uses a number of algorithms to detect different features in a ship wake which are visible by radar. Testing and recordings have shown the SeaDarQ system is successful in detecting small moving objects by means of identifying the wake these objects make. Numerous tests have been completed to assess the capabilities of the SeaDarQ system to detect small objects. In Dubai, tests and recordings have recognised small objects, such as pieces of wood, plastic and metallic barrels, foam markers, buoys, small boats and small floating objects.

To summarise, small object detection using the SeaDarQ system has been designed to detect both small floating objects and moving targets. It has been operating successfully during all sea conditions, and even functions during high sea states when objects are hidden in the waves.

This part of Seadarq shows lots of applications as well. Think for instance of port safety worked out in ISPS, piracy control, drugs smuggling, Coast Guard, SAR operations and search for lost containers.

Small object detection near Maas Approach. You can see the tidal current line pretty sharp

If interested to know more about Seadarq visit www.seadarq.com or contact wim.vermeiden@planet.nl



DISA

DISA MARITIME BVBA
Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
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€300m harbour work 'paused'

WORK IS to be “paused” on public facilities in the €300 million Greystones Harbour redevelopment project in north Co Wicklow, its backers have confirmed. With an estimated €40 million already spent on construction of the project – mostly on the creation of the outer harbour walls – the Sispar Consortium has yet to build new facilities for five local clubs, 341 apartments and houses, a new public square, slipways, a 230-berth marina, commercial facilities including marine-related shops and offices, an associated beach and a public park.

The project also includes anti-erosion measures at the existing north beach that are scheduled to take place annually for 30 years.

However, Sispar has told a local harbour liaison committee that given the changed economic situation, once the outer walls and two slipways are completed by about next October – by which time they will be about six months’ late – a pause will be put on much of the “landside” aspects of the project, including the clubhouses and the marina.

Sispar told the February meeting of the local harbour liaison committee that it was in talks to bring forward some of the commercial elements of the project, notably a block “D” that would be located roughly in front of the existing sailing club premises.

This would allow most hoardings around the harbour to come down, and a number of areas to open to the public, although they may have temporary surfaces, by September 2011. However the next phase – the construction of clubhouses for sea scouts, divers, sailors and rowers – will be delayed and the timescale for their delivery will depend on market conditions for new homes and commercial property elsewhere in the development.

A Sispar video timescale for the development that was originally posted on the project website shows the sea walls having being completed and substantial progress on landside buildings, including the clubhouses, by month 24, which is February 2010.

This video has since become inaccessible on the project website but is still available on YouTube.

According to local councillor Derek Mitchell (Fine Gael), who as chairman of Wicklow County Council signed the contracts with Sispar for the public-private partnership, the town had been “trying to get the harbour sorted out for over 100 years and it is good news that the marine works are nearly finished”.

“The next phase – construction of public facilities, including the public square and clubhouses for the sea scouts, divers, anglers, sailors and rowers – will most likely be paused for a bit,” he told The Irish Times .

County council spokesman Sean Quirke said that future timescale was “dependent on where the market goes”. But he pointed out costings for the project were based on 2004 values, so recent falls in property values were not as damaging as many people thought.

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He said the project had still some years to run. However, Labour councillor Tom Fortune, who is also a member of the harbour liaison committee, said the local community had been brought on board by promises of "community gain", particularly in relation to the development of new club houses".

"The carrot here was the clubs and the public facilities, the marina and the public square which were all to be delivered first, but it now seems they will only be done, at best, in tandem with 341 new homes. "It as a Celtic Tiger project in every sense of the word. People argued strongly at the time that it was too greedy: we could have rebuilt the harbour walls and financed it by selling housing land elsewhere in the town in council ownership," he said.

Source :IrishTimes



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GC Rieber secures financing for Freire newbuilds

Norway's GC Rieber Shipping has secured long term financing for two subsea IMR (intervention, maintenance and repair) newbuildings due for delivery in 2010/2011. The vessels are of Skipsteknisk ST-254L CD design and are being built at the Freire Shipyard in Spain. They were originally ordered by Sea4 AS, but GC Rieber acquired the newbuilding contract last year. The \$107 million loan facility announced today has a 5-year term with a 15-year profile. It was arranged through a "club deal" with Nordea, Sparebanken Vest and SpareBank 1 SR-Bank. Including this loan facility, the two newbuildings



will be approximately 75 % debt financed. Nordea is the agent for the loan facility.

Both vessels have a length of 110.6 m and beam of 20 m. Each is fitted with a 150 t offshore AHC crane, has accommodations for 120 persons and offers 1,000 sq. m of deck space. They will have the class notation "Clean Design", and will be built to IMO SPS 2008 rules. Source : MarineLog

OOCL raises Europe-Australasia rates

Overseas Orient Container Lines, extending the shipping world's push toward higher prices, said Tuesday it will increase freight rates by \$100 per 20-foot container as of March 1 on cargo moving from ports in North Europe, the Mediterranean and the Black Sea to ports in Australia and New Zealand. OOCL said it is introducing the rate restoration program, "In order to maintain and strengthen the high level of service quality and a comprehensive global liner network for all of our customers."

The Hong Kong based carrier said it will also apply a peak surcharge of \$150 per TEU and \$200 per 40-foot container on cargo from North Europe ports to Australia and New Zealand due to high seasonal demand, also effective March 1. The increases follow OOCL announcements earlier this month of rate hikes on trans-Atlantic and trans-Pacific services, part of a broad movement among container ship operators to raise prices this year following dramatic rate discounting during 2009. **Source: [joc.com](#)**

Technip receives subsea contract in Mediterranean Sea

Technip has received a contract by Repsol Investigaciones Petroliferas for the development of two fields located approximately 50km off the east coast of Spain. Technip's scope reportedly includes engineering, supply, installation and pre-commissioning of the 11km flexible pipeline system that will connect two production wells to the Casablanca platform. This pipeline system will include a riser, a flowline and two jumpers.

Technip said that it will also install a pumping manifold, umbilicals and flying leads provided by the client. The project is located in a fishing area. To protect fishing lines, the flexible pipelines and umbilicals will therefore be trenched.

Technip's operating center in Paris, France, will reportedly execute this contract. All flexible pipelines will be fabricated at the group's plant in Le Trait, France. Offshore installation is scheduled to be carried out in the first half of 2011, using the Deep Constructor, one of Technip's deepwater construction vessels. **Source : [Datamonitor](#)**

Hanjin Forecasts Profit in 2010

Hanjin Shipping expects to post a profit this year and boost revenue 27 percent as world trade picks up and shipping lines cut fleet expansion plans, according to Bloomberg News. "The gap between demand and capacity is expected to narrow this year as demand recovers and ship deliveries are delayed," Chief Executive Officer Kim Young Min told reporters in Seoul. "Our aim is to post a net income for the year."

Revenue may reach \$7.1 billion from \$5.6 billion in 2009, Kim said. The company also aims to make an operating profit, or sales minus the cost of goods sold and administrative expenses, compared with a loss of \$26 million last year, he said without giving a precise profit forecast. Hanjin Shipping, South Korea's largest container line, and many other major carriers began raising freight rates late last fall after they had cut capacity enough to support the rate increases as trade volumes began to recover from the global recession.

Hanjin Shipping had a net loss of \$243 million in the fourth quarter of last year, it said on Feb. 4. That was the first time it had reported results since being divided into two separate listed companies in December, one an operating company and the other a holding company. **Source: [Journal of Commerce](#)**

Port of Salalah planning dramatic expansion

The Port of Salalah in Oman is set to launch a dramatic expansion of its container and general cargo terminals, in an attempt to establish itself as one of the world's leading transshipment hubs. According to a revised masterplan detailed in the Oman Observer, the Container Terminal will gradually be expanded to reach a total quay length of 8km, while the port's capacity will grow to 15 million TEUs per annum. "The Port of Salalah, together with the Ministry of

Transport and Communications, has designed a new masterplan for the entire port area that will accommodate growth for the next 20 years," Martijn van de Linde, CEO of the Port of Salalah, told the Observer.

The next phase of the port's expansion will be the development of Terminal 2 of the Container Terminal, which will add three additional deepwater berths totalling 1,350m to the existing 2,581m linear quay. The port's container handling capacity will consequently be boosted to 9 million TEU, the newspaper said.

"We have the design ready for Terminal 2, the capital investment for which is estimated at \$525m," said van de Linde. "Development is expected to begin as soon as market conditions are ideal. It's likely that we embark on that investment, in terms of commitment from shareholders, in 2011."

Van de Linde added that the port's current development priority was the \$120m expansion of the General Cargo Terminal, which will allow the largest ships in the world to dock at Salalah. According to the newspaper, he said the new General Cargo Terminal development will include a new Northern Breakwater to eliminate the risk of long wave, as well as facilities for government and naval vessels. "The General Cargo berths, along with the liquid berths, planned for construction inside the Southern Breakwater, are now in the final design stage and were tendered out at the end of 2009," he added. "Construction is expected to commence by the beginning of 2010 with a 22-month construction window. The new berths will be operational by the end of 2012." **Source : Arabian Business**

Chennai port in talks with PSA-Sical to let out 2nd container terminal

The Chennai Port Trust (ChPT) is considering the idea of letting out the second container terminal, which is run by PSA-Sical and currently 'under-utilised,' to handle cargo, according to Capt. Subhash Kumar, Chairman, ChPT. "We are in dialogue with PSA-Sical on this," he told Business Line.

PSA Sical — a joint venture between PSA International of Singapore and Sical Logistics of Chennai — started the terminal operations mid last year and is handling less than 20,000 boxes a month. It currently has nearly 28 hectares (totally it will get 34 hectares), which will not be entirely required immediately. On the other hand, there is demand for space for handling cars and other clean cargo. "We have just begun the dialogue with the company and do not know when it will work out," he said. The designed capacity of Chennai International Terminals Pvt Ltd (CITPL) is to handle annually around 1.5 million TEUs, but it will be handling only 0.3 million TEUs (twenty foot equivalent units) this year and a few more thousand boxes more next year. "Till they settle down, we can give the space to somebody else," he said.

As the terminal is under a licence agreement with the private operator which pays a royalty to ChPT for the terminal, there are a number of issues that need to be sorted out before it can be given to others.

For instance, temporarily, the ChPT can get the land for other cargoes to be handled at the terminal, he said.

Industry sources welcome the 'innovative' idea of the chairman, but say a lot of work needs to be done to implement it. The proposal will require the clearance of the Shipping Ministry and also of the Tariff Authority for Major Ports since setting tariff will be involved. **Source: The Hindu Business Line**

Mother Theresa said :

" Let us not be satisfied with just giving money.

Money is not enough, money can be got, but they need your hearts to love them.

So, spread your love everywhere you go."

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.... PHOTO OF THE DAY



Above seen a spectacular photo of one of the wreck removal projects this year. The former Russian Sverdlov class Cruiser "**Murmansk**" stranded during towage in a storm outside Sørøya North Norway in 1994. The Cruiser is now subject for cutting and removal.

Photo : Knut Arnhus - Norwegian Coastal Administration (c)



The **Sverdlov class** cruisers, Soviet designation Project 68bis, were the last conventional cruisers built for the Soviet Navy; 13 ships were completed before Nikita Khrushchev called a halt to the programme as these ships were considered obsolescent with the advent of the guided missile. A total of 30 ships were planned.

These ships were improved and slightly enlarged versions of the **Chapayev class** cruisers. They had the same main armament, machinery and side protection as the earlier ships, but had increased fuel capacity for greater range, an all welded hull, improved underwater protection, increased anti aircraft artillery and radar.

The **Murmansk** (Мурманск) (named after the city of Murmansk) was one of the 13 ships was built at Severodvinsk and laid down in 1953, launched 24 April 1955, and completed 22 September 1955, she was decommissioned late 1980s. And ran aground in December 1994 at Hasvik, Norway On her way to India for scrapping

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