

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057



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**The SVITZER LIWA is seen operating in the port of Sohar (Oman) - Photo : Rik van Marle (c)**

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## Un-expected guests welcome first LNG tanker in Mejillones Chile.



Above seen in Chile the **BW GDF SUEZ BRUSSELS** which was to berth at the GNLM terminal in Mejillones, Chile. When the Svitzer tug arrived to make fast they were surprised to see some un-expected guest on the tankers bulbous bow, (I hope this visitors did not breach any ISPS regulations ☺ ) **Photo's : Rinus Lorwa (c)**



## Strange beetle attacking Russian Far East

Russian Agriculture Quarantine authorities Rosselkhoz nadzor in Primorye Region, Japan sea, made a statement on Feb 24, that 3 foreign-flag vessel were detained in Vostochny Port after phyto checking those vessels. They found in ships' food stores, in soya, bean and masha, Chinese weevil beetles, considered as a grave danger to local agriculture. Stores are decontaminated, crews prohibited to take ashore any food from ships' stores. It's all rather strange, because as authorities said, vessels call in Vostochny for bunkering. How and for what purposes crews are supposed to take grain ashore, is a miracle, bunkering is a road operation, let alone reasons for seamen to take soya beans with them on a shore-leave. On Jan 29 another foreign vessel, Chinese, was detained exactly for the same reason with same results. Maybe this is Rosselkhoz nadzor's campaign, just to earn some points with high officials, plus a chance for bribing. Anyway, this is strange and worrisome for all other vessels calling Vostochny, better beware and prepare, or they're facing some big problems. **Source : Mikhail Voytenko**



Above seen the **Seabourn Odyssey** arriving for her maiden call in Sydney 24th Feb.  
**Photo : Ian Edwards (c)**

## 350 sick aboard Celebrity Mercury cruise ship

The **Celebrity Mercury**, a cruise ship that spent the winter sailing from the Port of Baltimore, is in the midst of a massive outbreak of a norovirus-like illness during its current cruise to the Caribbean. More than 350 of the passengers and crew are reporting symptoms that include upset stomachs, vomiting and diarrhea.

The **Mercury**, which carries more than 1,800 passengers, left Charleston on Feb. 15 for an 11-night sailing. South Carolina has had an uptick in the number of norovirus cases this winter, according to the Associated Press. However, a spokesperson for the ship says samples are being sent to the CDC to determine if the norovirus is responsible for the sickness onboard. In the meantime, the cruise line is undertaking an "enhanced cleaning" of the ship, the AP reports.

According to a cruise schedule posted online at the Port Administration Web site, the Mercury was supposed to sail from Baltimore on Feb. 13 for a repositioning cruise that would end up in Charleston, where the ship will be sailing for the next several weeks before returning to the West Coast. Since schedules do change, I'm not sure that's what happened, but I'm trying to find out if any Marylanders may have undertaken this cruise.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

Repositioning cruises typically offer a unique itinerary for an attractive price. This seems to have been a rough sailing season for the **Mercury** and Celebrity Cruises, which is owned by Royal Caribbean International. First, there was the earthquake in Haiti, where the **Mercury** ship sometimes stops at Labadee. Also, you may remember that a few weeks ago - around the time of the blizzard - several **Mercury** crew members suffered carbon monoxide poisoning while in port in Baltimore and had to be hospitalized. And now this.

Source : baltimoresun



Tuesday morning (23 February 2010) saw the arrival of Brittany Ferries' latest acquisition, "**Cap Finistère**" (ex-"**Superfast V**") for berthing trials. She arrived 45 minutes late at 09h45 (GMT), departing the same day at 17h15. She is now in Dunkerque for repainting, from where she will head to Cherbourg for final fitting-out, prior to entering service on the Portsmouth to Cherbourg and Santander routes from March 2010.

Photo : Matt Forbes (c)

## Open Day to mark Year of the Seafarer

Chaplains representing all the Seafarers' missions in Durban will host an Open Day to mark The Year of the Seafarer at the Seafarers' Mission, Bayhead on Saturday, 27 February 2010 from 09h00 – 15h00. The event is open to the public and there is no entrance fee.

A variety of displays will illustrate the work done by the Missions and chaplains will be on hand to give detailed information on projects past, present and future. The Open Day is the first of several events planned in Durban to mark this important year which is dedicated to the seafarers, the intention being to pay tribute to the world's 1.5 million seafarers - men and women from all over the globe. During the day food and refreshments will be served.

Source : ports.co.za



Above seen the **CSD "D'Artagnan"**, whilst dredging the fairway towards the "Khalifa Port project" in Abu Dhabi.

Photo : Crew Alpha-B ©

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

### Supertanker surplus shrinks on demand

The supply of supertankers competing to haul cargoes of Middle East crude oil shrank as falling rates spurred demand.

There are about 6 per cent more very large crude carriers (VLCCs) available than cargoes to haul over the next 30 days, according to the median in a Bloomberg survey of four people. That's down from 40 per cent last week, a seven-month high.

'Low rate levels have triggered some bargain hunting among charterers,' Oslo-based shipbroker PF Bassoe AS said in a report on Feb 19. 'March often means the onset of the slow season for VLCC activity, so much depends on how quickly Chinese activity revives after their New Year.'

Rental income from shipping Saudi Arabian crude to Japan, the industry's benchmark route, dropped 57 per cent this month to US\$34,867 a day, according to the London-based Baltic Exchange. That compares with the US\$32,900 that Frontline Ltd, the biggest operator of the vessels, says it needs to break even on them.

Charter rates for VLCCs rose 9.7 per cent to 74.56 Worldscale points on Monday on the Saudi Arabia-to- Japan route, the Baltic Exchange said. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. **Source : Bloomberg**

### Golden Ocean wins approval for Singapore listing

John Fredriksen's Golden Ocean has received approval for its secondary listing on the Singapore Exchange. SGX said Oslo-listed Golden Ocean was one of the first two companies to seek a dual listing under a collaboration between the Singapore Exchange and Oslo Bors. SGX listed China Fishery Group is planning a secondary listing in Oslo. No timeframe or the size was revealed for the listing of Golden Ocean on SGX. The dry bulk shipowner said two weeks ago it had been looking into a secondary listing in Singapore since last November. Last year Singapore Exchange and Oslo Bors signed an agreement to try and encourage companies from the shipping, offshore and energy sectors to seek dual or secondary listings in each others exchanges. **Source : Seatrade Asia**

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The above seen watercolor image by **Hans Breeman** has been made for **Wim Saaij**, technical maintenance controller of Smit on request of his wife Lida. Wim has been sailing on the motortug **Groenland** for many years. The vessel can be seen here passing the "van Brienenoordbrug", eastside of Rotterdam where a busy motorway (A16) crosses the river.

[www.hansbreeman.nl](http://www.hansbreeman.nl)

## Mega ship-designed Cochin port opening delayed until late in the year

INDIA's first state-run postpanamax container terminal in Cochin on the southwestern coast, which was to open soon will now open towards the end of the year, reports India's Economic Times.

The International Container Transshipment Terminal planned to reduce the Singapore Colombo feeder trades by facilitating more direct calls by megaships to an Indian port. The DP World-managed port is designed to give access to containerships too large to access the privately owned and operated Mundra Port in the western state of Gujarat.

The first phase of the terminal is to have an annual capacity of one million TEU with space to scale up to three million TEU a year if demand warrants. **Source : Schednet**

## SAN Moves 30 Vessels to Ship Registry

The Nigeria Maritime Administration and Safety Agency (NIMASA) has engaged the services of consultants to upgrade its flag register to international standard, even as the Shipping Association of Nigeria (SAN) is to move its 30 vessels hitherto under foreign flag to the nation's register.

Speaking on the efforts of the apex maritime regulatory agency in Lagos, Director-General of NIMASA, Temisan Omatseye, said that they have engaged three experts to work on the registry.

The NIMASA boss who disclosed this while playing host to some members of SAN, explained that it is the desire of the agency under his watch for the nation's flagship to be accepted by the international shipping industry. According to him: "Though the maritime industry is matured, it is still in the infancy stage. It's time for Nigerians to take over the business in the nation's maritime sector. The issue of the Cabotage Vessel Finance Fund is key to our heart."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

As much as we are ready to disburse the Fund, NIMASA is also committed to ensuring the availability of business for our indigenous operators. This is why we want our ship registry to be first class." He also noted that the agency is working out modalities to ensure effective training of Nigerian cadets and that they also get the relevant sea time practical required for qualification to sail on international trading vessels.

SAN President, Emeka Ndu said that their decision to bring their vessels to the nation's ship registry was based on recent development in the Nigerian maritime industry. Ndu said for starters, his company; C & I Leasing would kick-start the process by changing the flag of its entire fleet of six vessels to Nigerian flag. According to him, "We are happy about achievements of NIMASA in the past eight months and this has served as an incentive for us to desire to be 100% compliant with Cabotage requirements. As a result of the positive flow from NIMASA, we have decided to transfer all our vessels onto the Nigerian Ship registry."

The SAN boss disclosed that the decision of his company to fly a foreign flag in the past was as a result of heavy discrimination against Nigerian flag vessels, which makes it difficult for such ships to do business. Omatseye, who received members of the association in his office, described the decision of SAN to transfer all its vessels to the Nigerian Ship Registry, as a major milestone in the relationship between NIMASA and SAN.

While assuring members of the association that they will not regret their decision to fly the Nigerian flag, Omatseye urged them to always liaise with the agency when faced with any challenges. He restated the agency's commitment to making the Nigerian Ship Registry world class. He announced that NIMASA is set to disburse the Cabotage Vessel Finance Fund, CVVF adding that the agency will also ensure that indigenous operators compete favourably with their foreign counterparts for business. **Source : All Africa**



KOTUG's **ZP MONTELENA** seen assisting the arriving **OOCL SEOUL** in Rotterdam  
**Photo : Jamie Reurink (c)**

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## NAVY NEWS



The tug **IKAR** arrived with the former **U 28** in Rotterdam enroute 's Gravendeel where the submarine will be scrapped, the **IKAR** will return again to Germany to collect the 3<sup>rd</sup> submarine, this time the **U 30** also to be towed to 's Gravendeel to be scrapped.

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)

## UAE-UK navies conduct joint marine exercise

Emirati and British navies are currently engaging in a two-week joint marine exercise on the UAE waters.

Code-named "Sea Khanjar", the war games are being held from 15 to 27 February 2010 as part of a plan seeking to upgrade joint marine training and raise combat preparedness of the these forces.

These marine drills will strengthen joint action between the UAE armed forces and their counterparts in friendly countries, contribute to further enhancing joint military coordination and cooperation with the aim of continued assimilation and understanding of new tactics, gears and equipment. Such military exercise demonstrate the UAE Armed Forces' firm commitment to keeping in touch with the latest technology.

The UAE Armed Forces are handling these drills with the required seriousness and high competence. The UAE Armed Forces' officers and personnel exhibit determination to upgrade performance, discipline and excellence in all missions and duties assigned to them.

Officer Commanding the British Royal Major Tom Tanowski said: "This is a great opportunity for my marine to train and work along side our UAE marine brothers, we have learnt a great deal from each other both from the military and the cultural aspects."



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

Commander of the Amphibious Task Force (CATF) Commander Mike Peterson Royal Navy from the Joint Force Headquarters (JFHQ) said: "The UK is committed in its cooperation with the UAE and exercises such as Sea Khanjar will only serve to strengthen that cooperation." **Source : khaleejtimes**



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## Pakistani Navy to Receive US Frigate

The Pakistani Navy will receive an Oliver Hazard Perry Class frigate and associated equipment under a \$78m foreign military sale from the US.

The proposed sale includes refurbishment of the frigate **USS Mcinerney (FFG-8)** along with onboard spares, support equipment, engineering and logistics support services.

The abilities of the guided-missile frigate will be used by the Pakistani Navy to participate in US and coalition led counter-narcotics and counter-piracy operations and to secure Pakistan's maritime border. The prime contractor to renovate the ship has not yet been announced. **Source : naval-technology.**

## US Navy lifts ban on women in submarines

The US Navy has decided to allow women to serve on submarines, Pentagon officials said, ending one of the last all-male bastions in the American military. Defense Secretary Robert Gates approved the recommendation and sent letters to Congress on Monday informing lawmakers of the plan, officials said.

The move came as the US Army's chief of staff said it was time to revisit rules barring women from ground combat roles. Navy Secretary Ray Mabus and Admiral Gary Roughead, chief of naval operations, had briefed Gates on changing the rules for subs and "he's endorsed it and sent it on to Congress," press secretary Geoff Morrell told reporters.

Lawmakers have 30 days to comment on the move before it goes into effect, officials said. American women can already serve on the Navy's fleet of warships and fighter aircraft, but nuclear-powered subs have remained off limits.

US naval officers previously cited the extremely tight quarters of a submarine as the main reason for the prohibition, but those who favor lifting the ban say subs could be outfitted with separate berths and bathrooms. The decision calls for "a phased approach to assigning women on submarines," said a defense official, who spoke on condition of anonymity.

One option under consideration would to first allow female officers to serve on submarines, the official told AFP. That approach would involve less sweeping change as officers already have separate quarters from enlisted service members, the official said.

The first group of female officers selected for the duty would have to attend special training for submarines and for nuclear-powered vessels that takes more than a year, the official added.

Top military officer Admiral Mike Mullen first called for the change in written testimony to Congress last year, saying he wanted to "continue to broaden opportunities for women" in the armed forces. Mullen endorsed the decision, said his

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

spokesman John Kirby. When Mullen served as chief of naval operations, he ordered a review of the issue but it was not completed before he took his current post as chairman of the Joint Chiefs of Staff.

The issue was hotly debated during Bill Clinton's presidency, when the navy secretary at the time urged a review of the ban but met with strong opposition from senior naval officers. Women, who comprise about 15 percent of the Navy's officers and sailors, are also banned from serving in Navy SEAL special forces units.

US military policy prohibits women from serving in the infantry, armor units, special forces and other ground combat roles. But wars against insurgents in Iraq and Afghanistan -- in which front lines are blurred -- have thrust women into combat missions and prompted calls to revise the policy.

Asked about banning women from combat, General George Casey, the US Army's chief of staff, told senators on Tuesday that it was time to review the policy. "I believe it's time we take a look at what women are actually doing in Iraq and Afghanistan and to look at our policy," Casey told the Senate Armed Services Committee.

A women's rights group welcomed the decision to permit women on submarines as "long overdue" and called for opening all military units to women. "Women have proven their value and valor under fire in operations in Iraq and Afghanistan, and it is past time to recognize and reward their contributions by removing all barriers to their military service," Nancy Duff Campbell, co-president of the National Women's Law Center, said in a statement.

Source : [citizen.co.za](http://citizen.co.za)

## New Canadian Naval Helicopter to Begin Trials

A new Sikorsky CH-148 Cyclone helicopter for the Canadian Navy has arrived at Canadian Forces Base (CFB) Shearwater in Nova Scotia to begin test trials. CFB Shearwater media relations officer Captain Paul Finnemore said that a stripped-down test model arrived in Nova Scotia from the company's facility in Florida, according to Canadian Press.

The helicopter will undergo several weeks of testing in a cold and hostile marine environment, carried out by an assessment team. During the trials, the test model will carry a couple of dummy torpedoes to simulate actual flight conditions to more accurately evaluate the performance.

The Canadian Government is spending \$5bn on 28 Cyclone helicopters, the first of which is scheduled to be delivered by June 2012. The Cyclone helicopters will replace the navy's aging fleet of Sea King helicopters, which will continue to be flown until their arrival. Source : [naval-technology](http://naval-technology)

## SHIPYARD NEWS

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Amels yard number 456 was lengthened with 1.80 mtr left the builders hall and was towed to another part of the yard

Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## DAMEN INTRODUCE 'PATRIOT', A PROMISING NEW ADDITION TO THE ASD RANGE



In November 2009 the Damen Shipyards Changde in China delivered the powerful and compact harbour tug **Patriot**, the first of a pair of identical tugs built for use in the Ukraine. **Patriot**, and sister ship **Bulat** completed two month later, were ordered by Tekom Leasing Ltd, the end-user of this tug is Odessa Sea Commercial Port. The tugs are the first examples of the ASD Tug 2310 design, a promising new addition to the comprehensive range of ASD tugs Damen can now offer tugowners.

The ASD Tug 2310 design is the result of careful market research and product development work carried out to find a replacement for the existing ASD Tug 2509. The aim was to produce a very compact, economically viable harbour tug, with a good performance, suitable for shiphhandling in small harbours, confined dock systems and locks. Close co-operation between Damen's T&W project office and Central Engineering and Research resulted in completely new design with the promise of a

high bollard pull, excellent manoeuvrability, and considerable inherent stability. During the development stage everything possible was done to ensure that the final result would be a genuine cost effective Damen 'standard' design suitable for series production. Essential basic design criteria included; good visibility from the wheelhouse, good handling characteristics, safe working conditions and ease of maintenance.

All of the basic requirements were achieved by adopting a shorter but wider hull design - with an overall length of 22.73m, a maximum beam of 10.43m and a draft (aft) of 4.77m. The choice of hull-form was based on previous



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

experience with similar ASD tugs, such as the ASD Tug 2411, and tank testing, taking it consideration the operational requirements. Important features of the new hull include a more heavily chamfered stern to improve performance sailing astern and a greater 'sheer' to reduce the possibility of excessive water on deck.

For a small vessel **Patriot** has a remarkably spacious layout. Considerable attention has been paid to providing adequate deck space and a safe working environment for the crew. A similar approach has been applied in the wheelhouse and engineroom. The attention to detail is self-evident. The entire bulwark structure is fully enclosed, simplifying maintenance and adding considerably to the strength of the vessel. Mooring bitts are situated on the inside of the bulwarks, and an enclosed filling station is located on both sides of the vessel, housing all of the major filling pipes and vents. In all other respects the decks have been kept free of any unnecessary projections likely to cause fouling or accidents. Such details give the vessel a simple but modern appearance.

A comprehensive fendering arrangement is designed to protect the tug and its tow during a wide range of shiphandling and other harbour operations. The bow fender comprises a large cylindrical rubber moulding mounted above a series of rubber block sections, offering excellent protection during push-pull operations. Hollow 'D' section rubber mouldings are fitted around the sides at deck level. The aft corners the additional protection of large diameter cylindrical sections.

A hydraulically powered towing winch, incorporating an anchor windlass, is installed on the foredeck for shiphandling operations. The winch has a single 'split drum' with a line pull of 18 tonnes at 11m/min and a maximum brake holding load of 130 tonnes. Each section of the drum can accommodate 150m of 80mm diameter high performance Euroflex fibre towline. In normal operation only one towline will be in use and the 'spare' towline secured on the drum. The towlines are deployed via a 'towing fairlead' incorporating two apertures lined with stainless steel.

The superstructure follows established Damen practice, with heavily chamfered corners, angled exhaust stacks, and a centrally located wheelhouse to allow maximum overhead clearance when working alongside ships. Overhead clearance can be increased further if necessary, by lowering the mast. Access into the accommodation, at deck level, is via a door at the rear, in a sheltered position between the two narrow exhaust and air vent housings.

Patriot and Bulat are fitted with a single towing bollard fitted with a 65 tonne Mampaey quick release tow hook, located in that sheltered area aft,. The ASD Tug 2310 design allows for an optional towing winch to be installed in that location. That option has proved popular with previous customers using the earlier ASD Tug 2509.

The heart of the ASD Tug 2310 is its remarkably spacious engineroom. As standard the tug is powered by two Caterpillar 3512C HD/TA/C main engines each generating 1500kW at 1600 rev/min, a total of 4023 brake horsepower. The engines have electronically controlled fuel injection systems and meet the requirements of EPA Tier 2 and IMO recommendations. Resilient engine mountings and flexible couplings reduce the transmission of vibration and noise throughout the vessel. A closed circuit cooling system and box coolers are utilised eliminating the need to handle seawater in the engineroom. The large main engine exhaust silencers are mounted in the engineroom and heavily insulated to control noise and temperature.

Each main engine drives a Rolls Royce US 205 FP/Mk 1 fully steerable propulsion unit, incorporating a built in clutch and five-blade, fixed pitch propeller of 2200mm in diameter. The propellers turn in a type TK nozzle with a stainless steel liner.

Hydraulic power for the towing winch is supplied by dual pumps, one mounted on each main engine. Electrical power is generated by two Caterpillar C4.4T diesel powered alternators, each supplying 64.5 kVA, 230/400V, 50Hz. The auxiliary machinery and necessary switchboards are located in the engineroom. A third diesel auxiliary, a Caterpillar 3406E TA, drives a 1200 cu/m/hr (at 10.5 bar) capacity fire pump to supply a single water/foam fire monitor mounted forward of the wheelhouse.

Dedicated tanks within the hull structure can accommodate 60 cu/m of fuel oil, 8.0 cu/m of fresh water, 6.3 cu/m of fire fighting foam, 2.7 cu/m of lubricating oil, 1.9 cu/m of dirty oil, 2.9 cu/m of sewage and 0.8 cu/m of bilge water. Provision can be made available, as an option, for 2.9 cu/m of chemical dispersant.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

The compact wheelhouse embodies many standard Damen features in a functional and ergonomically designed layout. A centrally located control position offers excellent vision all round the vessel from the captain's chair. The standard Damen ASD control console brings all of the essential propulsion system, winch controls and UMS alarm panels within easy reach. Foot controls are provided for some of the winch and VHF radio functions. A chart table, with drawers is neatly incorporated in the layout. The wheelhouse is airconditioned and heated and the use of modern noise and vibration control measures has reduced sound levels to 67dBA.



Navigational and communications equipment meets the GMDSS Area 3 standard. Included in the outfit of bridge electronics are; a Furuno FR-1505 radar, a Simrad AP-50 Autopilot, a Furuno GP-150 GPS and a Furuno FE-700 echosounder. Communications equipment includes, VHF radios by Sailor and a Furuno AIS set and Navtex.

Accommodation on board Patriot is suitable for up to six persons. Two single cabins are situated on the main deck, along with a spacious galley, a mess room, toilet and shower room. In spite of its limited dimensions, combining the mess room and galley has provided a

comfortable lounge area equipped with TV and a DVD player. Two double berth cabins and an additional sanitary space, containing a shower and toilet are located below decks.

The entire accommodation is air-conditioned ensuring that temperatures remain pleasant even under tropical conditions. The cabins are fitted out to a good but simple standard using wood and modern lining materials. Floating floors, thermal insulation and high-grade acoustic ceiling materials all contribute towards comfortable and quiet living conditions

As the first vessel in this new class **Patriot** was subjected to extensive trials. At an early stage it became clear that the ASD Tug 2310 represents a major step forward. During bollard pull trials the tug exceeded expectations, pulling 47 tonnes ahead and 45.3 tonnes astern. Maximum speeds of 12.4 knots ahead and an impressive 12.1 knots astern were recorded.

The trials Captain reported that he considered the tug "more than satisfactory". Stability was very good and sailing astern proved to be very easy, thanks to the new hull design. During turning circle tests the vessel remained very dry with little water on deck. Patriot was found to be extremely manoeuvrable and ideally suited to shiphandling operations in confined spaces and narrow waterways. Conditions on board were reported to be quiet and virtually free from vibration.

**Patriot** and **Bulat** will undoubtedly prove their worth in Odessa harbour, where they will be the first tugs to be delivered by Damen to the Ukraine. Damen believe that the ASD Tug 2310 is an ideal vessel for small harbours and will open up a new market in the large number similar ports around the world.

Damen shipyards are now able to offer a range of five harbour and multipurpose ASD tugs. They range from the new ASD Tug 2310 with 47 tonnes bollard pull to the ASD Tug 3213 terminal tug with its 95 tonnes bollard pull, introduced earlier in 2009. A sixth vessel is also 'on the drawing board' a 125 tonnes terminal and multipurpose tug to be designated the ASD Tug 3914 **Source : Damen**

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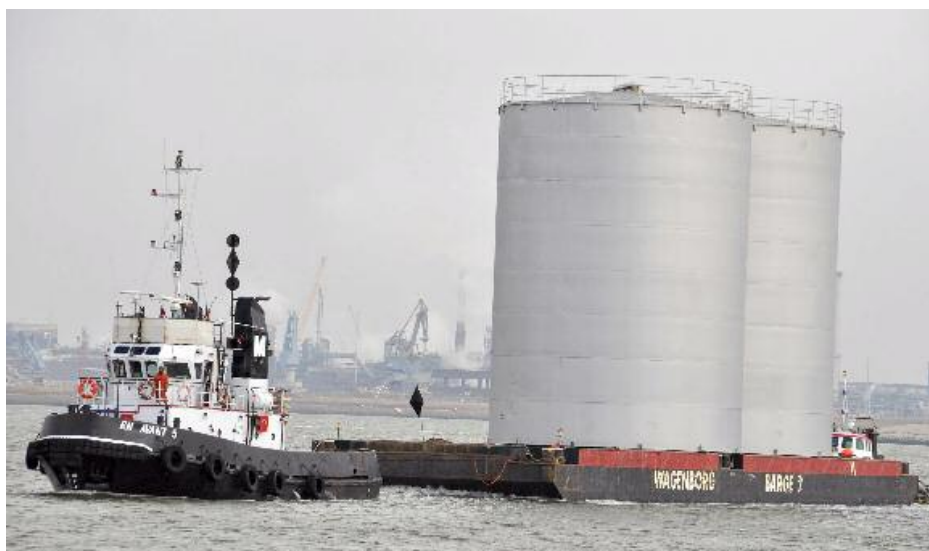
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The tug **EN AVANT 5** seen with the **Wagenborg Barge 2** loaded with 2 tanks built by Holvrieka (Sneek) enroute to Rotterdam, the tanks are having a diameter of 11.8 mtr and a height of 18 mtr, the transport at the Prinses Margriet canal was executed by the tugs **GYAS** and **FLEVOTRANS**, for the transport over sea the **EN AVANT 5** was hired

**Photo : Marc Mazereeuw - Wagenborg Sleepdienst & Hanzestad Hijstransport (c)**

## Athena cruise ship to arrive in Vietnam

The **Athena** cruise ship of Portugal's Classic International Cruises will visit Vietnam next month for its only visit of the year in preparation for a plan to visit the country every two weeks in 2011.

Saigontourist Travel Service Co., the local travel firm responsible for arranging all services for the cruise ship in the country, said the Athena will bring 800 cruise passengers and crew members for a two-day visit starting on March 1.

Tourists from the ship, mostly from Australia, will visit tourist sites in HCMC and the Mekong Delta city of My Tho.

Saigontourist and Classic International Cruises are negotiating for the **Athena** to make regular trips to Vietnam next year, mainly to major destinations like HCMC, Nha Trang, Danang and Halong Bay.

The **Athena** is one of three new international cruise ships to bring foreigners to the country this year along with the Spirit of Adventure and the Voyages of Discovery. Saigontourist said that after a year of declining business in 2009,



cruise passengers were increasing in the first months of 2010. The company has received around 10,000 foreign cruise passengers this year, up nearly 8% year-on-year.

Saigontourist on Tuesday welcomed around 1,250 passengers and crew of the five-star **Costa Allegra** cruise ship at HCMC's NaviOil Port. The ship is bringing European tourists to visit attractions in HCMC, Danang, Hoi An, My Son and Hue and will leave the country on Thursday for China's Sanya. **Source : The Saigon Times Daily**

## Myanmar invites firms to run 6 Yangon ports

### Privatisation move includes developing new facilities under BOT arrangement

Myanmar's military government has invited offers from private companies to operate six major ports in the country's commercial capital and build more in anticipation of a boost in exports. Myanmar's Transport Ministry has publicly invited offers from 'reliable Myanmar citizens, private businessmen, companies and organisations' to operate six ports in Yangon and to develop new facilities under a Build, Operate and Transfer (BOT) arrangement.

The announcement carried by state-owned Kyemon newspaper on Monday said companies would be able to apply for leases of up to 30 years, with the option of extending. Those awarded contracts would have to dredge sand bars and improve navigability in Yangon River. They will then be responsible for maintaining waterways and collecting maintenance fees from the ships and vessels, the daily said.

The reason for privatising the ports was to allow professional handling of imports and exports, which were likely to increase in the future, the announcement said. About 90 per cent of the country's foreign trade goes through Yangon ports.

Two private companies, Asia World and Myanmar International Terminal Thilawa, already run two modern ports in Yangon on a BOT basis. The Transport Ministry is planning to transfer Myanmar's only shipping line, Myanma Five Star, to Myanmar Economic Holding, a business enterprise under the control of the Defence Ministry, a government source told Reuters.

The military regime, which has ruled the former British colony for almost half a century, plans to transfer hundreds of state-owned enterprises to the private sector in the run-up to the country's first elections in two decades, due this year. Critics say that while the elections will usher in a civilian administration, the army will still be the biggest force in national politics, retaining control behind the scenes. **Source : Reuters**

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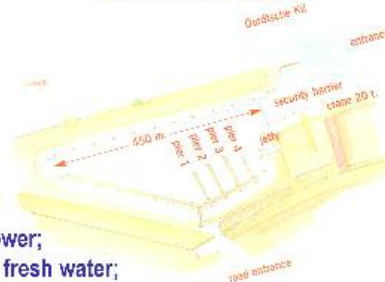
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## Lap of luxury for fans

Super-rich soccer fans staying on five-star floating hotels during the World Cup will have everything the city has to offer - and more. The two luxury cruise ships expected to dock here for the World Cup offer tourists everything from spas to sports activities, wine cellars, shops, libraries and a casino.



The MS **Amsterdam**, a five-star floating hotel similar to those that will dock in Cape Town during the tournament, arrived in the city this week. The MS **Noordam** and the MS **Westerdam**, are expected to sail into Cape Town on June 10 for the soccer extravaganza.

**Photo : Ian Shiffman (c)**

world's most luxurious cruise liners, and are scheduled to remain in South Africa until July 12, a day after the World Cup final. About 2 000 guests have signed up for the MS **Westerdam** and 1 918 guests for MS **Noordam**.

During a tour of the MS **Amsterdam**, travel agents were taken through the ship's dining areas, gym and casino. They also viewed the crow's nest from which tourists have a clear view of the Cape Town Stadium and Table Mountain.

A spokesman for One Ocean Club, which is promoting the trip, Hartmut Schultz, said the company would offer 4 600 additional beds for World Cup guests. From Cape Town, the two vessels are to cruise to Port Elizabeth and Durban, then sail back to the city for the last two weeks of the tournament. Schultz said One Ocean Club staff had been in South Africa for three years, exchanging information and establishing a basis for close co-operation with local companies during the event.

"Around 80 percent of the food used on board over the four-week period in June is to be supplied by local partners," he said. "Regional cultural events, excursions organised in partnership with South African operators, and numerous other co-operation projects round off the programme."

The MS **Westerdam** is the third of the Holland America Line's Vista Class ships, as well as being the third ship to bear the moniker **Westerdam**. **Source : capetimes.co.za**

## UASC raises USD275m for three giant containerships

United Arab Shipping Company (UASC) has successfully raised a multi-currency loan of USD275 million to pay for the acquisition of three 13,100-TEU (type A13) container ships. The Dubai-based line is expected to deploy the ships on the Asia-Middle East-Europe service together with an additional six A13s previously ordered from Samsung Heavy Industries in Korea, valued at USD1.5 billion. Each vessel is equipped with environmentally friendly Waste Heat Recovery technology. **Source : ports.co.za**

## Biggest box ship to call in Virginia docks at Norfolk

THE biggest containership to call at Virginia Ports, the 8,402-TEU **MSC Tomoko**, docked at Norfolk International Terminals to load and discharge cargo recently.

The **MSC Tomoko**, drawing 46 feet of water, just cleared the Hampton Roads 50-foot shipping channel. Aircraft carriers, which make Norfolk their home, draw 40 feet, reported the Newport News Daily Press.

The **MSC Tomoko** was scheduled to call at New York part of a revised route dubbed the Golden Gate Service, which follows the rotation of New York, Baltimore, Norfolk, Freeport, Bahamas; Suez, Jeddah, Colombo, Singapore; Shenzhen-Chiwan, Hong Kong, Shanghai; Ningbo, Shenzhen-Chiwan as well as Singapore and Salalah in Oman.

Source : Schednet



The **TEKNIK SATRIA** seen anchored off Tanjong Pelepas (Johor)

## TOR JUTLANDIA TO SAIL FROM ESBJERG

The **TOR JUTLANDIA** is now in Esbjerg. According to DFDS Tor Lin's Dynamic Schedules she is due to make her first crossing to Immingham on Saturday 27th February.

## Noble Group to save petrol on ships

Noble Group chartered two tankers to store petrol, making it the first trading house to make the rare move, which has over the past year been limited to distillates and fuel oil, traders and shipbrokers said.

Singapore-listed Noble chartered two 90,000-tonne vessels: The **Elka Athina** will store the automobile fuel from February 25 either in Europe or Singapore at a cost of \$25,200 a day, while the **Ruby Express** will start from end February in Europe for \$19,000 a day.

This works out to around \$756,000 and \$570,000 a month, respectively, versus about \$445,000 a month for onshore tanks of similar sizes in Singapore. "It does not really make economic sense to float the product in Singapore for now as the contango does not justify that," a trader said.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

Noble is the only trading house seen floating petrol on vessels, traders said. The quality of the petrol could also be at risk if stored over long periods, although on average, the auto fuel could be stored on floaters for some two to three months. Cracks — premiums/losses obtained from refining Brent crude into petrol — fell to \$7.66 a barrel on Thursday, after nearing a year-high on February 2 at almost \$12 a barrel premium.

Despite the drop, petrol, which does not have an active paper or swaps market like distillates, is not in steep contango. "The market is weak in general due to exports from India and South Korea, but there's still support from the Middle East where some sellers are selling big clips to Saudi Arabia," said a trader.

Top oil exporter Saudi Arabia would nearly triple petrol imports to 82,400 barrels per day (b/d) in March versus February due to maintenance at a refinery on the Red Sea. State oil firm Saudi Aramco and ExxonMobil plan to shut their 400,000-b/d joint-venture Samref refinery at Yanbu for about 45 days from mid-March. Traders said Noble may have turned to floaters due to a lack of onshore tanks, but this could not be immediately verified. Before this, traders have been storing distillates — diesel and jet fuel — on tankers since first-quarter 2009 to take advantage of the contango structure.

Shipbroker SSY estimated the volume of distillates held on tankers worldwide, mainly Europe, dropped to 72.67 million barrels in end-January versus 85.63 million barrels in end-December. Other trade and shipping sources have pegged January floating storage volumes at between 70-90 million barrels, while an increasing volume of more than 14 million barrels are being stored in Asian waters. **Source: Reuters**



Above seen the **Cape Don** towing the **Pombaa** barge out of Port Phillip heading for Fremantle, Wednesday 24th February.

**Photo : Andrew Mackinnon ©**

## FINAL FAREWELL FOR HASCOSAY AFTER NEARLY HALF A MILLION MILES

The NorthLink freight and livestock vessel MV **Hascosay** formally ends her eight year relationship with the ferry company on February 18<sup>th</sup>

She sailed from Lerwick Wednesday 17<sup>th</sup> with her usual seasonal cargo of farmed salmon, shellfish and wet fish for market. NorthLink's freight services, using the dedicated vessels Hascosay and Clare, have shipped many hundreds of thousands of tons of essential provisions and goods to and from the Northern Isles since the company was awarded the lifeline ferry services contract in 2002.



The **HASCOSAY** seen moored in Aberdeen December 18<sup>th</sup> 2002 - Photo : Piet Sinke ©

Since entering service with NorthLink, **MV Hascosay** has covered some **432,000 nautical miles** which is the equivalent of:

- Around 1100 round trips from Aberdeen to Lerwick
- The moon and back
- Circumnavigating the earth some 20 times at the equator

**Hascosay** and her 40-strong crew - who are now being employed on other NorthLink vessels - have contributed massively to the economic wellbeing of the Northern Isles both by bringing in the goods which stock Orkney and Shetland stores and providing the first link in the export chain for Northern Isles aquaculture produce and livestock.

NorthLink chief executive Bill Davidson said: "On **Hascosay's** last day with the NorthLink fleet I want to take this opportunity to thank her crew for the sterling service that they have provided over the past eight years.

"Through fair weather and foul they have sailed the seas between Shetland, Orkney and Aberdeen ensuring that export goods got to market in time and that the essential provisions of everyday island life always got through.

"We also formally welcome **Hildasay** and her crew to the routes and feel sure that she will continue the excellent tradition set by **Hascosay**," said Mr Davidson.

Since NorthLink won the Scottish Government contract to operate the Northern Isles' lifeline services the routes have seen a huge increase in freight traffic. In 2003, on the Aberdeen - Lerwick route alone, NorthLink carried some 150,333 lane metres of freight. Last year the comparable figure was 212,800 lane metres - a 41.5 per cent increase.

The new vessel, with the capacity to take 65 trailers, is more than capable of meeting the increased freight and livestock demands and, in particular, is well equipped to cope with the massive increase in deck space requirement during the annual livestock transportation season. **Source : Northlink**

## Marlink secures new contract with the German ship management company, Hellenic Hammonia

Marlink, the global provider of satellite communications to the maritime industry, has recently signed a new five year agreement with Hellenic Hammonia GmbH & Co. KG.

The contract includes the delivery and installation of Marlink's Sealink(TM) C-band services onboard four new build chemical tankers, which are managed by Hellenic Hammonia. In addition, Marlink will provide a range of Value

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 057

Added Services including Prepaid Talk for crew telephony and VPN for communication between the vessels and Hellepont HQ.



The **HELLESPONT CHALLENGER** – Photo : Jan Verhoog ©

"A reliable, always-on connection is critical for us to meet our business needs. Sealink(TM) is a high quality VSAT solution with dedicated, guaranteed bandwidth that offers a range of opportunities for interaction between our vessels and HQ," comments Capt. Matthias Imrecke, Managing Director, Hellepont Hammonia GmbH & Co. KG. "Sealink(TM) will enable us to operate our ships more efficiently, via remote access from the shore, as well as provide crew with a range of voice, Internet and email services so that they can stay in touch with friends and family at home."

Customized to meet the specific requirements of Hellepont Hammonia, Marlink's Sealink(TM) will provide each vessel with up to 8 simultaneous Tel/Fax lines, 1 Admin (Business) line and 1 Crew Internet line. Installation onboard the first of the four chemical tankers MT '**Hellepont Charger**' began at the end of 2009 and will continue into the first quarter of 2010.

Commenting on the new contract, Tore Morten Olsen, CEO, Marlink, said: "The use of satellite communications for business critical applications as well as crew welfare has become essential. Our Sealink(TM) VSAT provides always-on, reliable connectivity which offers exceptional value for companies with high bandwidth requirements. Additionally, we are able to tailor the solution to meet individual customer specifications."

Part of the Hellepont shipping and marine services group, Hellepont Hammonia GmbH & Co. KG is a Hamburg-based management company with key responsibility for managing the fleet of ships operating under the German tonnage tax system. In addition to the four new build chemical tankers, the company owns and operates 17 oil, product & chemical tankers and 5PSV vessels. **Source: Marlink**

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## .... PHOTO OF THE DAY ....



The port of Rotterdam with seen on the left the **SS ROTTERDAM** - Photo : René Blomme ©

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