

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 058



Number 058 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 27-02-2010**

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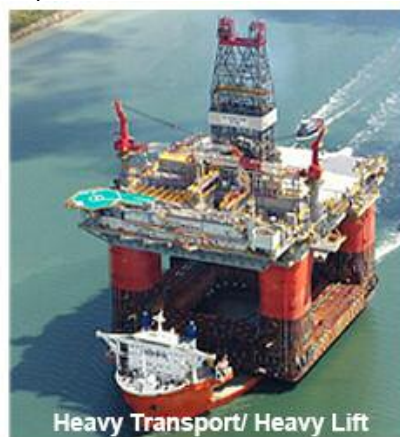
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**Seen offshore the Port of Colombo Master Divers Pushy Cat-46 PUFFIN, this 14.4 mtr long Pushy Cat was built in 1970 at the Damen yard and is still powered by the original installed Caterpillar 240 BHP D 334 engine
Photo : V Seva (c)**

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EVENTS, INCIDENTS & OPERATIONS



Above seen the deck crew of the **Utviken** shoveling snow from the deck, the **Utviken** is under management of **Wallem Ship Management** Norway in Bergen and enroute with alumina to St. Petersburg, Russia

Photo : crew Utviken ©

Brazilian navy faults Canadian ship for sinking

In a statement to the Calgary Herald, the navy said it followed standard search and rescue procedures following the classroom-at-sea **SV Concordia** capsizing off the coast of Brazil one week ago. The incident left dozens of students, teachers and crew — including 42 Canadians — adrift in life rafts for more than 40 hours before they were rescued by two merchant ships and returned to land. Most flew back to Canada on Monday, where they were reunited with friends and family.

In the wake of the sinking, questions have been raised about the length of time between the boat going down and the rescue. But Brazilian Cmdr. Paulo Fernando said it is a matter of judgment. "Everyone was rescued in the end, so it's time to move on," he told the Herald. After receiving the distress signal from the tall ship, the Brazilian navy began trying to determine if the situation was a real emergency, noting the distance between where the beacon was transmitting and shore — about 550 kilometres.

"As part of those procedures, it was shown that the tall ship did not adhere to marine traffic control systems maintained by the Brazilian navy to track on a daily basis ships travelling through sovereign waters," the statement said. "The system is in place to help find the ships in case of accident at sea."

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The statement also said officials tried to get in touch with officials from West Island College, but were initially unsuccessful. More than 24 hours after the distress signal was sent, the Brazilian air force dispatched a plane to scan the area and sent alerts to nearby merchant ships to see if they had any radio, radar or visual contact with the **Concordia**.

The **Crystal Pioneer** and **Hokuetsu Delight** eventually picked up those in the lifeboats. "Due to our actions, all of the 64 passengers were rescued alive and in good health," the navy statement said. The Barbados Maritime Authority will be heading the investigation into the capsizing, as the **Concordia** sailed under that country's flag.

Transport Canada has offered to assist the Barbados organization — which is based in London, England — because the incident involved Canadians and the ship occupied a port in this country. "We're assessing the occurrence under our legislation to see what role we can play in assisting the flag state," spokesman John Cottreau said. "We're going to gather some information that may be of use to the flag state for their investigation."

Class Afloat officials will assist with the investigation in whatever way necessary, but will also conduct their own review. Professional sailors and the ship's owner are working to make sure all the right things have been done in light of the sinking, Class Afloat CEO Nigel McCarthy said.

"Even at my desk here, it's not clear what happened A to B to C. What's the precise timeline? What sail was set? All of those questions need really specific answers," he said. For the school, the first priority was to get staff and students back home. Now officials are turning their attention to educating the students and planning for the future of the program.

The incident has come just as new students are registering for fall classes. An e-mail went out to parents telling them the school will be in touch when it determines what kind of programming it will be able to offer for the coming scholastic year. "We have had a number of people get back to us saying we're still on board for next year. I haven't had a single person say they're out. The courage of parents is amazing," McCarthy said.

McCarthy said building a new ship would take a couple of years and the support of alumni and parents. In the near future, the school could lease a tall ship. **Source : montrealgazette**

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

Salvage contractor dies on board the MARGARET

A contractor working on board the grounded barge **MARGARET**, 55-year old **John Mitchell** has been killed in an accident on board the vessel. Announcing this, the South African Maritime Safety Authority (SAMSA) said that all work on preparing the barge to have its cargo of smaller barges tipped into the sea by means of a controlled explosion, has been suspended until further notice.

Mr Mitchell, who lived in Durban, was employed by the company **Blasting & Demolition Services** and was involved in preparing the vessel for a series of controlled explosions designed to topple the cargo of river barges and floating docks into the sea.

No details have been revealed about how he died but a full investigation has been ordered by SAMSA.

SMIT Amandla Marine and **SMIT Salvage**, which hold the contract to reduce the casualty, has extended their sincere condolences to his wife, family and friends, as well as to the salvage team based in Jacobsbaai. "Charles was a gentleman and consummate professional who was regarded as a highly respected and valued member of this team of specialists."



The barge **Margaret** ran aground at Jacobsbaai on the west coast on 24 June 2009 with a cargo of 12 river barges and two floating docks on board. The vessel was under tow at the time behind the tug **SALVALIANT** when it experienced heavy seas, leading to the tow being lost prior to the barge running aground onto a rocky shore.

Initial efforts at refloating the barge failed and the operation was called off. The Chinese owner of the barge and cargo later abandoned the wreck, leaving any further action in the hands of the South African authorities. This week it

was announced that SAMSA had appointed the firm of **Smit Amandla Marine** to undertake the salvage of the wreck, with the intention of using a series of small controlled explosions to loosen the barge from the rocks and tip the cargo into the sea. **Source : ports.co.za**

Boskalis to bid USD1.5 billion for Smit

Royal Boskalis Westminster will launch its agreed takeover offer of USD1.5 billion for Smit Internationale on Thursday, 25 February, the company said in a statement issued Tuesday. According to Boskalis it has received commitments for 43 percent of Smit's shares based on a €60 per share cash offer. It said the Smit Management Board and the majority of the Supervisory Board are recommending the offer be accepted.

The offer period will run between 25 February until 26 March. A 75 percent acceptance rate is required for the offer to take effect. In terms of the agreement Smit will continue to operate under its own name from its head office in Rotterdam should the takeover be successful. **Source : ports.co.za**



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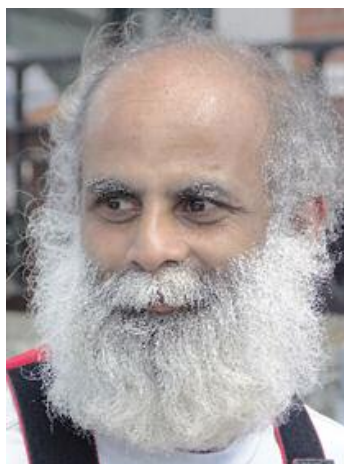


CORRECTIE

The photo in yesterdays newscippings of **the EN AVANT 5 / Wagenborg Barge** transport was made by **MARCEL COSTER (c)**

COMMANDER DILIP DONDE ARRIVED IN CAPE TOWN

Thursday saw the arrival in Cape Town of the first Indian to circumnavigate the globe single-handed.



Commander Dilip Donde built the yacht "**INSV Mhadei**" himself after being deputed to work with the first and legendary solo yachtsman, **Sir Robin Knox-Johnston**. Cmd D Donde left Mumbai on 19th August 2009 and arrived in Cape Town on the last leg of his epic journey. His ports of call along the way were Freemantle, Christchurch, and Port Stanley.



He plans to leave Cape Town on 1st April with an ETA of 25th May at Mumbai. His yacht is 17m long, beam of 5m and draught of 2.7m. GRT of 23 tons. He has the usual equipment to comply with GMDSS requirements. When he set foot ashore, he looked remarkably well and was greeted by many dignitaries assembled at the Waterfront berth.

Photo's : **Bob Johnston (c)**

Britain says warship contacts Argentine ship near Falklands

Britain said Friday a Navy warship came into contact with an Argentine vessel last month not far from the territorial waters of the Falkland Islands. But defence officials insisted there was "friendly dialogue by radio" between the ships, amid a growing sovereignty row with Buenos Aires over the islands which are ruled by Britain but claimed by Argentina.

Britain's Ministry of Defence also declined to comment on a report in the Sun newspaper that a submarine had been sent to the Falklands, but added it was not increasing its forces in the area.

"We can confirm that on 28 January this year during rough weather and at night, **HMS York** and an Argentine ship were operating in the same locality," said a ministry statement. The incident happened in international waters around 50 miles from the territorial waters of the Falklands, known as the Islas Malvinas in Spanish, said the ministry.

"After a friendly dialogue by radio they each continued with their own exercises," said the statement. The Falklands are at the centre of a dispute between London and Buenos Aires after three British oil companies announced drilling plans off the islands, over which Argentina and Britain fought a short war in 1982.

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The Sun newspaper reported the York monitored the progress of the Argentine warship **ARA Drummond** before radioing the vessel to change course. The paper said the ship had entered a so-called conservation zone, the area where Britain is carrying out oil exploration.

The Ministry of Defence would not comment on a report in the Sun that a submarine had been dispatched to the islands, but said forces in the Falklands had not been increased. "We do not comment on (British) submarines," said the ministry. "Our force structure remains unchanged and is being maintained at routine levels," it added.

Drilling off the Falklands aims to determine the oil potential of the British waters, with estimates they could be home to somewhere between 13 and 60 billion barrels of oil. British oil exploration firm Desire Petroleum this week started drilling in waters off the Falklands, which are located 450 kilometres (280 miles) off the Argentine coast.

Argentine troops staged a surprise landing on the Falkland Islands to assert their claim to the territory on 2 April 1982, prompting a 74-day, bloody war with Britain in which 649 Argentine troops and 255 British soldiers died.

Source : ChannelNews Asia



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Somali pirates seize Indian-manned ship

Somali pirates have hijacked a small cargo ship with a crew of nine Indians, an NGO monitoring maritime activity in the region said today. Ecoterra International said in a statement that the 40-metre ship, the **Abdul Razak**, was taken earlier this week before heading into the Gulf of Aden, on its way from Kandala, India, to Dubai.

"No information concerning the condition of the crew was immediately available," Ecoterra said. "Reportedly a gang from Garacad, a notorious pirate den at the Indian Ocean coast of northeastern Somalia, is now commandeering MSV **Abdul Razak**," the organisation said.

Somali pirates, targeting one of the world's busiest maritime trade routes, raked in an estimated 60 million dollars in ransoms last year. They still hold at least nine vessels and close to 200 seafarers. Source : ZeeNews

Better days for product tankers demand, but future still perilous

Among the subsectors of the tanker market, the product tanker market, a place where there were many Hellenic ship owners placing their bets in the past few years, appears to not be out of the blue yet. In its full 2009 results report, one of the company's active in this market, Italy's d'Amico International Shipping warned investors that while the market has recovered from a dismal – for the most part – 2009, this uptrend is still quite fragile, thus it's quite cautious on the future. The company said that at the end of the past year and the beginning of 2010, the improvement noticed in the global economy, coupled with very cold winter conditions, across the Northern Hemisphere, saw an increase in demand, which in turn was directly reflected in an improvement of demand for oil

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products. But, the company also warned that this improvement isn't significant compared to previous years and is also quite fragile as global economies gradually improve.

"The key drivers that should affect the product tanker freight markets in 2010 and d'Amico International Shipping performances are global oil demand and worldwide GDP growth and the large influx of new buildings scheduled for 2010", the company said, further analyzing the factors which are expected to have an impact on demand this year. In DIS' analysis "the best indicator of Product Tanker earnings on the spot Market demand is the assessed Time Charter rate for one year Charter. According to ICAP Shipbrokers, ACM Shipbrokers and Clarksons Shipbrokers the assessed Time Charter rates has risen some 15-20 percent since the end of Q3 2009. Albeit these levels cannot be considered high based on historical levels, however the percentage increase is significant. This in itself indicates an upturn in Spot market demand. There are still significant investments in refinery capacity in the coming years primarily within the Asian region, which should result in increased tonne mile demand; according to the IEA, refinery capacity is expected to increase by 8.7 million barrels per day for the period 2008-2014, of which over half is in Asia. Any new refining projects seem to be dominated by the Middle East, China and other Asia countries. Refinery closures and reduced output have already occurred within 2009, predominately within the OECD. New low-cost capacity in Asia will increasingly force a rationalisation of old high-cost capacity in the west, structurally favouring more long haul products trade. So as tonne mile demand increases this should have a positive effect on product tanker demand. The tonne mile demand has increased within Asia throughout 2009 as demand has improved predominately within this region. There is still expected further long haul seaborne growth in other commodities such as palm oil and vegetable oil. These products can only be carried on IMO classified vessels which should Increase demand for these types of vessels. A further tightening of vetting and screening procedures from oil companies, favouring modern, double hull vessels operated by owners with full in-house ship-management and crewing.

In terms of supply DIS mentioned the following: "the forward net growth of ships entering the Product Tanker market is growing but not at anything like the pace expected on paper; A number of ships which were scheduled to be delivered in 2009, considered one of the biggest delivery years in recent history, were not and some will not be delivered this year. They have been deferred, delayed, cancelled or converted into a different ship type/size; • The number of Ships in the 25-55,000 deadweight segment that were "not Delivered" in 2009 according to SSY, Clarkson's, and ICAP Shipbrokers runs between 25 and 30 percent. The actual figure that has been deferred or delayed into 2010 will become apparent throughout the year. However with such a relatively large percentage it is safe to assume a certain amount of these deliveries has in fact been cancelled. In this respect the question whether or not financing has been secured for forward deliveries is significant!

2010 April is the deadline for IMO phase out of the remaining single hull vessels from international trade. There is speculation that some ships will be able to circumnavigate the deadline due to further trading be it coastwise or storage is valid however we believe the figure will be not significant. Scrapping of Tankers in 2009 and year to date has now overtaken total for 2008 by almost fifty percent according to RS Platou. There are two other factors that even today positively reduce the supply of Tankers. Firstly despite the increased investment in New Tankers there has not been any significant investment in Port Infrastructure that has led to increased Port stays and delays and thus reduced Supply. The fact that a large number of owners have introduced slow steaming due to high Bunker prices and the poor demand has also reduced the supply of Ships, concluded the Italian ship owners.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Adventure travellers 'should visit Australia's ship graveyards'



Adventure-bound imaginative explorers who enjoy hiking have been encouraged to head to South Australia's coasts and explore its vast ship graveyards. According to the state's official tourism board, there are 19 sites that contain between one and 25 scuttled boats, many of which were deliberately abandoned.

Hikers with a maritime fascination may find this particularly interesting, as "wrecks abandoned at these official graveyards demonstrate shipbuilding technologies from the 1850s to the 1960s and represent the diversity of craft that plied South Australian waters during the 19th and 20th centuries".

Such vessels include steamships, windjammers, tugs, coastal traders, fishing boats, ferries, dredges and barges.

Those who want to get closer to the ships may want to jump in a kayak and explore the graveyards that are in shallow waters, the body suggested. Visitors to South Australia could also like to head to Adelaide, Kangaroo Island, Flinders Ranges, Eyres Peninsula or Barossa, all of which can be found in the state. **Source : Imaginative**



Recently while filming the new series of "**Sea Patrol 4**" in Mission Beach Queensland Mark Nissan of "**Chaos Cat**" was attempting to complete his latest catamaran. Finishing in time here it is, this speedster has a tiller steer 250hp Mercury. In weather to 40kn this speedster can comfortably travel at 30kn skipping the crests of waves.

Photo : Lindsay Graham (c)

Maersk Training Centre Inaugurate the World's Most Advanced Off-Shore Supply Vessel Simulator

Maersk Training Centre is taking maritime training to a new level with the new Maersk Offshore Simulation And Innovation Centre, MOSAIC, which features new state-of-the-art simulators. It has taken Maersk Training Centre and Maersk Supply Service in cooperation with Kongsberg Maritime several years to develop what is already being recognized as the world's most advanced maritime training system in a purpose-built complex next to Maersk Training Centre's headquarters in Svendborg Denmark.

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"We are very pleased with MOSAIC, which is a result of our great cooperation with our partners - Maersk Supply Services and Kongsberg Maritime. It presents a leap in terms of the training we will be able to offer the offshore vessel crews, who are working in very challenging conditions," says Maersk Training Centre's Managing Director Claus Bihl. Initially, MOSAIC will be used to train crews from Maersk Supply Service, the world's leading offshore supply vessel operator, and it is the complex world of offshore operations that will keep the simulators busiest. Anchor handling is a particularly hazardous operation and the lessons learnt in the old suite have resulted in Maersk Supply Service having an enviable safety track record in this field.

"Maersk Supply Service is fully committed to a programme of continuous improvement - and training of our crews to meet the highest safety and operational standards is therefore imperative for us. MOSAIC will enable us to take our anchor handling and dynamic positioning training to the next level and ensure we deliver a first-class performance to our clients," says Maersk Supply Service CEO Carsten Plougmann Andersen. MOSAIC features a state-of-the-art full-mission bridge with 360 degrees of surround vision and includes three independent satellite simulators which will allow real life scenarios to be conducted. This means that training of the most hazardous operations can be carried out in a totally controlled environment. Behind the scenes a bank of 100 computers drives every action and creates lifelike working conditions which test the participants to the fullest.

"Our present simulator was driven by 20 computers," says Chief Instructor Tonny Moeller. "The new one has 100, which are a thousand times faster. Every movement, of every rope, every chain is mathematically accurate and visually precise. At present the computer can be set to be operationally specific for 76 different vessels and new vessels can be easily added"

Maersk Training Centre was established under the name of Maersk Drilling Training Centre in 1978 following an accident on a rig which was attributed to there being a gap between certification and actual job proficiency. Maersk Training Centre is an independent part of the A.P. Moller - Maersk Group and the vast majority of its courses and learning products are open to companies outside of the Group. It has fully operational branches in Chennai, India and Newcastle-upon-Tyne in the United Kingdom. Around 50 instructors, management and support staff are employed in the Danish HQ with a further twenty in the branches.

The Centre moved into its headquarters just outside Svendborg in 1999 and this was followed two years later by the opening of a 48 bedroomed Guesthouse which lies adjacent to the new MOSAIC complex.

Last year approximately 8,000 participants passed through the doors of Maersk Training Centre worldwide taking a total of over 30,000 course days.

There are six distinct course areas, Maritime, Oil & Gas, People Skills, Safety, Security and Terminals & Logistics. These courses are conducted worldwide and in the case of Terminals are carried out using mobile custom-built training facilities such as the CraneSIM crane driver programme. The Centre's motto 'a better learning experience' has been consolidated by a survey and securitization by Det Norske Veritas, the independent classification society, who in 2007 named Maersk Training Centre as their first Centre of Excellence with a benchmark score that has never been surpassed. Maersk Supply Service headquartered in Lyngby, Denmark serves the offshore industry with over 60 vessels. The worldwide services include rig moves, subsea support, transport of equipment to drilling rigs and production units, anchor handling in ultra deep water, mooring installations and towage of offshore structures, drilling rigs and barges. **Source: Maersk Supply Service**

CASUALTY REPORTING



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Three killed, tourists injured, in Egypt cruise ship crash



A luxury cruise ship crashed into a pier in the Egyptian resort town of Sharm el-Sheikh on Friday, killing three sailors and injuring four tourists, maritime officials said. Officials from the General Authority for Red Sea Ports said the sailors, two Indians and a Brazilian, died from the impact. They did not elaborate.

The four tourists, three British women and an Italian man, were taken to hospital in stable condition. The **Costa Europa**, had arrived in Sharm el-Sheikh from the Red Sea port town of Safaga with onboard 1473 passengers when it smashed into the pier. It was not immediately clear what caused the accident. A website advertising trips on the **Costa Europa** offers 19-day tours, stopping at Dubai, Aden and several places in Egypt

NAVY NEWS

DSCA announces refurbishment of USS McInerney (FFG-8) before Transfer to Pakistan

The Defense Security Cooperation Agency (DSCA) notified US Congress on 18 February of a possible foreign military sale (FMS) to Pakistan for refurbishment of a Oliver Hazard Perry-class frigate for a total contract value of approximately \$78 million (€57.47 million).



As the DSCA announced, the Government of Pakistan has requested support for refurbishment of **USS McInerney (FFG-8)**, the second ship of the Oliver Hazard Perry-class of US guided-missile frigates, being provided as excess defence articles (EDA). The contract will include onboard spares, spare and repairs parts, support equipment, publications and technical

data and related government and contractor services and support.

USS McInerney has been part of the US Navy since it was commissioned on 15 December 1979 and has seen deployment to the Mediterranean, the Indian Ocean, the Caribbean, as well as the Persian Gulf during the Gulf War. During the past years it has been deployed for counter-drug operations. US Congress approved the sale of the ship to Pakistan in September 2008. It is scheduled to be transferred in summer 2010.

According to the DSCA, Pakistan requires the capabilities of **USS McInerney** to participate in US and coalition led counter-narcotics and counter-piracy operations and to assist with Pakistan's efforts to secure its maritime border.

The prime contractor for the refurbishment of the frigate is unknown at this time. **Source : defpro.com**

New Zealand Navy frigate Te Kaha back in action

The 13-year-old navy frigate HMNZS **Te Kaha** is back in action after a major refit which saw it get two new diesel engines. The ship has been out of action since July last year as part of a planned maintenance and mid-life engine upgrade. It was put back in commission earlier this month but would leave for its next deployment to South East Asia in April without its Phalanx weapons system -- a last line of defence against missiles.

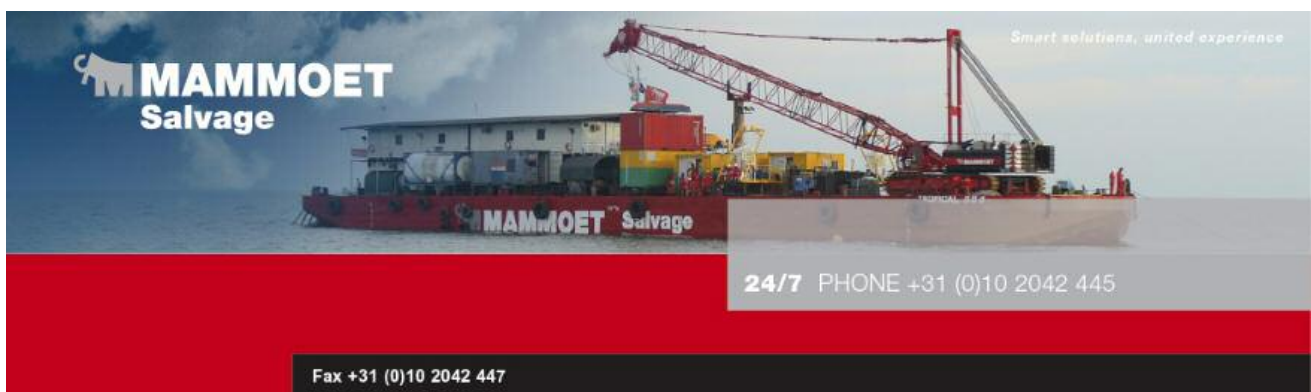
The 20mm rapid-fire machine gun was sent to America for an upgrade which would give the ship protection against fast inshore attack boats and helicopters and was not due back in time to be fitted before **Te Kaha** left for South East Asia. The Phalanx upgrade for **Te Kaha** and its sister ship, HMNZS **Te Mana** was expected to cost up to \$25 million.

Lieutenant Commander Chris Fleck, the officer in charge of the engine upgrade, said **Te Kaha** would be on a diplomatic and training mission in South East Asia and was not on operational duties. **Te Mana** was due to begin its engine refit next month and would be out of action until October.

The new engines were part of a package which would cost about \$57m for both ships. It also included internal enhancements so the ship could better cope with additional weight from new gear added over the years, an upgrade of the control and monitoring systems and an upgrade of the heating, ventilation and air conditioning systems.

The control and monitoring systems upgrade, and the heating, ventilation and air conditioning upgrades were likely to start next year or the year after. Lt Cdr Fleck said the new engines would be more economic but would not allow the ships to go faster than their top speed of 27 knots.

The old engines could push each ship to 18 knots before a gas turbine kicked in for high-speed running. Lt Cdr Fleck said the new engines would go to 21.5 knots before gas turbines took over, making the ships more economic to operate. The new engines were also "environmentally compliant", he said. **Te Kaha** was expected to be in commission at least until 2025 and **Te Mana** would last until 2028. Source : stuff.co.nz



www.mammoetsalvage.com

'INS Arihant' induction likely next year

India's first nuclear submarine, '**INS Arihant**', has gone to the high-seas for an extended trial, indicating that the boomer is on course to be inducted by the Navy by 2011.

One of India's top secret defence projects for over three decades, '**INS Arihant**' with a 80 Mwe nuclear reactor at its core, was launched in the water in last July. The sea trial, which began a few months ago, will be carried out for more

than a year in different conditions to test the endurance and performance of the nuclear submarine, which is capable of staying under water for months, sources told Deccan Herald.

Once inducted, '**INS Arihant**' will be the third leg of the nuclear triad enabling India to have retaliatory second strike capability from the sea. At the defence research and development organisation's annual awards function attended by Defence Minister A K Antony, DRDO chief V K Saraswat mentioned '**INS Arihant**' as a significant technology achievement.

For obvious reasons Saraswat did not mention anything about the two other nuclear submarines, which DRDO is constructing at the moment. The hull of the second boomer is under construction at an L&T facility in Gujarat. The Visakhapatnam shipyard was recently brought under the defence ministry to secretly carry out the construction activities.

Saraswat listed out developing Agni-5 with a range of 5,000 km, unmanned combat aerial vehicle, indigenous airborne early warning and control system and automatic under-ground and under-water vehicles as some of the key future challenges. Antony asked the DRDO to reduce long gestation period and cut down on time and cost overrun. "It is high time that DRDO shed its reticence in working in tandem with the private industry. We need the maximum possible synergy between various production agencies," he added. **Source : deccanherald**

Collins subs top \$7b list of dud projects

More than \$7 billion worth of big defence projects are either over budget or behind schedule, with the woefully performing Collins Class submarines topping the list.



The Defence Materiel Minister, Greg Combet, revealed yesterday that there are about 10 items on the "projects of concern" list, which he instituted after the Rudd government took power. It is believed that the total value of the projects is \$7.5 billion. Defence forces say there are nine publicly known projects and a small number that cannot be disclosed for commercial or security reasons.

Apart from the submarines, the rest of the list is a well-documented tale of woe. Other projects include anti-ship missiles for Anzac Frigates, Wedgetail early warning aircraft, unmanned aerial vehicles and a program to replace armoured and conventional trucks.

Speaking at an Australian Defence Magazine conference, Mr Combet said focusing on projects of concern allowed Government and industry to "break the logjam of continued delay", citing the botched \$1 billion Seasprite Helicopter program as an example.

"Since the Government implemented the projects of concern process, we have seen hard decisions taken and good results achieved," he said.

"The Seasprite Helicopter received the level of scrutiny necessary under the projects of concern and Government took the tough decision to cancel the project."

Mr Combet said a number of projects had been struck from the list after being placed back on track, including the Tiger Armed Reconnaissance Helicopter and M113 Armoured Personnel Carrier upgrade. It is believed the value of projects removed is about \$6 billion.

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The Collins Class submarines, along with the turbulent Joint Strike Fighter project, are the Defence Force's biggest materiel headache. This month it emerged that two of the six submarines will be out of action for a combined total of at least nine years. Mr Combet also revealed the Government will need to scramble to reach a self-imposed schedule for other big projects. The schedule records first and second pass approvals, or preliminary and more definitive recommendations. Of 28 projects the Government set benchmarks for this financial year, only nine have reached their target. **Source : smh.com.au**

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The Pilot Tender **APOLLO** seen completely stripped at the **DE HAAS SHIPYARD** in Maassluis
Photo : Jan Steehouwer ©

Davie Yards to lay off 1,590

Davie Yards, Canada's largest shipbuilder, has filed for bankruptcy protection and plans a temporary layoff of about 1,590 employees on March 1, the Quebec company said Thursday. The Lévis, Que., shipyard said 160 employees will continue working on a project already underway while new financing is sought.

"We hope that we will soon be able to bring our valuable workforce back to work," said CEO Gustav Johan Nydal, who just took over last week. "We are committed to deliver the ships we have on order." Davie blamed its financial problems on accumulated losses caused by currency fluctuations and project cost increases. The company also said building offshore vessels has required a more challenging learning process than expected and resulted in additional delivery delays and costs.

The yard's main business is building complex and technologically advanced vessels for offshore oil exploration and production. Davie reported a loss of \$15.8 million US on revenue of \$80.6 million US in the nine months ended Sept. 30 and warned at that time that it might have difficulty continuing in business. It has received government help on several occasions. Most recently, the federal government provided \$380 million in credit financing and guarantees in February 2009. Based across the St. Lawrence River from Quebec City, Davie was founded in 1825 by Capt. Allison Davie and has built everything from sailing ships and tankers to warships and ferries **Source : cbc.ca**

DMSE hands over "Samotlor" suezmax to Sovcomflot

A suezmax tanker ordered by Sovcomflot and built at Daewoo Marine Shipbuilding Engineering shipyard (South Korea) has been launched today. The tanker was named "**Samotlor**". The naming ceremony held at the South Korean shipyard was attended by Oleg Nam, Vice-President of TNK-BP and manager of TNK-BP's West Siberia branch, officials of Sovcomflot Group, TNK-BP and DMSE company, the Sovcomflot press office said.

The 157.3-dwt **Samotlor** crude oil carrier has a length of 274 m, width 48.0 m and maximum draft of 17 m. The vessel fully meets all national and international safety requirements of the Norwegian Classification Society Det Norske Veritas and can be operated without restriction of navigation area. "We are honored to see representatives of the TNK-BP company at the ceremony, one of our main clients. We are actively developing our cooperation, not only in providing services to the marine transportation of goods. Our joint project is being developed for the organization of an integrated transport system, shipment of petroleum products from the Saratov Oil Refinery, including their handling and storage on the off-shore facilities at the Black Sea ports," Vasily Dmitrov, the sea captain and representative of the Sovcomflot was quoted as saying. Sovcomflot Group is one of the largest companies in Russia. The company maintains and operates its fleet of 147 vessels of a total deadweight of more than 10 million tons. The Sovcomflot's new ships project includes building of 15 vessels with an aggregate deadweight of 1.55 million tons. The average age of the company's tanker fleet is 7 years.

Source : Port News

Abu Dhabi Ship Building posts record financial results for 2009

Abu Dhabi Ship Building (ADSB) has announced that it achieved a net profit of AED 114.39 million on revenues of over AED 1.16 billion for the year 2009, representing an Earning per Share (EPS) of 53.9 fils. The company also reported total assets of over AED 2.2 billion, a growth of 29 per cent over 2008 figures. "ADSB is proud to announce results for 2009 that are the best in the company's history so far.

The company's performance has remained strong despite the economic downturn and it was an honour for us in 2009 to start important new projects for the UAE Navy, the Critical National Infrastructure Authority (CNIA) and the Bahrain Navy," said ADSB's CEO William Saltzer. The Board of Directors of Abu Dhabi Ship Building convened on 14 February 2010 and reviewed the audited financial results for the year ending 31st December 2009. The Board announced that it will recommend to the shareholders to approve the payment of a 10 per cent cash dividend (10 fils per share) to the shareholders of record, ten days after the Annual General Meeting (AGM). The AGM is scheduled for 12 April 2010, with a backup date of 19 April 2010 in case it is needed to meet quorum requirements.

ADSB's Chairman of the Board of Directors, Homaïd Abdulla Al Shemmari commented, "ADSB continued to perform strongly throughout 2009, reinforcing its role as a truly strategic asset for Abu Dhabi and the region. We are grateful for the continued commitment from our UAE and GCC customers, and we look forward to strengthening our position as the leading naval shipbuilder and provider of naval support services to the GCC region in 2010."

Source: wam.org.ae

Hyundai Names its First Ship at Gunsan Shipyard

Hyundai Heavy Industries held a naming ceremony for its first ship constructed at Gunsan Shipyard, North Jeolla Province. About 70 officials, including Hyundai Heavy Vice Chairman Min Gye-sik, attended the ceremony for naming the two 180 thousand tons bulk carriers for which Hyundai won orders in March 2008, and celebrated the successful completion of the first ship at the shipyard.

The bulk carriers were named **E. R. Borneo** and **E. R. Brandenburg**. They are 291 meters long, 45 meters in width and 24 meters deep, three times bigger than a soccer stadium. Equipped with a Hyundai's self-produced 18.6 thousand kW engine, the bulk carriers have a speed of 15.3 knots. They will be delivered to their owners in early March. The Hyundai Heavy's shipyard in Gunsan, located on 1.8 million square meters of land at the west coast city, has a couple of colossal facilities such as the world's largest 700-meter-long dry dock and a 1,600-ton crane. It has a backlog of total 28 ship orders. **Source: Maeil Business Newspaper**



The **TARKA 3** seen fitting out at the Damen yard in Hardinxveld - **Photo : Michel Kodde ©**

ROUTE, PORTS & SERVICES

Gunvor to deliver ESPO from Kozmino port to South Korea this March

Swiss trader Gunvor chartered a tanker to transport ESPO brand oil to South Korea, RBC Daily reports citing Bloomberg's information obtained from Optima Shipbrokers Ltd. and Seatown Shipbroking Ltd.

The vessel of carrying capacity of 1 million barrels of oil is reported to be chartered on March 5th at the port of Kozmino (Primorsky Territory, the end point of the Eastern Siberia - Pacific Ocean pipeline). The tanker is currently bound for South Korea from Singapore.

Gunvor a Swiss company, the third largest global oil trader. The company's revenues from oil and petroleum products in 2009 totaled \$53b, a 18.5 percent drop from a year earlier.



German shipowner Jungerhans orders Wärtsilä Slow Steaming Upgrade Kits

Wärtsilä, the marine industry's leading ship power system integrator, has signed a contract with the German shipowner Jüngerhans, located in Haren (Ems), Germany, to refit two of its vessels with Wärtsilä Slow Steaming Upgrade Kits to cut fuel costs. The 1997-built vessels are equipped with 7-cylinder Wärtsilä RTA62U main engines.

"The Wärtsilä Slow Steaming Upgrade Kits will give these ships considerable flexibility for adapting to the prevailing challenging market conditions. They offer considerable cost savings when slow steaming the ships, while retaining the capability for full speed whenever necessary," comments Mr Herm Jüngerhans, Managing Director, Jüngerhans.

In response to over-capacity in the market and a desire to cut overall fuel consumption, during recent months charterers have adjusted both their services and the speed of their ships. Slow steaming has become an established way of operating vessels, particularly in the container segment. Slow steaming offers clear benefits for charterers in terms of substantially reduced fuel consumption and considerable savings in overall ship operation costs.

For ships powered by Wärtsilä RTA and RT-flex low-speed engines with more than one turbocharger, Wärtsilä introduced its Slow Steaming Upgrade Kit in 2008. The kit enables ship owners and operators to achieve major savings in fuel costs by allowing them to slow steam their ships.

"The Slow Steaming Upgrade Kit both extends the load range of the engine for continuous operation, and significantly reduces BSFC (brake specific fuel consumption) in the low-load range," explains Jürgen Gerdes, Director, Services, Wärtsilä in Switzerland.

The Wärtsilä Upgrade Kit Slow Steaming also helps ship owners, operators and charterers to increase the flexibility of their engines, permitting them to run anywhere from 10% to 100% maximum load without operational restrictions, and to decrease the risk of engine fouling and excessive component temperatures. The BSFC figures that can be achieved are strongly dependent on the final NOX emission balances over the entire load range. For ships that must comply with the IMO NOX emission regulations, the restrictions imposed by the emissions limits will be evaluated in each case and a customized solution package offered.

"Operational flexibility was a major factor in our decision to choose Wärtsilä's solution. We foresee that the upgrade kit will give our vessels even more competitive advantages. We wanted to have a reliable slow steaming solution in order to be attractive in the market and this gives us an advantage over other charterers," adds Mr Herm Jüngerhans.

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With the order from Jüngerhans, the total amount of ordered upgrade kits has increased to twelve, and Wärtsilä is already able to assess the initial operating results for its Slow Steaming Upgrade Kit. For an 8-cylinder Wärtsilä RTA62U engine, it was possible to achieve fuel savings of up to 6-10 g/kWh in the optimal load range. On a 12-cylinder Wärtsilä RT-flex96C engine equipped with three turbochargers, the measured fuel savings of 8-12 g/kWh were slightly higher because the achievable savings are related to the number of turbochargers. Since installation, the vessels have been running successfully and the customers have had the flexibility of choosing whether to slow steam or not. **Source: Wärtsilä**



The Polish tug **WOJTEK** delivered another newbuilding for Damen

Photo : Ronald Witteveen (c)

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Floating giants cruise up coast

Cunard's 2600-passenger \$800 million cruise ship **Queen Mary 2** will dock in the Whitsundays this weekend.

NEARLY 5000 tourists will set foot in the Whitsundays this weekend and inject an estimated \$1 million into the local economy. They will embark from two of the world's most impressive floating cities, Cunard's **Queen Mary 2** and P&O's **Arcadia**.

The cruise ships are among the largest of their kind; the 2600-passenger Queen Mary 2 is the largest ship to ever visit Australia and will dock in the Whitsundays on its maiden voyage to Queensland as it makes its way around the globe for the third time.

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The \$800 million **Queen Mary 2** is one of the most spacious ships at sea, employing one staff member for every two passengers and boasting everything from the largest cruise ship library of more than 8000 books and the biggest ballroom on a cruise ship.

She will be joined in the Whitsundays this weekend by P&O's 2000-passenger superliner **Arcadia**. Whitsunday Regional Council Mayor Mike Brunner said it was great for the local economy to have such high visitor numbers.

"They drop a fair bit of money in the town and they go to the reef and all that sort of thing and the markets will be operating that day as well as the lagoon," Cr Brunner said. "Most cruise ship passengers like to get out of their cabins and onto land so hopefully they enjoy it all and enjoy their stay."

"I just hope it isn't too busy on Sunday. Sometimes there can be a bit of a wait with people getting off boats."

Carnival Australia chief executive officer Ann Sherry, the Australian representative of both P&O and Cunard, said the Whitsundays and Queensland continued to be very popular destinations for international ships.

"Our passengers love the state's climate and the variety of scenery it offers, from the restaurants and sights of Brisbane and the beauty of the Gold Coast hinterland through to the rainforests of Cairns and the islands of the Whitsundays." **Source : DailyMercury**



The **MAERSK NAHA** seen arriving in Cape Town – **Photo : Aad Noorland (c)**

Container terminal in SILPORT to be completed by late 2011

Construction of a container terminal at the port of Sillamae (Estonia) is scheduled for completion in late 2011, PortNews IAA reports citing Andrei Birov, the marketing manager for SILPORT jsc. Mr. Birov said the company had been currently looking for a general investor or operator of the project. The projected capacity of the terminal will be at 1 million TEUs a year. "If we find a reliable operator, we could take the bank credit for the terminal completion and transfer the terminal to rental operator. We hope, a Russian partner-operator could come. In that case we would be ready to add our investment and to complete the terminal in a year over through a bank loan", Andrei Birov was quoted as saying. The completion phase of the terminal includes a 850-m moorage wall and dredging of four berths to 14.5 m, as well as installation of purchased gantry cranes. A 40-hectare platform on increased coastline for the containers has been prepared, Mr. Birov said. **Source : PortNews**

January Suez Canal traffic up 8% year-on-year in January

There was an increase in traffic through the Suez Canal in January compared to the same month last year. Statistics released by the Suez Canal Authority showed there were 1,418 vessel transits last month, up some 8% against January 2009.



The **BBC MEXICO** seen passing the Suez Canal - Photo : Piero Corona (c)

Although the number of January transits was up on the same month last year, it was down 2.3% compared to December. Revenue also fell month-on-month, down to \$383.6 million compared to \$389.7 million in the last month of 2009. According to Egypt's Al-Ahram newspaper, a report from the Central Bank of Egypt says Suez Canal revenue in the second half of 2009 was \$2.3 billion compared with \$2.7 billion in the same six months the year before.

Source: portworld.com

Breakbulk Carrier Transatlantic Slumps to Loss

Swedish ship-owner Transatlantic AB swung to an operating loss of \$30.3 million in 2009 from a year earlier profit of \$36.4 million on sharply lower volume and freight rates in its core breakbulk and roll-on, roll-off markets. Revenue shrunk to \$313 million from \$363 million as traffic slumped by up to 50 percent in some cargo sectors and freight rates were at a third of their level two years ago. "Despite major efforts to identify new cargo, new service patterns and lower costs, the results for 2009 were unsatisfactory," said Stefan Eliasson, acting chief executive officer of the Stockholm-listed company. But the carrier, which operates scheduled container services in the North Sea, contract breakbulk services in the Baltic and the Mediterranean and a ro-ro line between northern Europe and the U.S. East Coast, increased traffic in the fourth quarter.

"We believe that the market has stabilized and will slowly improve during 2010," said Eliasson. "Efforts to reduce our costs in all parts of the group continue, and I look confidently toward the coming year," he said. Ro-ro shipments in Baltic Sea were broadly unchanged from 2008, and container traffic to Hamburg and Bremerhaven grew in the final quarter on higher stainless steel exports. Traffic weakened on the eastbound and westbound Atlantic routes as excess paper pulp production built up "major" newsprint inventories in northern Europe and the United States. Low freight volume prompted Transatlantic, which operates 35 vessels, to lay up two ships and charter out a third vessel on the spot market. The offshore/icebreaking unit reported lower earnings as offshore rates retreated from record levels in 2008. Source: Journal of Commerce

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Koon wins \$160m Vietnam port project

Koon Holdings has won a US\$160.29 million port project in Vietnam – its first major overseas contract, reported Business Times. The civil engineering, reclamation and shore protection specialist clinched the deal for the turnkey design and construction of Sao Bien International Port through its 60 per cent owned subsidiary Koon-Top Pave Joint Venture (KTP).

KTP's other 40 per cent equity interest is held by Top Pave (TP), a Singapore-based general building contractor. The principal activities of the venture are to engage in civil engineering projects in Vietnam. The port project, which has a work duration of 42 months, will employ a range of services including soil improvement and construction of marine infrastructure. Located along the petrochemical belt of Vietnam, Sao Bien Port will have a total wharf length of 776m and total container handling capacity of 37,464 TEUs. It is expected to be able to berth two vessels of up to 30,000 dwt each and another two vessels of up to 10,000 dwt each. Both the joint venture and the project will be funded by internal resources and external borrowings, said Koon. Its chief executive officer Tan Thiam Hee said: "By venturing abroad we have taken a firm step towards becoming a regional civil engineering specialist with a presence in key Asean markets." **Source: cargonewsasia**

COSCO to increase US-Asia cargo rates

China COSCO Holdings Co and nine other shipping firms are planning to increase rates for hauling containers to Asia from the US in a bid to stem losses on transpacific routes. The new rates are expected to be effective from April 1 this year and are part of the Westbound Transpacific Stabilization Agreement (WTSA). Under the plan, dry cargo rates would go up by \$300 per 40-foot container (FEU) and by \$240 per 20-foot container (TEU).

Refrigerated cargo rates would be increased by \$300 per FEU and \$240 per TEU for US West Coast cargo, and by \$500 per FEU and \$400 per TEU for cargo from the US East and Gulf coasts. "From the third quarter of 2009, we have been increasing rates after the sharp drop during the financial crisis. It has so far worked well for us," said Hu Yu, investor relationship manager of COSCO.

Though US-Asia freight rates are currently at the same levels as in early 2008, despite modest improvements in cargo demand and rates in recent months, all carriers continue to lose money in both directions between the US and Asia, said WTSA Executive Administrator Brian Conrad. "This has put sustained pressure on the westbound backhaul segment of the market to make its full contribution to roundtrip costs, particularly given cargo imbalances, equipment repositioning and other constraints unique to the trade," he said. COSCO Shipping Co, the only mainland-listed unit of COSCO group, reported a 90.6 percent decrease in pre-audited net profit to 135.5 million yuan in 2009. WTSA's other members include APL Ltd, Evergreen Line, Hapag Lloyd AG, Hanjin Shipping Co Ltd, Hyundai Merchant Marine Co Ltd, Kawasaki Kisen Kaisha Ltd, Nippon Yusen Kaisha, Orient Overseas Container Line Inc and Yangming Marine Transport Corp. **Source : ChinaDaily**



The VLCC **NESHA** seen arriving in Rotterdam-Europoort - Photo : Marijn van Hoorn (c)

OLDIE – FROM THE SHOEBOX



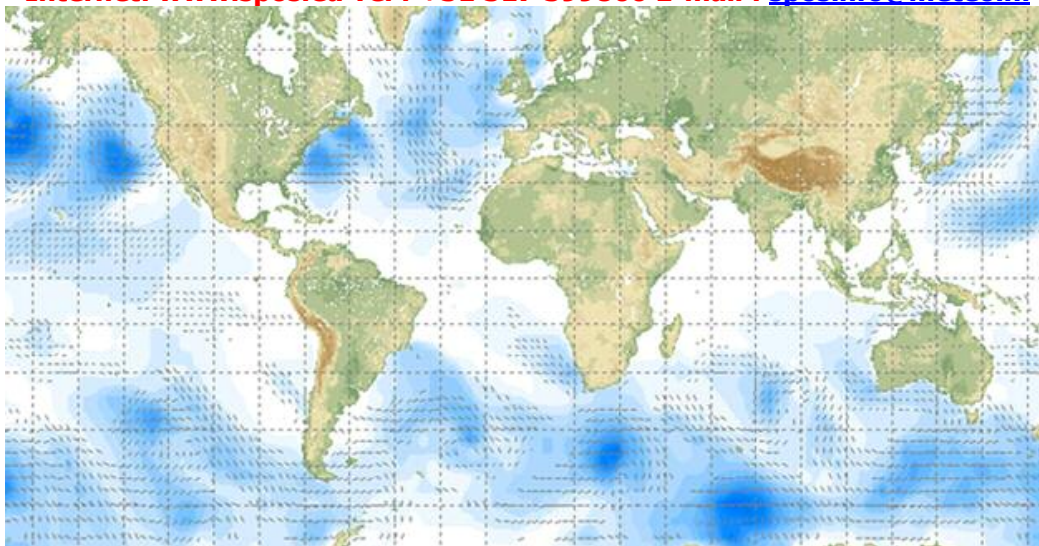
Above seen a painting made by **Robert Lloyd** of the 161 mtr long **SIBAJAK** built at the De Schelde shipyard during 1927, Her propulsion was 2 x 8 cylinder Sulzer diesels driving each a propeller, giving her a speed of 17.5 knots, She had accommodation for 527 passengers in three classes, having accommodation in two, four, and six bedded cabins, as well as a number of dormitories. She had a crew of 209. The **Sibajak** departed Rotterdam February 8 for her maiden voyage to Batavia. She continued on the profitable Rotterdam, Dutch East Indies service until 1935, when she was modernised, with her tonnage increased to 12,226 GRT, In August 1959 she was scrapped in Hong Kong, Above is seen the **SIBAJAK** at the anchorage of Sumatra she was serving the route from Europe to the Far East and Australia, in the background are seen the hills where the coffee was planted.

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



Above seen a photo taken by the crew of the **KRONVIKEN** whilst operating in the Baltic this winter during icing condition, the **KRONVIKEN** is an Aframax crude oil tanker owned by **Viken** and managed by **Wallem Shipmanagement Norway**

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