

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 072



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Zodiac's car carrier TRIUMPH seen moored in the port of Colombo
Photo : Piet Sinke (c)

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24 Indian fishermen remanded till March 15

Twenty-four Indian fishermen who were arrested by the Sri Lanka Navy Coast Guards and produced in court for intruding the Sri Lankan seas were remanded till March 15 by the Colombo Additional Magistrate Ravindra Premaratne

The suspects who were in two multi-days-fishing- trawlers were arrested by the sailors of the **P 437** Assault Navy ship of Rangala Navy Camp on March 8 off Udappuwa sea.

According to the Second Officer of the ship G. L. Sisira Dhanuska the ship had been in coast guard duties at Negombo, Chilaw, Kalpitiya, Battalangunduwa, Mannar and Udappuwa on March 8. Around 11 a.m. the crew had seen a fishing trawler engaged in fishing about 5 nautical miles away from the Sri Lankan shores. The crew on arriving the foreign ship had inspected the permit issued to fishing in the Sri Lankan sea and found the permit was issued to do fishing in the deep sea. The coast guards then arrested those persons in the two ships and handed over them to the Harbour Police. The police moved to remand the suspects till March 15. **Source : Dailymirror.lk**

Lankan boat apprehended by Coast Guard

A Sri Lankan boat has been apprehended by the Coast Guard off Tamil Nadu and Andhra Pradesh coast for violating the Indian Exclusive Economic Zone, as part of an anti-poaching operation involving ships and aircraft.

The boat, carrying 600 kg of tuna, has since been brought to Chennai by the Coast Guard for handing over to police authorities, an official press release said. However, it did not state when the boat was caught or whether any fishermen were on board. The release said that in the last six months, a total of 79 boats, carrying 413 fishermen had been apprehended and a total of 53,040 kg of fish catch seized. **Source : Ptinews**



The **GREATSHIP ABHA** seen riding the South China sea swell - Photo : Capt Jelle de Vries (c)

Appledore's new lifeboat just cannot wait to help

APPLEDORE'S new lifeboat just cannot wait to help, carrying out her first rescue while still not yet fully commissioned and undergoing sea trials and crew training off the south coast.

The new £2.7 million state of the art Tamar class RNLI lifeboat **Molly Hunt** is due to go on station at Appledore for the first time before the end of the month, subject to her sea trials. Last week she was on trial between Penlee and Plymouth, being put through her paces by Appledore's coxswain Martin Cox.

Weather conditions were fresh with an easterly Force 6-7 wind blowing when a Mayday call came over the radio. The yacht **Polly Argatha**, with five people on board, was in serious trouble off Cawsands Bay near Plymouth. She had lost power and an on-shore wind was blowing her towards the coast.

The **Molly Hunt** was the nearest lifeboat to the yacht and was tasked with her first rescue. She arrived quickly on scene and took the **Polly Argatha** under tow. She was taken to Plymouth, where the tow was handed over to the Plymouth RNLI, allowing Molly to continue her sea trials.

Coxswain Martin Cox said: 'We had a great week testing our new Tamar and learning her idiosyncrasies. The **Molly Hunt** is a lovely boat, handles well in all conditions and has already shown she is up to the job of saving lives and rescuing people in trouble. Not many lifeboats get the opportunity to do their first rescue before they are even officially fully commissioned, but our **Molly** just could not wait. We will be bringing her home later this month, where crew training will continue from Appledore. She will then be officially signed over to us and we will say 'thank you' and goodbye to the **George Gibson**, which has served us faithfully for the past 22 years Source : Devon24

Australian sailor missing off Chile

AN Australian sailor is missing off the coast of Chile, two weeks after the nation's massive earthquake triggered a tsunami. The family of Mitchell Westlake last heard from the 23-year-old Gold Coast man on January 16.

The former Navy officer's last Facebook posting was on January 16 in which he wrote: "I hate you Commbank". Chilean authorities are understood to have launched a search for the boat on which Mr Westlake and four others were sailing, the 13-metre yacht **SS Columbia**. His grandfather, Ernie Westlake, said his family was very worried.

"Everyone's just hoping," he told AAP today. Mitchell Westlake left Salinas, Ecuador, on January 16 on a sailing course.

The yacht was expected to dock at the Chilean city of Coquimbo between February 24 and 27, the day the earthquake struck. The Montreal Gazette reported a Canadian woman was also on board the vessel. Canadian Jade Chabot's husband Martin Neufeld told the Montreal Gazette the British-flagged vessel was captained by Polish-born French citizen Boguslaw (Bob) Norwid.

Also on board was the captain's wife and a female student from Nelson, British Columbia. Mr Neufeld said he had alerted the Canadian embassy in Santiago, which was investigating. He had also contacted the ports between Salinas, Ecuador and Coquimbo, but none had registered the vessel. The **SS Columbia** did not report entering Chilean waters, he said, and there was evidence it had little communications equipment.

The Canadian Coast Guard confirmed to the Montreal Gazette the captain had told Ecuadorian authorities on January 17 he was sailing straight to Coquimbo. But the vessel's call number appeared fake and did not appear in any database, the Coast Guard said.

The newspaper reported that in 2002 the same yacht under the same captain disappeared for 13 days on its way from Vancouver to Mexico before it finally arrived in Manzanillo. On its return, he explained that they had had to sit out a storm and wait in the middle of the Pacific Ocean for favourable winds.

A message was posted on the Columbia's website at the time: "Such can be the cruiser's life, but without SSB (marine radio), Sailmail (email service for yachts) or Satphone, it can be tough on families of 'novice' crew when there is no communication - worry sets in quickly based on the pure unknown!" **Source : Garry Luxton**



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SUBSEA 7 WINS THE 2010 PIPELINE INDUSTRIES GUILD AWARD FOR SUBSEA PIPELINE TECHNOLOGY

Subsea 7 Inc one of the world's leading subsea engineering and construction companies, has been honoured by receiving the **2010 Pipeline Industries Guild (PIG) Award for Subsea Pipeline Technology**. The award was presented at the 53rd PIG National Dinner held in London on Tuesday, 9th March 2010.

The award recognises the contribution made by **Subsea 7** for the design, manufacture, testing and operation of a new deepwater diverless pipeline repair system. The system was used to repair a damaged 12-inch water injection pipeline in 1350 metres water depth in the Girassol field operated by Total, Operator for the Block 17 Consortium, as Contractor of Sonangol Concessionnaire.

Allan Glennie, Project Manager on the **Girassol Pipeline Repair Project**, accepted the award on behalf of the company and said: "I am honoured that the **Pipeline Industries Guild** judges have recognised the work Subsea 7 is doing in this area. The pipeline repair system, developed in-house by Subsea 7, integrates new and proven technologies to provide a system which has the potential to be used in a range of Life-of-field applications, as the equipment and technology are fully transferable."



The **Pipeline Industry Guild Award** is a widely acknowledged annual award to promote the development of new ideas in the general field of subsea pipeline technology. It is presented for an achievement developed in the last five

years which has been successfully implemented or completed within the last 12 months, resulting in a significant contribution to subsea pipeline technology. **Source : Subsea 7**



The **SAGA RUBY** seen departing from Hobart in Tasmania - **Photo : Glenn Towler (c)**

Ship officers given search powers

Security officers will be given frisk search powers over some ship passengers under the latest update of Federal Government counter-terrorism measures. Transport Minister Anthony Albanese told Parliament the failed terrorist attempt against a US-bound plane, from Europe, on Christmas Day highlighted the need for a security system that could adapt rapidly.

Mr Albanese was introducing a bill that changes both maritime and aviation security law. One change will end the one-size-fits-all approach to passenger ship security and allow them to be dealt with according to factors like size, passenger capacity and areas of operation. Frisk search powers -- which already exist for plane travellers -- would be introduced "to enhance the screening and clearance of passengers and crew in certain circumstances," Mr Albanese said. Changes to aviation security include empowering the Minister to add to the list of items not allowed on planes. Currently, the prohibited-items list can only be changed by regulation, which Mr Albanese said involved a relatively lengthy legislative process. The change means the list can be more easily updated to reflect emerging security threats, he said. **Source : Garry Luxton**

KNRM Stellendam helpt Stichting Opkikker.



Dinsdag 9 maart was de Stichting Opkikker te gast op KNRM station Stellendam.



Missie van de Stichting Opkikker:

Een bijdrage leveren aan de mentale energie van een langdurig ziek kind door het organiseren van een dag vol ontspanning en blijheid samen met het gehele gezin (inclusief voorpret, nagenieten en de herinnering voor jaren). Opkikker werkt hierbij uitsluitend op indicatie en op verzoek van de met de stichting samenwerkende ziekenhuizen verspreid over Nederland.

In de ochtenduren werd KNRM station Stellendam aangedaan. Hier werd een vaartocht gemaakt met de reddingboot **Antoinette**. De jongeman mocht ook zelf met de reddingboot varen. Een aantal bemanningsleden werkten belangeloos mee aan deze vaartocht. Hierna werden de mensen opgehaald bij station Stellendam met een Porsche, om daarna in Zeeland te gaan vliegen met een helikopter. Daarna was er carten en mocht de jongen in een restaurant een maaltijd maken.

Zie www.opkikker.nl - Foto's : Stichting Opkikker.



South Korean ports return to pre-crisis levels

Cargo handling through ports in South Korea shot up in February, recovering to the volume shown before the economy was battered by the global financial crisis, Yonhap reported.

Cargo traffic in the country rose 1.1 percent from the same month in 2008, before the economic crisis hit the global market, to 1.35 million TEUs in February. The figure represented a 25.8 percent rise from a year ago. "South Korean ports' cargo handling volume appears to be on track to top this year's target of 17.5 million TEUs as the accumulated volume reached 2.82 million TEUs in the first two months of the year, normally an off-season for ports," an official from the Ministry of Land, Transport and Maritime Affairs said.

Busan was the nation's busiest port last month, with container cargo handling reaching 1.01 million TEUs, accounting for 73 percent out of the total cargo traffic in the country. The country's largest port handled more than one million TEUs for the eighth straight month in February. The cargo handling volume at the port of Gwangyang jumped 25.2 percent from a year earlier to a record 150,000 TEUs in February while that of Incheon soared 22.3 percent to 104,000 TEUs in the same period. **Source: cargonewsasia**

Rig Manager Workfox Fleet

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Responsibilities, Accountabilities and Authorities:

The Rig Manager is responsible for day-to-day business for one of the rigs under Workfox management.

The Rig Manager tasks are;

- Assisting with the preparations of rig moves;
- Review safety reports from the unit and ensure appropriate action is taken to rectify defects;
- Ensure that all maintenance, surveys and modifications are properly planned , documented, approved and executed;
- Ensure that the unit is correctly surveyed and certified in compliance with the applicable requirements;
- Preparations of specifications , covering modifications/refits/ repairs to the unit;
- Liaison with flag states, certifying authorities and independent competent bodies applicable to Verification of Safety Critical Elements;
- Assist in preparation of project documentation including obtaining quotations for equipment and services;
- Assist with preparation of unit safety cases and future revisions;
- Preparing budgets and objectives;
- Available on duty/call out rota duties;
- Coordination and supervision on all matters pertaining to the safety of the unit and personnel;
- Monitoring of the safety and pollution prevention aspects of the operation of the unit;
- Maintain contact and/or has an awareness of available and suitable local services/ facilities.

The Rig Manager reports to the:

- Operations Manager

Function Requirements:

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- Decision making capabilities
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West-bound container trade rises 10.6% in Jan

Ship container volumes from Asia to Europe rose for a third consecutive month in January, growing by over 10 per cent year on year in the biggest monthly rise since records started in October 2008, data on Tuesday showed.

This increase reflects the tentative recovery in world trade that was battered by 2008's global economic downturn. The slowdown hit the container sector hard, especially on key routes from Asia to consumers in the West carrying finished goods.

Data from the Brussels headquartered European Liner Affairs Association (ELAA) industry group showed West-bound volumes to Europe from Asia rose 10.57 per cent in January to 1.126 million TEUs (twenty-foot equivalent units) from 1.019 million TEUs in January 2009.

Separately, the ELAA said East-bound trade from Europe to Asia rose 34.91 per cent year on year in January to 418,800 TEUs. Moody's Investors Service said recovery in the container market would be much slower than for the dry bulk and tanker sectors of the shipping industry due to acute oversupply problems. **Source : Reuters**



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Asia holds the key to future of shipping markets

IN these days of electronic communication, shipping very much stands out as a business where personal relationships and face-to-face contact remain extremely important. This is not to say that email, instant messaging and the like are not popular in shipping, as they surely are, but the personal one-to-one interaction is still king.

'The bottom line is shipping is a people industry and always will be,' Keith Denholm, commercial director of Pacific Carriers, stated at a recent forum by the Institute of Chartered Shipbrokers.

One only has to look at the constant stream of events, be they cocktail receptions, seminars or industry forums that are held in Singapore's shipping community to understand the importance that this face-to-face contact holds for the industry.

This is how longstanding business relationships are built and maintained, and industry executives get a chance to exchange views and information on what is happening in the market. Over the last few years the market has given the industry much to talk about, be it through the boom of 2003 to 2008, or the crash of end-2008 into last year. Now some recovery is being seen in a number of shipping markets, and the economy at large, and the question on everyone's lips is whether the recovery is sustainable. There can be little doubt that continued recovery of global shipping markets will hinge heavily on Asia. It is not simply a matter of 50 per cent of the world fleet being owned and operated in Asia, and 85 per cent of global shipbuilding capacity based in the region, it will also economically drive the recovery in shipping volumes.

In April 2009 the second Sea Asia conference and exhibition in Singapore provided an invaluable opportunity for executives from across the shipping industry, in Asia and beyond, to discuss and share their experiences on what was happening in global shipping markets. In the volatile markets of the last few years the opportunity for the most senior members of the industry to come together in a public forum has become ever more valuable to the shipping community at large.

A series of industry polls at the Sea Asia conference revealed just how divided opinions were on key issues of the day such as newbuilding cancellations and where freight rates were headed across a variety of sectors. In such market conditions information and its exchange becomes a vital commodity as companies head into uncharted waters. In particular what is happening in the world's most economically dynamic region - Asia - is of key importance. Over the last year since Sea Asia 2009, a number of shipping sectors have staged a largely unexpected level of recovery. An over-arching factor in much of this recovery has been the role of Asia in driving demand for shipping. The crash in the dry bulk market in the latter half of 2008 was a collapse of an unprecedented scale in any market, not just shipping, with rates plunging by over 97 per cent in a matter of months. However the dry bulk shipping market rebounded to healthy levels for much of 2009 with one big factor driving it - Chinese iron ore demand which soared to a record 627.6 million tonnes. For 2010, brokers Clarksons forecast China will buy 661.7 million tonnes of iron ore, nearly two-thirds of the expected global iron ore seaborne trade of just over one billion tonnes.

Container shipping started 2010 with a surprise upswing in both volumes and rates, with lines heading back to profitability on major trades. Shipping lines have in particular pointed to a greater resilience of the Intra-Asia trades as well as the Asia-Middle East trades. On the intra-Asia trades, lines are now indeed talking of being back in the black. Demand from Asian consumers is expected to be a major growth driver in future as economies in the region continue to grow, and disposable incomes and material aspirations rise. The oversupply of container ships remains a serious issue though, but some newbuilding cancellations and slow steaming have acted to slow overcapacity. Tanker markets remain an area of concern with tonnage supply outstripping demand although the early part of this year also saw a surprise spike in tanker rates.

How this picture plays out as the year progresses is still a subject for debate with factors such as the use of tankers for floating storage and the single hull phase-out affecting the equation.

Again Asia plays a key role in determining future supply, with the decisions by leading Asian oil consumer countries to bar single hulled tankers from 2010 impacting the level of available tonnage in the market.

Looking beyond 2010, Asia's demand for oil will be a major determining factor for the performance of the tanker market. 'China's growing reliance on seaborne crude oil imports will set the tone of the tanker market for the coming decade,' said shipbrokers Poten & Partners in a recent report. Over the last decade China's demand for spot chartered very large crude carriers increased five-fold from 11 in 2000 to 55 in 2009.

However the broker noted that China's petroleum requirements were in fact far higher than the spot market numbers would suggest. 'Today, large Chinese oil companies have contracts of affreightment and term coverage with a variety of international shipping players. The reported spot market shows only part of this immense picture,' it said.

China's National Petroleum Corp expects imports to rise 10 per cent this year, with Chinese imports having crossed the 50 per cent threshold last year. These are all factors sure to be discussed at length at the Seatrade Tanker Industry Conference to be held on April 28 as part of Singapore Maritime Week 2010. Turning to shipbuilding, the newbuildings crisis has not turned into the massive nightmare scenario many predicted. Overall the vast majority of newbuildings are being delivered and major Asian shipbuilders have shown resilience in the face of tough times. With lower newbuilding prices some new orders have started to trickle in for the major yards breaking the highly worrying order drought that was seen in 2009. The threat of newbuilding cancellations has also brought Asian-based financing to the fore with Chinese banks in particular coming in to support shipowners, both domestic and international. In the Middle East, local financiers have stepped in to help the likes of United Arab Shipping Co with its newbuilding programme. While many positive signs are being seen across a wide range of shipping markets, plenty of uncertainty does remain. Volatility has become a major feature of shipping markets in recent years and this is set to remain the case, making accurate forecasts all the harder. Forecasting will not be just about the numbers of ships and demand but also the personal knowledge of those executives who live and breathe markets on a daily basis.

Source: Business Times Singapore



The **RIO BRAVO** seen in Rio Grande – Photo : Marcelo Vieira (c)

Seven pirates detaining in Philippines for kidnapping

Seven alleged pirates are under detention in the Philippines pending trial for the hijacking of the tugboat **Asta**. The Singapore-registered tugboat **Asta** was hijacked in the South China Sea on February 6, with 11 of its 12 crew set adrift in a life raft the chief engineer was held by the pirates to operate the vessel. The chief engineer escaped, from the pirates, in the Philippines and went to the local police according to ReCAAP. The Philippines authorities detained seven alleged pirates and they being held in jail in Davao pending trial for kidnapping and illegal detention. Investigations are underway as to whether the **Asta** was purchased by a local company in the Philippines. Source : **SeatradeAsia**

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Norovirus outbreak on Mediterranean cruise ship

Passengers on board a cruise ship run by a Suffolk company have been confined to their cabins during an outbreak of the winter vomiting bug, norovirus. Fred Olsen, based in Ipswich, said 13 passengers are currently keeping to their rooms on board **Boudicca** after becoming ill on a Mediterranean cruise.

Up to 30 people at any time have experienced symptoms on the three-week trip, the company added. It said it carries out precautions and gives affected ships a deep clean. The situation has been worsened by "very stormy" conditions in the eastern Mediterranean, causing many people to suffer from sea-sickness.

Fred Olsen said **Boudicca** should arrive in Southampton on 22 March and is due to set off on another cruise from Liverpool the next day. "Every feasible precaution is taken to prevent any gastro-type virus being introduced," a spokeswoman added.

"There are constant reminders to everyone to pay particular attention to personal hygiene, but the effectiveness is only as good as the co-operation of the people concerned." In January, solicitors Irwin Mitchell told the BBC it was acting for 50 people taken sick on Fred Olsen cruises during the past three months. **Source : BBC**

High-level waste returned to Japan

The first consignment of solid high-level waste belonging to Sellafield's Japanese customers has safely arrived in Japan from the UK following a journey by ship of over six weeks. The waste arose from the reprocessing of those customers' used nuclear fuel at Sellafield.



The flask of waste is unloaded from the **Pacific Sandpiper** on its arrival in Japan (Image: Sellafield Ltd)

A single flask, containing 28 stainless steel containers of solid high-level waste (HLW) from the Sellafield site, left the UK port of Barrow on board Pacific Nuclear Transport Ltd's (PNTL's) vessel, the **Pacific Sandpiper**, in January.

"The transport by sea is a tried and tested method that is safe, highly regulated and internationally approved," said Mark Jervis, Managing Director of International Nuclear Services (INS), parent company of PNTL. He

added, "Since leaving Barrow on 21 January, the Pacific Sandpiper and her crew have performed flawlessly concluding a safe, on-time delivery to Rokkasho-mura."

The ship arrived at Mutsu Ogawara port at Rokkasho, Aomori Prefecture, on 9 March, where the loaded flask, weighing about 113 tonnes in total, was then unloaded. Japan Nuclear Fuel Ltd (JNFL) will now receive the 28 canisters, which weigh a combined 14 tonnes. The HLW - resulting from the reprocessing of used fuel from power reactors belonging to Japanese utilities Tokyo Electric Power Co (Tepco), Kansai Electric Power Co (Kepco) and Kyushu Electric Power Co - is being returned in a solid glass (vitrified) form. Aomori Prefecture has an agreement with the utilities to store HLW at Rokkasho for 30 to 50 years, after which it will be moved for final disposal in a repository, the site of which has yet to be decided.

Overseas used nuclear fuel has been reprocessed in the UK, under contract, to recover and separate the 97% of reusable nuclear materials from the 3% waste. Since 1976, all UK reprocessing contracts have contained an option for this radioactive waste to be returned to its country of origin and in 1986 the UK government took the decision that this option should be exercised.

The return comes as part of a program that will see waste from UK reprocessing services returned to overseas customers in Japan, the Netherlands, Germany, Switzerland and Italy over a ten-year period, with at least one return shipment per year. Overall, the UK phase of the program will return some 1850 containers of vitrified waste. The return program will mean that the volume of solid HLW stored temporarily in the UK is substantially reduced.

The repatriation of HLW from Japanese fuel reprocessed in France was completed in 2007, with PNTL completing a program of 12 similar shipments.

Mike Johnson, director of waste and effluent disposition for Sellafield Ltd, commented: "This work, known in the UK as Vitrified Residue Returns (VRR) program, delivers on the government's policy and contractual obligations for return of waste to overseas customers. It demonstrates the ability of our workers to safely prepare and deliver this material for transport, while meeting the most stringent national, international, and customer requirements."

Source : World Nuclear News



Nine drown in Cameroon shipwreck

At least nine people have drowned and 15 were missing on Wednesday after a small boat capsized off Cameroon's coast while on its way to neighbouring Nigeria, a gendarmerie officer said. About 60 people, mostly traders with their merchandise, were on board the vessel before it sank in high seas Sunday night off southwest Cameroon, the gendarme said, asking not to be named.

The gendarmerie and a nearby naval base mounted a rescue operation with the help of local people and managed to save 40 people, he said. A few hours after the accident, the bodies of a woman and a child were retrieved from the water, and by Wednesday "seven other bodies had been fished out," the officer added.

Rescue operations were still underway Wednesday to search for the missing, the officer said, offering no further details. Shipwrecks are frequent off the Cameroonian coast, because boats are often overloaded with either traders or would-be immigrants.

Many people from sub-Saharan Africa risk their lives in the Gulf of Guinea waters trying to reach Gabon or Equatorial Guinea, where they hope they can find well-paid work because of the oil wealth of those countries. **Source : Sapa-AFP**

NAVY NEWS



Above is seen the Armidale class patrol boat, **HMAS Childers** out bound in Port Phillip on 27-6-2009 in flat sunny winter conditions

Photo : Andrew Mackinnon (c)

Chinese Navy has no plan for overseas bases

A stronger Chinese navy will not seek to build military bases overseas, a retired senior officer has said amid media reports that the country harbors such "ambitions". Zhang Deshun, who was till recently the deputy chief of staff of the PLA navy, said a naval force with advanced armaments and enhanced capabilities will contribute more to UN-led anti-terrorism, anti-piracy and disaster-relief missions.

A larger navy with a greater reach does not mean it will seek to play the role of "world police", said the retired rear admiral, who is a deputy to the ongoing session of the National People's Congress. "The military's overseas missions, such as the anti-piracy operation, are authorized by the UN. They aim to protect merchant ships and aid vessels as well as their crews from pirates off the Somali coast."

Last week, an international anti-piracy meeting proposed that the PLA navy escort UN humanitarian aid vessels to Somalia. "We have no agenda to set up military establishments, or threaten establishments of other nations overseas," Zhang said, making it clear the PLA navy "has no plans, nor is there a necessity, to establish overseas military bases".

Several naval deputies to the top legislature also made similar remarks. Senior Colonel Yan Baojian, a fleet commander in the South China Sea Fleet, said the navy is capable of operating overseas missions without any military base on foreign soil.

He said the naval force can work extensively with China's business operations worldwide for military supplies, in addition to advanced supply ships. Rear Admiral Cao Dongshen, also a naval commander, said the Chinese navy has no secret agenda on global expansion.

"The strategy of our naval force is active defense. It is part of the country's development and diplomatic strategy," he said. The navy set off on its first major overseas operation in December 2008. During the past 15 months, four fleets have patrolled the sea off the Horn of Africa. En route, they stopped for supplies in several nations including Pakistan, Yemen and Oman.

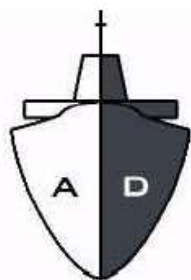
By March 8, the fleets had escorted 1,677 Chinese and foreign merchant ships and rescued 23 vessels from pirates' attacks. Two combat ships on the fifth mission are expected to reach Somali waters this weekend to continue the operation in collaboration with navies from more than 20 major countries. **Source : chinadaily**



HMS Ocean seen arriving in Rotterdam for a port visit - **Photo : Leo Verhoog (c)**

SHIPYARD NEWS

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NK shipyard to build 4 barges for Russian Primorye

The North Korean Chzhondzhin Shipbuilding Company has a contract for 4 self-propelled barges of a displacement of 1.000 tons for the Primorsky Territory. Previously, the North Korean company has delivered to a Russian shipowner a passenger ferry (**Alex Szymanski**), transporting goods for the construction of objects for the 2012 APEC summit in

Vladivostok, Vladivostok News reports citing DPRK's Deputy Minister of Foreign Affairs who met recently with vice-governor of Primorsky Territory in Vladivostok.

According to Primorye's vice-governor Igor Uleyskiy, the Primorsky Territory authorities see a positive dynamics in trade turnover of Primorye and North Korea. In particular, North Korea needs oil and petroleum products, vehicles, machinery and equipment. The two sides are cooperating in the fishing industry, reconstructing the northern section of DPRK's the railway station. **Source : PortNews**



The Damen AHTS 6615 **MED DIECI** is the latest newbuilding from Damen in Galati and seen above during trials before delivery to Med Offshore. **Photo : Mark de Rooij – Damen ©**

Aker Philadelphia Shipyard Launches Ninth Product Tanker

The Ninth Veteran Class MT-46 Product Tanker Is the Thirteenth Vessel Built by the Shipyard

Aker Philadelphia Shipyard, a leading U.S. commercial shipyard, launched Ship 013, the ninth product tanker in a series of 12 to be completed by 2011. The 46,000 dwt vessel was floated off of its blocks and was transferred by tug from the Building Dock to the Outfitting Dock, where it will remain for the next few weeks as it undergoes continuous testing and commissioning in preparation for its upcoming sea trials.

When completed, the 600 foot long vessel, to be named the **Overseas Martinez**, will be sold to American Shipping Company and bareboat chartered to OSG America for use transporting petroleum products.

The launch of Ship 013 coincides with the conclusion of a month long food drive held by the employees of Aker Philadelphia Shipyard and the Philadelphia Metal Trades Union for Philabundance. This is the second year the shipyard and union have partnered to help provide food for the community. Jim Miller, President and CEO, said, "This is a shipyard filled with dedicated individuals who care about their work and the community. This passion speaks to the caliber of the people we employ and the ships we build. They put their heart and soul into everything they do, whether at work or within the community." **Source : Aker**



The **MAHANUWARA** (ex Smit Lloyd 114) seen in drydock at the Colombo Dockyard last Thursday.

Photo : Foeke Tulner ©

Black Sea Shipyard builds a second vessel for Bue Marine

The Black Sea Shipyard (Nikolaev, Ukraine) started on March 6th building a second ship of a series of V616 project two dumb barges for the UK Bue Marine company. The vessel is designed to transport in specially equipped holds the drill cuttings from oil wells. The 1.2-dwt barge is 71.9 m in length, breadth -14.5 m, draft – 2.5 m. The first barges of the V616 series was launched in Oct.30, 2009, The Business News of Nikolayev reports.

The project by the BSS's Development and Design Center is in accordance with the rules of the American Bureau of Shipping and all the international rules applicable to vessels of this type.

The barge has a reinforced ice class. The cargo is to be transferred to the shore through the pipes by high air pressure. All technical solutions of the project are environmental friendly. The barge project is carried out jointly by Black Sea Shipyard and Port-Service Ltd.

Black Sea Shipyard GAHK is one of the largest shipyards in Ukraine. Kherson Shipyard OJSC holds 90.25% stake in the BSS GAHK Company. The holding of stocks was acquired in late 2007 in SudMashProm of Nikolaev.

Kherson Shipyard and the Black Sea Shipyard are part of the Smart-Holding. Port Service Ltd, Nikolaev, has been for recent 9 years building new ships and repairing old ones. The company builds boats and small-displacement cargo ships. The company has fulfilled orders for Damen Shipyards Okean, Aker-Braila, Aker-Tulcea. BSS GAHK and Port Service Ltd. have been cooperating for four years building ranged types of ships. **Source : Portnews**

Over 50% of Cosco Shipyard Group orderbook delayed

Another bulkier newbuilding order has been cancelled at Cosco Shipyard Group, and further four deliveries delayed, meaning over half its outstanding orderbook is now delayed.

An undisclosed European owner has cancelled a 80,000 dwt bulkier newbuilding at Cosco Dalian. According Singapore-listed Cosco Corp construction on the vessel had not yet started, and the yard would receive compensation from the owner. It brings the total number of vessels cancelled at CSG yards to 16, comprising 14 bulkers and two car carriers.

In addition two undisclosed Asian owners have delayed the delivery of four 57,000 dwt supramax bulkers at Cosco Zhoushan and Cosco Guangdong. The last of the vessels will now be delivered in April 2012. The latest delay means that 52 newbuildings, or more than half of CSG's outstanding orderbook of 93 vessels has been delayed. **Source : SeatradeAsia**

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Dredger Alexander von Humboldt to begin backfilling new Tyne tunnel

BBC News Online reports that work to backfill the new Tyne Tunnel, which was submerged in the river last month, is due to get under way. Four concrete tubes have been lowered into a trench in the riverbed, and will now be filled with material collected during routine dredging.



Photo : Henk de Winde (c)

The dredger **Alexander von Humboldt** will gather the material from the mouth of the Tyne and deposit it via pipeline. The work will help stabilise the new tunnel, due to open in February 2011.

Trevor Jackson, managing director of TT2, which is building the new crossing, said: "By reusing the clean, inert material from the river's maintenance dredges we are saving about 170,000m³ of material from being disposed of at sea. This is in addition to the 400,000m³ of material that was due for disposal at sea and landfill following the excavation of the river channel last year, all of which was reused to infill Tyne Dock."

"This represents around one million tonnes of reused waste in total, which I consider to be a fantastic environmental saving." **Source : Dredging News Online**



The **SALUS** seen departing with the **KARLISSA A** from Ijmuiden towards the **VINGA GORDON** location, the night before the **KARLISSA B** departed under tow of the **ITC MISTRAL**

Photo : Marcel Coster (c)

Power cuts threaten port, plants in Orissa

A severe power shortage has forced India's largest iron-ore producing region to cut supply to industries once a week, which will cut output and affect cargo loading at Paradip, a key port for oil imports.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 072

Officials said they feared the power cuts could last through June in the eastern state of Orissa, which is home to India's largest iron ore reserves, as well as major steelworks and the Paradip port. The water levels in Orissa's reservoirs have fallen sharply as last year's monsoon rains were the worst since 1972, cutting hydropower generation to 300-400 megawatts from 2,085 megawatts, a government official said.

"If they cut power supply for a full day (once in a week) certainly it will affect port operation" Paradip Port's deputy chairman Biplav Kumar said.

Economists say old infrastructure and chronic power shortages are one of the biggest hindrances to economic growth.

The Paradip port, a major hub, exported 14 million tonnes of iron ore in 2008/09. The port also handles crude oil and refined petroleum products, as well as coal imports. Orissa's aluminium sector is unlikely to be affected as most facilities have their own power generation capacity.

The Central Electricity Supply Utility of Orissa (CESU), a leading power distribution utility, published a schedule for power cuts for various districts in local newspapers.

Officials said power cuts, which began on Tuesday, may continue until June. "It is a temporary phenomenon. We hope the situation will improve soon. But if the crisis continues, the cuts may go on till May-June," Orissa's Energy Secretary P.K. Jena told Reuters. The decision to start power cuts on Tuesday prompted widespread concern among regional firms. "Power is a basic input for every industry. It is going to adversely affect companies," SS Nandurdikar, managing director of Paradeep Phosphate Limited said.

The state has over a quarter of India's iron ore reserves and half of the country's bauxite reserves, and is home to several steel and mineral based process industries.

"It will have very severe implications" R.K Jena, Vice-Chairman of Confederation of Indian industries (CII) Orissa state council said. "Small and medium process industries including steel, ferroalloys and (secondary) aluminium etc would be affected. There could be a monthly production loss of 15 to 20 per cent," he said. **Source : DnaIndia**



The **NORGAS ENERGY** seen departing from Willemstad – Curacao

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

Kannad Marine distress beacons receive EU Approvals

McMurdo Ltd, a company of the Orolia Group announced that two of its new Kannad Marine distress beacons have received EU type approval. Each has now been approved for sale throughout the member states of the European Union. The two products, from the Kannad Marine range of cutting edge emergency distress beacons, are the Kannad Marine EPIRB (non GPS) in both the manual and automatic versions and the Safelink Pro PLB. The approvals mean that the products are now fully compliant with international maritime regulations, and incorporate EPIRB certification from the search and rescue satellite system COSPAS-SARSAT. The two Kannad Marine beacons now proudly carry the all important CE mark to signify compliance with the essential requirements of the R & TTE EU Directive 1999/5/EC. R&TTE (The Radio and Telecommunications Terminal Equipment Directive) is the main route to compliance for Radio and Telecoms equipment sold in Europe.

Kannad Marine EPIRB (non GPS)

The new Kannad Marine 406MHz EPIRB range offers two models, manual or automatic deployment. Wheelmark certified under the EU MED (Marine Equipment directive 2008/67/EC), when purchased with the Auto Housing it meets IMO SOLAS requirements making it suitable for all classes of commercial vessel. The Kannad Marine EPIRB has a 5 year warranty and battery life, operates for a minimum of 48 hours and meets the demands of both commercial mariners and recreational boaters.

The new Safelink Pro 406 MHz Personal Locator Beacon (PLB) brings added dimensions to safety with a 48 hour operational battery life at temperatures as low as -20°C. The Safelink Pro has a 5 year warranty and battery life and a user replaceable battery pack. The Safelink Pro is designed to be carried as a personal beacon by the individual. Its 16-channel GPS provides an accurate position for fast recovery, and it is buoyant and waterproof to 10 metres. The new 406 MHz EPIRBs and PLB operate on the COSPAS-SARSAT international search and rescue satellite system, ensuring that a distress signal will be picked up, even from the most remote locations in the world.

Source: McMurdo Ltd.



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Sri Lanka to build new container terminal

Lanka Business Online reports that construction of a new deep-water container terminal to be built and run by the private sector in Colombo port, is to start in the second quarter of this year. Sri Lanka Ports Authority (SLPA) chairman Priyath Wickrama said the authority is in the final stages of talks with the private investor, a consortium led by China Merchant Holdings which has teamed up with local conglomerate Aitken Spence.



The **TIGER CAPE** seen moored in Colombo port
Photo : Piet Sinke (c)

newer, bigger container ships. **Lanka Business** said the Sri Lanka government is holding talks with the consortium in an effort to enhance the royalty payments to ensure it can repay an **Asian Development Bank** loan taken to dredge the new port and build a breakwater.

The new port would increase cargo handling capacity with the addition of three more container terminals, an SLPA statement quoted Wickrama as saying at a regional port forum in Bandung, Indonesia earlier this month.

Construction of the first new container terminal, expected to cost US\$400 million, will start in the second quarter of this year on a build-operate-transfer basis, he said. **Source : Dredging News Online**

Brittany Ferries : Le Cap Finistère à Dunkerque



C'est le 22 mars, à Cherbourg, que le nouveau navire de Brittany Ferries sera baptisé, en hommage au département de la pointe Bretagne. En attendant, le Cap Finistère, après un bref essai de passerelle à la pointe du Cotentin, a gagné Dunkerque. Les travaux, réalisés aux Arno, portent essentiellement sur la mise aux couleurs de la compagnie bretonne. Le navire devrait

regagner mi-mars Cherbourg, où se déroulera son armement. Construit en 2001 par les chantiers HDW de Kiel, en Allemagne, l'ex-Superfast V a été racheté en février à l'armement grec Attica. Mesurant 204 mètres de long, il peut, grâce à une puissance propulsive de 46.080 kW, atteindre la vitesse de 28 noeuds. Doté de 244 cabines, de plusieurs bars et restaurants, ainsi que de boutiques et d'une salle de jeux vidéo, sa capacité est de 1500 passagers. Côté fret, le Cap Finistère comprend deux ponts rouliers pouvant abriter 110 camions et 85 voitures. Comme les autres navires de Brittany Ferries, il sera armé sous pavillon tricolore avec un équipage français.

Le Cap Finistère assurera à compter du 22 mars deux types de rotations entre La France, l'Angleterre et l'Espagne. Le lundi soir, il quittera Cherbourg pour Portsmouth, où il arrivera le mardi matin. Il gagnera le mercredi Santander, d'où il repartira pour l'Angleterre. De retour à Portsmouth le jeudi, il effectuera un aller-retour avec Cherbourg puis remettra le cap vers Santander, qu'il atteindra le samedi midi. Dans l'après midi, il remontera vers le port britannique, qu'il gagnera le dimanche, avant de débiter deux allers-retours avec Cherbourg. **Source : Meretmarine**

Chevron Deploys a Second Ultra-Deepwater Drillship

Next Generation Drillship Has Unsurpassed Drilling Capabilities

Chevron U.S.A. Inc., a wholly owned subsidiary of Chevron Corporation, announced that it has commenced operations on the **Discoverer Inspiration**, an ultra-deepwater drillship, in the U.S. Gulf of Mexico. The vessel has the capability to drill wells in 12,000 feet (3,650 meters) of water to a total depth of 40,000 feet (12,200 meters).

The state-of-the-art vessel is the second such vessel commissioned by Chevron in the last six months. Last August, Inspiration's sister ship, **Discoverer Clear Leader**, began work for Chevron in the ultra-deep water Gulf of Mexico.

"Both these newly built vessels were designed to Chevron's specifications and will work on a strong queue of deepwater opportunities," said George Kirkland, vice chairman, Chevron. "Going beyond the limits of previous technology, Inspiration and Clear Leader provide Chevron with the most advanced offshore drilling capabilities as we explore for new sources of energy in the U.S. and globally."

The Inspiration will begin work for Chevron drilling deepwater Gulf of Mexico exploration prospects and then develop existing discoveries such as Jack, St. Malo and Buckskin. Chevron will operate Inspiration under a five-year contract with Transocean. Chevron is one of the top lease holders and producers in the Gulf.

The new drillship's upgrades not only improve safety, reliability and efficiency, but also extend overall deepwater drilling and completion capabilities. Enhancements include an upgraded top-drive system, an expanded high-pressure mud-pump system and expanded completions capabilities. These enhancements, along with Transocean's patented dual-activity technology, allow parallel operations from a single derrick. These innovations are expected to reduce drilling costs by 5 to 15 percent over conventional single-activity rigs, depending on reservoir depth and complexity.

Chevron is widely recognized as a leader in deepwater drilling. The company holds the current world record for drilling water-depth at 10,011 feet (3,051 meters). **Source : Chevron**



The **C.S. OCEAN** seen arriving in Antwerp – **Photo : Stan Muller (c)**

Maersk three-year charters on five 13,000-TEU megaships

LONDON's Zodiac Maritime's five 13,092-TEU megaships are to be chartered for a three-year period at a fixed and "relatively cheap" rate with Danish giant Maersk.

The megaship delivery date by Hyundai-Samho is due first half of 2011 and adds to Maersk orders made in 2007 of eight vessels of similar capacity. These are to be chartered from Rickmers Reederei/Rickmers Maritime for delivery from mid-2010 and mid-2011 by at Hyundai Heavy Industries.

This is the first charter for a vessel of this size since the financial crisis and adds to the Danish line's fleet of sixty-three aged ships between one and 13 years old according to Alphaliner. **Source : Schednet**

SUBSEA 7 SUCCESSFULLY COMPLETES MAJOR PROJECT OFFSHORE AUSTRALIA

Subsea 7, one of the world's leading subsea engineering and construction companies, recently completed the VIC/P44 Stage 2 Development (Henry) Project, offshore Australia, which involved the installation of a 21.7km long / 12-inch rigid pipeline to connect the subsea production trees at the Henry-2 and Netherby locations, together with 4 rigid spool pieces. The project also included the installation of a 22km long electro-hydraulic umbilical from Casino-4 to Pecten East locations.

Awarded to Subsea 7 in August 2009 by Santos Limited, the work scope required the Henry and Netherby fields to be tied back to the existing Casino field, located offshore Victoria in the Otway Basin. The engineering was completed by a dedicated project team with offshore operations commencing in December 2009.



One of Subsea 7's rigid reeled pipelay vessels, the **Seven Navica**, arrived in Singapore in late November 2009 before commencing its journey to the project's spoolbase in Crib Point, Victoria.

Left the **SEVEN NAVICA**
Photo : Aad Noorland (c)

to the spoolbase in the interim. The **Seven Navica** was supported by Subsea 7's Dive Support Vessel, **Rockwater 2**, which installed four sections of umbilical, electrical and hydraulic flying leads, three pipeline end manifolds, associated subsea infrastructure and 650 stabilisation mattresses to complete the tie-ins and freespan rectification. Over 2000 lifts were performed by the **Rockwater 2's** 300t active heave compensated crane. The umbilicals ranged from 3.3km to 6.5km in length and were installed utilising an in-line tensioner and a reel drive system. The vessel also installed rigid spools; performed the associated metrology and assisted Santos with field commissioning and start-up activities.

Craig Broussard, Vice President Asia Pacific stated: "We are delighted to have successfully completed this workscope for Santos, which builds upon Subsea 7's established track record in the region of delivering projects safely, efficiently and on time. Both vessels performed well on the project and the utilisation of the **Seven Navica** from Subsea 7's global fleet of vessels, demonstrates our long term commitment to the Asia Pacific region."

The Henry and Netherby fields, located in 56 – 72 metres of water, are operated by Santos Limited on behalf of a joint venture it has with AWE Limited and Mitsui E&P Australia Pty Ltd. Subsea 7 was also involved in the original Casino development in 2005, installing mattresses, jumpers and structures and also completing the tie-ins.



The newbuild workboat **KP 17** seen during trials in Rotterdam – **Photo : Tom Staneke (c)**

Cargo turnover at China ports up 32%, at 636.7m tons this January

Freight traffic through the seaports of China in January 2010 reached 636.76 million tons, a 32-percent rise over January last year, the Ministry of Transport of the People's Republic of China report said. Of the overall volumes seaports showed a 30.4% rise, at 439.48 million tons, river ports a 38.9% growth, to 197.28 million tons. Containers turnover at the ports of China in the reporting period rose by 25%, up to 11.355.000 TEUs, including seaports that handled 10.27 million TEUs (+23.3%), and the river ports that showed a 51.3% surge, more than 1 million TEUs. Port of Shanghai is the largest seaport by volumes of handled cargo, which boosted its throughput by 45%, to 48.7 million tons, Tianjin gained 12.7%, Qingdao port added 9.4%. Containers turnover at the port of Shanghai in January this year grew by 18.3%, to 2.25 million TEUs. The total freight volumes via the ports of China reached 7 billion tons in 2009. **Source: Portnews**

Drying system for 2 other vessels from Wagenborg Offshore

Already Pronova drying systems are cruising the Caspian Sea on board the hotel ships **Puccini**, **Verdi** and **Kurmazagy**. Now **Pronova CT** are happy that **Wagenborg Offshore** have yet again put their trust in them to equip also the passenger ships **Bellini** and **Wagner** with their highly-efficient drying systems, built at Holland Shipyard.

As great and well-known as the ships names, all named after famous composers, as well known and established are the drying systems that the staff on board can now enjoy. Same as on the 3 previously equipped, highly efficient boot

and clothes dryers, all made from stainless steel, will be installed. Detailed layout planning were of course again part of the excellent service that Pronova provides, which guarantees a perfect realization from start to finish .

Apart from the fact that the boots, shoes and work wear automatically have a longer lifetime (which means savings in purchasing costs), it also goes without saying that comfort plays a vital role as well as it makes a big difference if you work in wet or damp boots or if you have constantly dry and properly looked after work wear. This means happier and healthier staff and that in turn leads to a significant decrease in sick leaves. To conclude it is safe to say that in the same way that the composers the ships are named after stand for true class, **Pronova** stands for true quality that can be witnessed and enjoyed on a daily basis.

Pronova CT are proud to have yet again be invited by **Wagenborg Offshore** to play a vital part in the equipping of their fleet.

If you are also looking for an efficient and way to solve your problems with wet work wear look no further!
Contact us at www.pronovaCT.com ! We look forward to hearing from you!



The **MAERSK RONNEBY** seen entering the port of Colombo – Photo : Piet Sinke ©

Large new Virtu ferry set for summer commissioning

Construction of a large new catamaran for Virtu Ferries is proceeding at a fast pace and the 107-metre-long vessel is due to be handed over to the company in time for summer operations.

The vessel, to be called Jean de la Valette, is being built in Australia by Austal Ships Ltd in a €60m project. It will be among the top five passenger catamarans in the world. The construction of the hull is nearly complete and the four engines were installed last week. Outfitting is being taken in hand.

The new catamaran will be able to seat 800 passengers with 110 in VIP lounges. There will be special accommodation for commercial vehicle drivers to enable them to rest in fully reclining seats. The vessel will be able to carry 135 cars or 45 cars and a number of trucks and trailers. It will have a cruising speed of 39 knots (approx 70km per hour). **Source : Times of Malta**

FUTURE PIPE INDUSTRIES B.V. AND HARRIS PYE EXTEND COLLABORATION

Harris Pye Group appointed as **Future Pipe Industries Group's** exclusive marine representative, distributor and installation contractor in eight additional markets globally Dubai and Barry, South Wales, March 2010: Following the first announcement of their collaboration in 2009 to work together on supplying Glass Fiber Reinforced Epoxy Pipe Systems (GRE) to the marine & cruise sectors, the Harris Pye Group (HPG) and Future Pipe Industries B.V. (FPI), of The Netherlands, have extended their collaboration agreement, which will see HPG become FPI's exclusive marine representative, distributor and installation contractor in Australia, Brazil, Japan, Singapore, South Africa, the United Arab Emirates, the United Kingdom and the United States of America.



Both companies are specialized in providing services for installing and upgrading GRE pipe work and both are highly experienced in conversion work, replacing steel with GRE. This agreement will see the Harris Pye Group become FPI's preferred installation contractor for marine refit projects worldwide. "It is an agreement that sees us pooling our strengths to the advantage of clients in the cruise, merchant marine, and oil and gas industry in eight key areas globally," says Mark Prendergast, Managing Director of HPG. "We got off to a flying start after our initial agreement last year, proving how successfully we can work together. We are now looking forward an even closer relationship with FPI around the world. This is a true win:win situation for both companies." Marc Groenewoud, Unit Manager Shipbuilding of FPI said: "Our collaboration with the Harris Pye Group has been very successful since the start of our partnership last year and we are delighted

to now have the opportunity to extend this agreement to cover another eight strategically important markets worldwide". He added: "We are looking forward to working even more closely with the team at Harris Pye and to continuing our joint drive for conversion and application of fiberglass as the material of choice for the marine market."

A part of Harris Pye Group's world-wide role will be to provide their installation project team to identify and provide, where necessary, all associated FPI materials, tooling, manpower, supervision and project management and to control this process in conjunction with FPI's project team. Harris Pye will also be assisting FPI with the installation of GRE systems and performing surveys on behalf of the Group. Through their marine agent network, FPI will actively promote and recommend Harris Pye to ship owners/managers and ship yards. The agreement also includes extensive training of Harris Pye's supervisors at FPI's facility in The Netherlands as well as the set up of prefab/service ships in Australia, Dubai and Singapore to enable FPI to provide the market with a worldwide service.

Mother Theresa said :

**" Let us not be satisfied with just giving money.
Money is not enough, money can be got, but they need your hearts to love them.
So, spread your love everywhere you go."**

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Cruiseschip Celebrity Eclipse doet Eemshaven aan

Maandagnacht 15 maart om 02.00 uur arriveert er opnieuw een spectaculair cruiseschip in de Eemshaven. Wederom is dit 'droomschip' afkomstig van de Meyer Werft uit Papenburg. De **Celebrity Eclipse** is tot medio april in de Eemshaven om er diverse testen uit te voeren, waaronder een proefvaart en enkele afbouwwerkzaamheden.



Photo : Hans van Zanden (c)

Onder voorbehoud ziet het schema van het cruiseschip er als volgt uit: **12 maart** omstreeks 21.00 uur vertrek uit Papenburg, **zaterdag 13 maart** 14.30 uur passage in Emden, maandag 15 maart 02.00 uur passage Eemshaven, 16 maart 21.00 uur vertrek voor proefvaarten op zee, 22 maart retour in Eemshaven. Het cruiseschip blijft vervolgens tot ca. 15 april in de Eemshaven. De **Celebrity Eclipse** is het 19e cruise schip van Meyer Werft onder agentuur van Wagenborg Agencies B.V.

Meer informatie vindt u op www.meyerwerft.de of <http://www.groningen-seaports.com/scheepvaart.php>

Laatste Update :

Het vaarschema is inmiddels alweer aangepast. Het cruiseschip arriveert vrijdag 12 maart al even in de Eemshaven, om vervolgens weer op proefvaart te gaan.

Zie het aangepaste vaarschema. Zie ook <http://www.meyerwerft.de/page.asp?lang=d&main=3&subs=0&did=1731>

.... PHOTO OF THE DAY



The **VS HAMBURG** seen operating in the port of Rotterdam

Photo : Stan Muller ©

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