

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 076



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## DOULOS SAVED BY THE BELL



**Yesterday morning, (just too late for the yesterdays newsclippings edition), I was called and received the direct information and the good news that worlds oldest passengerliner the DOULOS is not going for the breakers, but instead is sold to some Singaporean business men who will convert her into a floating restaurant / conference center, the DOULOS will be handed over to the new owners on Thursday when on Friday the last volunteer crewmembers will leave the vessel for the last time**

**Photo : Piet Sinke (c)**

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
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## **EVENTS, INCIDENTS & OPERATIONS**

# **WERELDHAVENDAGEN POPULAIR IN HEEL NEDERLAND**

Bijna de helft van de 25.000 deelnemers aan de excursies van de Wereldhavendagen komt niet uit het Rotterdamse. Dit blijkt uit een onderzoek dat vorig jaar werd gehouden tijdens het volgens dagbl ad Metro populairste evenement van Rotterdam. De komende Wereldhavendagen zijn in het weekend van **3, 4 en 5 september**.



Directeur Sabine Bruijninx maakte dit bekend tijdens de aftrap van het nieuwe seizoen in een bomvolle ontvangstzaal van het World Port Center te Rotterdam. Ze verbaasde zich over de populariteit elders in het land omdat de Wereldhavendagen met name worden georganiseerd om de band tussen stad en haven in tact te houden.

Op de bijeenkomst werd tevens het nieuwe thema van de Wereldhavendagen gepresenteerd: een bereikbare toekomst. Het is gebaseerd op de huidige topaandachtsgebieden van initiator Havenbedrijf Rotterdam: bereikbaarheid, duurzaamheid en ruimte voor groei.

Ook tijdens de 33ste editie van de Wereldhavendagen zal de klemtoon liggen op de talloze excursies in de gehele haven en de presentaties van ondernemingen en diensten uit het haven- en industriegebied. De Wereldhavendagen is erg populair bij dit soort organisaties. Zij zien in het evenement de ultieme gelegenheid zich te profileren bij jongeren. Ondanks de kredietcrisis heerst er nog steeds krapte op de arbeidsmarkt van sommige branches.

## **Yemen detains Iranian ship over suspicious cargo**

Yemen's security forces have detained an Iranian ship in Yemeni coastal waters off the island of Socotra because of suspicions about its cargo, and the crew are under investigation, state media said on Monday. The ship, which state media said had entered Yemeni waters illegally, was held after fishermen reported its presence to authorities. The crew, 15 Pakistani sailors and an Iranian captain, are being investigated and the ship searched. The security apparatus in the Socotra archipelago does not rule out that the Iranian ship may have been involved in smuggling drugs to Yemen," the Defence Ministry's online newspaper said. It did not say when the ship was detained. Yemen, at the forefront of Western security concerns since a failed December attack on a U.S.-bound plane, boosted security on its coast earlier this year to prevent militants reaching its shores from nearby Somalia to reinforce al Qaeda in Yemen.

Al Qaeda's Yemen-based arm claimed responsibility for the failed December attack. Western allies and neighbouring oil exporter Saudi Arabia fear al Qaeda is exploiting instability on several fronts in impoverished Yemen to recruit and train militants for attacks in the region and beyond. Yemen, whose location at the southern rim of the Arabian Peninsula places it near one of the world's busiest shipping corridors, is a long-standing base of support for al Qaeda. Militants bombed the U.S. Navy warship **USS Cole** in the Yemeni port of Aden in 2000, killing 17 U.S. sailors. Yemenis were one of the largest groups to train in al Qaeda's camps in Afghanistan before the Sept. 11 attacks in 2001.



The **SIGAS COMMANDER** outbound from Grangemouth  
Photo : Iain Forsyth (c)

## **B.C. Ferries reports five near collisions in 2009**

### **Captains apprise Transportation Safety Board of incidents**

Ferries vessels were involved in five near collisions last year, two of them in constricted Active Pass in the southern Gulf Islands, according to marine reportable incidents for 2009. That's the same number as recorded by the fleet in 2008. The reports, compiled by the federal Transportation Safety Board at the request of the Vancouver Sun, show that on March 13 the 167-metre-long Spirit of British Columbia had a close-quarters situation with the U.S. fishing vessel Falcon at the western entrance to Active Pass. "The ferry altered hard to starboard to avoid a collision," the report states.



The 167-metre **Spirit of Vancouver Island** reported a similar situation with the sailing pleasure craft Callaloo in Active Pass on Dec. 1. The **Spirit of Vancouver Island** also had a close call with a pleasure craft on May 15 while approaching the dock at Swartz Bay. "The ferry had to go full astern on its engines to avoid a collision," the report found.

On June 26, the 54-metre ferry **Kahloke** narrowly avoided the U.S. fishing vessel **Haida Warrior** in Lambert Channel, between Hornby and Denman islands. On Sept. 25, the 139-metre **Queen of Alberni** reported a close-quarters situation with the crab fishing vessel **Vung Tau** off Tsawwassen.

The five incidents are officially labelled "collisions - near."

B.C. Ferries spokesperson Deborah Marshall said the five near collisions must be compared against the fleet's 182,500 sailings per year. She described near collisions as "any time you need to take avoiding action." Marshall added it is fleet policy that captains report all incidents to Transport Canada and the Transportation Safety Board. She added B.C. Ferries did follow-up investigations on some of the incidents, but refused to provide details.

Among the other reportable incidents involving B.C. Ferries in 2009, a vehicle caught fire Jan. 25 on board the **Queen of Vancouver** while it was docked at Tsawwassen. Delta fire department put the fire out. Two crew suffered smoke inhalation. The **Spirit of British Columbia** on Oct. 27 "accidentally let go its anchor" while exiting Active Pass, the report found. There were 13 incidents involving mechanical malfunctions related to engine and electrical problems.

Source : **vancouversun**

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

## **Traditional welcome for historical ship 'Jewel of Muscat'**

The Oman ship '**Jewel of Muscat**', reconstructed on the lines of a 9th century cargo vessel and powered by wind, was given a ceremonial reception from the outer harbour, to the BTP berth near Cochin Port Trust Monday.

The 17-member crew captained by Salah Al Jabri, was accorded a traditional welcome with 'thalappoli' and the crew was garlanded, while the Omani's sea dance 'Almdama', consisting of 21 people including 7 women, added colour to the function.

The 18-metre long ship had embarked on a historic journey from Oman on February 16 to reach Singapore by mid-July, retracing part of the historic maritime trade route between Arabia and Far East. Mohammed AI Zarafi, Under Secretary in Oman's Ministry of Foreign Affairs, and Humaid AI Maani, Oman's Ambassador to India, Navy and Coast Guard officials were among the dignitaries that received the ship, which was towed to the berth accompanied by Indian Coast Guard ship Lakshmibai.

In a brief talk with the mediapersons at the berth, AI Maani, said Oman and India enjoyed historic relationship and it takes back to thousand years. The vessel during its voyage in the primitive way will touch besides Kochi, Srilanka, Malaysia enroute and finally rest in the Museum in Singapore, he said.

Al Jabri said the grand reception accorded on their arrival had surprised them and everyone was pleased to come back to Kochi again. Al Jabri said sudden change in weather conditions, current, wind and heat caused concern for them during the voyage. As there was no favourable wind, the ship had to be towed to Kochi berth' he said. 'I am happy to

bring this maritime heritage to this beautiful country', he said. Replying to another query whether the climate was affecting their journey, he said 'no. We need to prepare the ship for the next journey', he said.

Kochi is the only port in India the ship would be calling. After nearly a two week stay here, it would proceed to Galle in Sri Lanka. Mohammed Al Eissa, Public Relations Manager, Oman Sail, said the wreckage of a ninth century trading vessel was found in 1998 near the Indonesian coast and the Singapore and Oman governments have jointly undertaken the task of recreating the vessel to undertake the voyage along the original route in a manner done during those times.

He said Omani's were known since ages for building ships and for being sailors. The wind powered vessel, was built using ropes and wood and without using a single nail. There are about 70,000 stitches and wood used in the ship was from Africa, India and Oman, he said. **Source : Zeenews**



## **China Shipping fined US\$440,000 for 'unfair' rate cutting**

Without admitting guilt, China Shipping Container Line (CSCL) has settled for a US\$440,000 penalty from the US Federal Maritime Commission (FMC) for improper rate cutting on 1,000 shipments over four years, contrary to the 1984 US Shipping Act. The carrier and three non-vessel owning carriers agreed to pay a total of \$625,000 and desist from such activities and cooperate with further inquiries, reported American Shipper.

CSCL was charged with providing transportation services to intermediaries without tariffs, licences or bonds, mis-describing cargo and charges of shippers and charging below tariff rates. New Jersey-based ATI USA Inc was also fined \$115,000 for allegedly mis-declaring size of automobile shipments and charging below published rates. Improper access to service contracts and charging below published tariffs were directed at the NVOs of Texas-based NVO MT Global Freight Solutions Inc and California-based Cosa Freight Inc, which included a violation of mis-described cargo shipped and paid \$35,000 each in fines. FMC chairman Richard A Lidinsky said the penalties should serve as a reminder to carriers "tempted to disregard the commission's rules against unfair or deceptive practices."

**Source: schednet.com**



As seen last Monday as deckcargo onboard a ocean going vessel the workboats **TALIPOT** and **SOLITAIRE** in the port of Colombo, both workboats where homeported Port Mathurin (Mauritius)

Photo : Piet Sinke (c)

## HNLMS Tromp puts 9 pirates out of business

On 12th March, after receiving a report from MV **E.R. LUBECK** (Liberian Flag, German owner), that pirates in 2 skiffs had tried to hijack her, COMEUNAVFOR initiated a surge operation to intercept and disrupt the PAG.

The EU NAVFOR Flagship **ITS ETNA** tasked the EUNAVFOR Swedish and Luxemburg Maritime Patrol Aircraft (MPA) and EUNAVFOR Warship **HNLMS TROMP** against the PAG consisting of one mother skiff and two skiffs.

The attack on the **LUBECK** took place almost one thousand miles from the Somali coast and **HNLMS TROMP** proceeded at best speed to assist. The EU NAVFOR MPA continued to track the PAG and vectored the warship onto the suspected pirate position.

On the 14th of March, on arrival at the scene of action, **HNLMS TROMP** launched her helicopter, located a skiff and was forced to fire several warning shots before the 10 metres long mother ship (whaler) stopped. A boarding party soon took control of the boat with two persons onboard. **HNLMS TROMP** continued to search the area and, the following day, found two suspicious skiffs with 7 persons onboard about one hundred nautical miles from the whaler. Some equipment had been jettisoned but ladders and weapons were found onboard the skiffs. All equipment was confiscated and the mother ship was destroyed.

At about the same time as the **TROMP** was disrupting her PAG, and approximately one hundred nautical miles North West of the SEYCHELLES, the Seychellois Coast Guard **PB ANDROMACHE** was guided by EU NAVFOR MPA onto another mother ship and 2 skiffs, who were believed to have been involved in an attempted hijacking on a Spanish tuna Fishing Vessel **TXORI ARGU** the day before. After that attack, the EU NAVFOR MPA monitored the PAG and was able to direct the Seychelles Coast Guard on to the approximate position of the attack. 8 suspected pirates have been taken into custody. Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the 'World Food Program' (WFP) and vessels of AMISOM, and to protect vulnerable ships in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EUNAVFOR also monitors fishing activity off the coast of Somalia. Source: EU NAVFOR Somalia



  
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The **PENTALINA-1** seen berthed in Brest – Photo : Jan Plug ©

## EU NAVFOR destroys more suspect pirate skiffs

EU NAVFOR units operating in the Somali Basin, between the Seychelles and the Somali coast, have discovered more suspected pirate activity. In an area close to the disruption of 5 pirate attack groups by EU NAVFOR at the weekend, EU NAVFOR German warship **FGS EMDEN** intercepted a suspect pirate group consisting of a mother ship and two skiffs.

The pirate mother ship was first detected in the late hours of 11 March by the EU NAVFOR Luxembourg Patrol aircraft who directed the EU NAVFOR German warship **Emden** onto the pirate group. On approach by Emden, two small skiffs attempted to flee the scene and pirate paraphernalia consisting of ladders and hooks were seen being jettisoned overboard. **EMDEN's** helicopter eventually rounded up the trio and boarding parties were sent onboard. All suspected

pirates have now been returned to the mother ship, one of the skiffs has been sunk and EU NAVFOR ships EMDEN has retained the third skiff as evidence. EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the 'World Food Program' (WFP) and vessels of AMISOM, and to protect vulnerable ships in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EU NAVFOR also monitors fishing activity off the coast of Somalia. **Source: Defence.professionals**

## **Newbuilding cancellations, delivery delays and record shipbreaking "saved" the market in 2009**

The latest annual report on the shipping industry, compiled and published by France's Barry Rogliano Salles stated that thanks to cancellations and delayed deliveries new vessels were less than expected and the fleet increased by only 7% in 2009, against a decline in seaborne trade of 3%. In his comments on the market, Mr. Jean-Bernard Raoust, Chairman of BRS said that "demolitions reached 36 million dwt – taking us back to the records seen in the 1980s – while oil storage immobilized 6% of the tanker fleet, permitting the market, with the help of a harsh winter, to achieve higher rates by the end of the year. In the containership market, with around 10% of the fleet in lay-up, and with the introduction of slow steaming plus a series of tariff increases, the cost of transporting a box between Asia and Europe reached a level by year-end that no one would have expected at the start of the year. As for the dry bulk market, rates were kept afloat by the immense needs of China which increased its imports by more than 270 million tonnes in 2009 thanks to an insatiable demand for iron ore (+45%) and coal (+300%)" said Mr. Raoust.

As a result over the course of the second half of the year, the market found its fundamentals and the shipping industry began to regulate itself again, as is common in any cyclical market. In terms of the global economy, the banking system avoided collapse, money began circulating - sparingly but at historically low interest rates - and China made the most of the general disorder and the success of its stimulus plan to regain its health.

Although the second hand ships market started off slowly in 2009, in the end it was again quite busy, with a total number of transactions ultimately similar to 2008, but as was already evident by the course of things at the final months of 2008, average prices were 40% to 50% less, compared to the highs of mid-2008. China emerged as the winner, as not only did it not reduce its shipbuilding capacity, but also became the largest buyer of second hand tonnage, ahead of Hellas. "China will be able to build a fleet at moderate prices – as Japan did 30 years ago – and thus better control the transport of the manufactured goods and raw materials that its industry so needs.

Meanwhile the crisis will accelerate the shift of the global centre of gravity towards Asia, an irreversible change that will inevitably reduce the maritime power of the western countries" said BRS.

Of course, the shipping industry isn't yet out of the woods. According to Mr. Raoust, "newbuilding deferrals will only postpone the problem of overcapacity and the market must still absorb close to 40% of the existing fleet over the next three years (65% for the large bulkers). Faced with an economic recovery that most experts qualify as "soft", these ships will long weigh on the market and its return to equilibrium. Furthermore, it is estimated that there are \$150bn of newbuilding contracts not yet financed, out of a total orderbook worth \$450bn. The current price of new and second hand ships should allow more healthy economic calculations, and raise hopes of increased activity in the shipbuilding industry. However those vessels ordered or purchased at excessive prices are here to stay and will penalize heavily the profit and loss accounts of some shipowners" he said, adding that strong volatility in the shipping markets is going to remain the norm, for as long as the global is still on the recovery phase.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## **Scary video clip of tug being crushed by container ship**

Earlier this month in the Romanian port of Constanța a harbour tug, believed to be named Vadeni was rendered completely helpless against the forces of a much larger container ship, **CMA CGM DeBussy** which crushed the tug against the Turkish freighter **Haci Fatima Sari** and what appears to be the quayside.



Details of the incident appear to be scarce but miraculously there appears to have been no injuries. Watch this drama unfold on this 10 minute youtube clip : <http://www.youtube.com/watch?v=awVm6Lt6ONQ>



**Seabourn Odyssey** on its world cruise, berthed at the Hong Kong cruise terminal on its maiden call to the city. In the background is the International Commerce Centre, and berthed behind the **Odyssey** is the **C Columbus**, owned by Hapag-Lloyd. **Wallem Shipping** is agents for the super-luxury Yachts of Seabourn in Hong Kong, Singapore and Malaysia.

**Photo: Wallem Group ©**

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## **Sri Lanka: Govt. urged to withdraw flags of shame**

Moves are underway to bring an end to the sale of the national flag to international ship owners since it is a degrading practice and an insult to the nation, National Seafarers Union President Palith Athukorale said. He said the country had been selling the national flag to international maritime operators for the past 30 years, in return for millions of rupees at the expense of country's dignity and it should be stopped immediately.

Foreign operators seek to register under flags belonging to smaller and poorer nations to avoid huge overheads in their own countries such as high taxes, and wages, welfare benefits and stringent labour regulations, Mr. Athukorale said. The International Transport Workers Federation (ITF) that monitors the maritime industry has placed Sri Lanka among 31 other countries on what it known as the "Flags Of Convenience" list. This list is also considered as the 'Flags of Shame' in the maritime circles and that is the reason attempts are being made to remove Sri Lanka from this list," Mr. Athukorale said. He added that his union would put forward a resolution to this effect at the at the next ITF congress scheduled to be held in Mexico in August. Sri Lankan became joined the flags of convenience countries with the introduction of the open-market economy some 30 years ago when the late Lalith Athulathmudali was the Minister of Ports and Shipping. "The idea at that time was to attract more ships into the Colombo port, but since then it has become a multi-million rupee business at the expense of the country's respectability and image," the union's General Secretary Ranjan Perera said.

At present some 60 foreign-owned vessels are sailing the seas under the lion flag after the owners paid a registration fees to the local maritime authorities, t Merchant Shipping Corporation Director S. Weerakoon told The Sunday Times. The foreign vessel owners are charged something between \$10,000 and \$50,000 for the initial registration, depending on the size and tonnage of the vessel and it was valued for four years, he said. "During this period they are allowed to

sail under the Sri Lankan flag, but will have to re-register after this period lapses paying an additional fee," Mr. Weerakoon said. Most of the flag rights have been sold to shipping companies in Japan, several European and Nordic states and the US, he said. Some of the other FOC countries are Antigua And Barbuda, Barbados, Bermuda, Bahamas, Belize, Bolivia, Myanmar, Cayman Islands, Cambodia, Comoros, Equatorial Guinea, Georgia, Gibraltar, Honduras, Malta, Mauritius, Jamaica, Liberia, Marshall Islands, Mongolia, North Korea, Tonga, Sao Tome & Principe, St. Vincent & The Grenadines and Vanuatu. **Source: Sunday Times**



**NEDLLOYD HONSHU** arriving Maasmond for Rotterdam. - **Photo : J.Roeland (c)**

## Pirates Release Chemical Tanker off Somalia

Virgin Islands owned, Kiribati-flagged, 22, 294 tonnes chemical tanker MV **Theresa VIII**, which had originally a crew of 29 seamen, has been released from the Central Somali coast near Harardheere - after a substantial ransom payment.. Local observers confirmed that after a ransom delivery this morning the last pirate left the vessel in the early afternoon today and the vessel sailed now free from the dangerous coast. EU NAVFOR, which had not been asked to assist in this case, also confirmed the release as did the East African Seafarers Assistance Programme.

MV **THERESA VIII** was seized on Nov. 16, 2009 in the southern Somali Basin, north-west of the Seychelles. The 22,294 dwt tanker has now a crew of only 28 North Koreans, since the captain of the tanker had died from gunshot wounds sustained during the hijack. The main content of the vessel is said to be palm oil but some additional cargo was not clear and obviously has been discharged in the meantime, while the case was shrouded in secrecy. During the negotiations a conflict had also developed among pirates on board and their masterminds on land. Already several times it was said that the negotiations had concluded and release operations were near, but until last week there was still a conflict among the captors themselves, whom the company broker had tried to divide. Finally the owner agreed on the higher ransom demand and the delivery as well as the release went successful. The vessel will arrive in 4-5 days at Mombasa / Kenya. **Source : ecoterra**

## CASUALTY REPORTING

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## A Russian boat sinks in Kola Bay

The RMN-1304 boat owned by Agat-Ros Ltd was heading from Lake Kildinskoye Strait for the entrance to the Kola Bay, when the 3 crew members found the ship got a leakage in the forebody, PortNews IAA reports citing the press service of Russian Ministry of Transport.

The ship sent a distress call received by a GMDSS station and small-sized vessels R-7192-NH and P-7191-NH, who immediately rushed to the scene. The ship sank in a few minutes, the 3 crew members have been rescued by the R-7192-NH ship, the MT's report said. **Source : PortNews**

## NAVY NEWS



**U 33** sailing from Devonport with Flag Officer Sea Training - **Photo : Iain Denton ©**

## Submarine commander reprimanded after grounding

A nuclear submarine commander whose vessel ran aground in the Red Sea has been reprimanded by a court martial. **HMS Superb** damaged its bow and sonar equipment, resulting in it having difficulty diving, in the incident in May 2008.

Cdr Steven Drysdale, from south Wales, admitted an offence of neglecting to perform his duty. Officers Lt Cdr Andrew Cutler and Lt Lee Blair were also severely reprimanded for their involvement. Cdr Drysdale pleaded guilty to "failing to ensure the safe direction" of the submarine, while officer of the watch Lt Cdr Cutler pleaded guilty to "failing to supervise the plot officer adequately".

Lt Blair, the submarine's navigation officer, pleaded guilty to "failing to take into account all the dangers in or near the planned movements of **HMS Superb**". All three of the officers are still serving in the Royal Navy. The submarine, which came into service in 1976 and had been based at Faslane on the River Clyde, was decommissioned in September 2008.



The Ministry of Defence said the accident had not led to the submarine being taken out of service earlier than already planned. The sentencing took place at the **HMS Nelson** court martial centre at Portsmouth Naval Base. The hearing heard that the three officers had failed to notice on a chart that they were heading towards a pinnacle that rose to 132m as the submarine travelled in about 1,000m of water in the Red Sea.

Cpt Stuart Crozier, prosecuting, told the hearing that when the submarine collided with the pinnacle, the vessel was brought to an almost immediate halt. It had to abandon its planned deployment but was able to return to the UK under its own power, the hearing was told. Cpt Crozier said: "The submarine collided with the underwater obstacle reducing its speed from 16 knots to three knots in a very short time.

"There was a significant amount of damage to the forehead of the submarine but no casualties." The hearing was told that new procedures had now been brought in by the Royal Navy meaning that all depths had to be rechecked when a new route was charted for a submarine.

Cdr Alison Towler, representing Cdr Drysdale, told the court the commanding officer, from Miskin, had since been moved to a desk job. She said Cdr Drysdale, who has served in the navy for 25 years, had inspected the chart but had misread the depth of the pinnacle as 723 metres rather than 132 metres.

Cdr Drysdale and Lt Cdr Cutler both expressed their remorse and regret over the incident. Cdr Stuart Wright, representing Lt Blair, said the navigation officer was "fatigued" at the time of the crash having lost his signal communications officer to illness. He said that since the incident Lt Blair had been involved in officer training at the Britannia Royal Naval College but would be once again taking up a post of navigation officer onboard the submarine **HMS Turbulent** later this month. **Source : BBC News**

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## Russia to launch new nuclear submarine on May 7

A new Russian nuclear-powered multipurpose attack submarine will be launched May 7, an official said Monday. Construction of the **Severodvinsk**, a Project 885 Yasen (Graney) class submarine, began in 1993 at the Sevmash shipyard in the northern Russian city of Severodvinsk but has since been dogged by financial setbacks.

'A floating out ceremony for Russia's new **Severodvinsk** nuclear submarine at the Sevmash shipyard has been scheduled for May 7,' the shipyard spokesman said. Graney-class nuclear submarines combine the ability to launch a variety of long-range cruise missiles (up to 3,100 miles or 5,000 km) with nuclear warheads, and effectively engage submarines, surface warships and land-based targets.

The submarine's armament includes 24 cruise missiles, including the 3M51 Alfa SLCM, the SS-NX-26 Oniks SLCM or the SS-N-21 Granat/Sampson SLCM. It will also have eight torpedo launchers, as well as mines and anti-ship missiles such as SS-N-16 Stallion.

**Severodvinsk** is expected to enter service with the Russian Navy by late 2010. Last year, work started on the second sub in the series, the **Kazan**, which will feature more advanced equipment and weaponry.

Russia's Navy commander, Admiral Vladimir Vysotsky, has said that the construction of new-generation nuclear-powered ballistic missile and attack submarines was a top priority for the Russian Navy. **Source : Sify**

## SHIPYARD NEWS

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The **GREATSHIP REKHA** seen off Colombo port – **Photo : Piet Sinke (c)**

## Repairs contract for Tyne yard

A NEW ferry contract will keep workers busy at a South Tyneside yard. The **Pride of Kent** has arrived at A&P Tyne, Hebburn, for repairs due to last a fortnight.

Owned by P&O Ferries, the vessel was built in 1992 and operates between Dover and Calais. Work will include an annual dry-docking refit and hull survey, plus painting and preparation.

Auxiliary plant and equipment will be inspected, plus structural modifications carried out to the stern for port operations. A&P Tyne has just announced it plans to move into the marine renewable energy market, including building wind turbines **Source : shieldsgazette**



The Damen Stan tug 4011 **ORCA** (vi) (YN 512010) currently under construction at PT Dumas (Surabaya) for KTK in Curacao - **Photo : Arie Boer ©**

## **Marinette Marine breaks ground for indoor shipbuilding expansion**

Marinette Marine Corporation, Marinette, Wisconsin, recently broke ground for an expansion to nearly double the size of its main indoor ship construction building. The shipbuilder is a member of the Lockheed Martin-led Littoral Combat



Ship (LCS) industry team and the expansion will provide enough indoor space to simultaneously house two complete LCS hulls and parts for two additional ships. It will also allow greater use of modular construction processes, which will enable the Lockheed Martin team to construct LCS more cost effectively.

The expansion is part of parent company Fincantieri's five-year, \$100 million plan to modernize its U.S. shipbuilding operations and support the LCS program. In 2009, Marinette Marine installed higher-capacity overhead cranes, plasma-cutting tables and pipe-bending machines to increase efficiency and capacity.

"This groundbreaking represents a significant milestone in the transformation of Marinette Marine to the premier mid-tier shipyard in the United States," said



Giuseppe Bono, Fincantieri's chief executive officer. "The building expansion will allow us to fully complete a large ship such as LCS completely indoors at an even higher degree of completion and quality."

In 2008, Lockheed Martin also became a minority partner in the shipyard, while continuing to share its project management and lean manufacturing techniques to meet the LCS program's cost and schedule goals.

Marinette Marine constructed and launched the nation's first LCS, **USS Freedom**. Commissioned by the U.S. Navy in 2008, **USS Freedom** was deployed two years ahead of schedule and recently completed three successful drug interdictions.

The shipyard is now constructing the Navy's third LCS, **Fort Worth (LCS 3)**.

"**Fort Worth** is on cost and on schedule, with 90 percent of its modules under construction and more than 30 percent of the ship complete," said Dan Schultz, vice president and general manager of Lockheed Martin's Ship and Aviation Systems business. "The improvements underway at Marinette Marine increase the team's capacity in meeting the U.S. Navy's need for an affordable, survivable LCS. We've already seen a 30 percent reduction in labor cost from our first ship." **Source : MarineLog**



The damaged **GLOBAL CARRIER** seen arriving at the Gryfia yard in Poland assisted by the tugs **Mocny, Tygris, Leopard** and **Daniel**, the 13117 gt and 1978 built roll on roll off **Global Carrier** was February 27th on her way from Travemunde and ran into the 2006 built bulk carrier **CMB Sakura** which was berthed at the quay at Oxelosund. The **Global Carrier** sustained significant bow damage as can be seen at the photo above

**Photo : Crew Tertnes ©**

## **COSCO wins \$500-million Sevan Brasil build contract**

COSCO (Nantong) Shipyard Co Ltd. has won a \$500-million engineering, procurement, construction , and installation contract for a deepwater DP3 semisubmersible rig to be named Sevan Brasil. Block fabrication for the rig is under way. The new rig is based on the design of the Sevan Driller and is scheduled for delivery to Sevan Drilling Ptd Ltd. in 1Q 2012.

COSCO Shipyard Group says this award makes it the first shipbuilder in China to have secured a full EPCI contract to construct a deepwater DP3 semi drilling rig. **Source: Offshore Magazine**

## Goa Shipyard sails into elite league with ICGS Vishwast

Defence minister A K Antony will commission 'ICGS Vishwast', the first of a new class of offshore patrol vessel (OPV) indigenously designed and built by Goa Shipyard Ltd, on Wednesday.

The only vessel of this class in the world, GSL sources said **ICGS Vishwast** is primarily designed for patrolling and policing maritime zones, search and rescue operations, maritime surveillance, anti-smuggling operations, pollution response against oil spillage and external fire-fighting.

Ninety metres in length, the vessel has an integrated bridge system (IBS) equipped with a state-of-the art navigation and communication equipment and is also provided with platform management system.

"After the commissioning ceremony to be held at GSL, **ICGS Vishwast** will join the fleet for safety of the nation's maritime zones and offshore assets. GSL is justifiably proud of this milestone for the Coast Guard in the history of Indian shipbuilding," GSL CMD rear admiral Vineet Bakhshi told TOI on Monday.

Propelled by two MTU engines, the vessel will deliver a maximum speed of 26 knots and has an endurance of 4,500 nautical miles. ICGS Vishwast is capable of operating a helicopter and is equipped with a 30-mm gun.

The vessel, which shall be deployed extensively for safety of the nation's maritime zones and offshore assets, is another feather in GSL's cap. GSL, had earlier built the 105 M advanced offshore patrol vessel (AOPV) for the Coast Guard, the largest ever designed and constructed AOPV class of vessel in India. **Source : Times of India**

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## Treasury Committee hits out over backdated rates

The UK Treasury Committee has hit out at an "insensitive" government for failing to meet with port operators to discuss the controversial backdated business rates bills.

In its annual report issued on Tuesday, the committee accused the government of "washing its hands of problems" that had arisen, in part, because of its "insensitive handling of port rate revaluation". It said: "Last year, we expressed our concern at the manner in which the revaluation of UK statutory ports had been handled and implemented.

"We noted in particular that port occupiers were facing bills for backdated business rates which do not take account of payments they have already made to port operators towards rates.

"We recommended that the government take steps to ensure that the financial liabilities faced by port occupiers take such payments into account. "In its response, although the government did not agree with all our reasoning, it did tell us: 'ministers are meeting representatives of some of the port operators to discuss the issues'.

"We were, therefore, dismayed to learn from Stephen Timms [MP for East Ham and financial secretary for the treasury] that 'this is clearly a matter between the ports and their tenants'."

The criticism comes a week after Scotline Terminal Goole went into liquidation after receiving a rates demand for £600,000 (US\$896,000) from East Riding Council. **Source : ifw-net.com**



MSC latest newbuilding is seen above the **MSC EMANUELA** anchored off Geoje (Korea)

**Photo : Ton Oortwijk – TOW Services (c)**

## **Dredging to get under way for Thames Gateway project**



Dredging is due to get under way March 16th as the first stage of what will become Thames Gateway, the first new deepsea port in Britain for 25 years. Times Online reports that DP World, the port's owner, says that the wharf on the Thames Estuary will be big enough to berth six of the biggest container ships that have ever sailed.

The £1.5 billion facility will be able to receive 3.5 million containers a year, hoisting them on to Britain's biggest logistics park on the quayside. The 23 million cubic metres of sand and silt sucked from the bed of the Thames Estuary over the next three years will be deposited on Essex mudflats and the old Shell Haven refinery as part of a land reclamation project.

The project may be getting under way, but the Government in the UK has resisted offering public money, and the financial difficulties of Dubai World, the company's parent group, have led some to wonder whether the port will ever be finished. The doubts are dismissed, though, by those close to the project, said the report. **Source : Dredging news online**



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The **TOR BRITANNIA** has completed her refit at Fredericia and headed for Felixstowe, The **MAERSK VOYAGER** has been moved to Vlissingen for repainting into CoTuNav livery and renaming, above seen the **VOYAGER** arriving in Vlissingen

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

## ALMOST REAL : CATAMARAN TUGS

Tugs, described in Bluff Your Way to Sea as the wrestlers of the marine industry, have predominantly been the domain of monohulls. They are essentially the only craft that carries just one engine, nothing else; that's why tug engineers always have a smile on their faces.

Wrestling ships in and out of big harbours, or pulling them off reefs, tugs have been an important part of maritime history.

Of course tugs are not always just about huge muscle power. The ability to run at a good speed offshore for salvage tugs was essential in securing a salvage contract and the offset of a slender but faster hull, was less horsepower. Famous Dutch tugs such as the '**Holland**' and '**Zwarte Zee**' had impressive sea speeds but not much muscle in towing, and had impressively successful careers.



The 1975, US-built '**James Surveyor**' catamaran tug, built as the **L.E. STEWART**, later renamed in **JARAMAC 66**, with the massive dimensions of 55 metres by 23 metres and a 5.5-metre draught, had 4,285kW and a 72-tonne bollard pull. The design took several years for McDermott Shipyard and appears to have been their only catamaran design. Also designed for ice class, with a triple drum winch, bowthrusters and DP, the vessel perhaps was designed for "everything" but could not do any one thing particularly well. She now operates in West Africa under the name of '**Coeus**'.

As featured in Baird

Publications articles in 1983 and 1995, 13- and 17-metre Ranger catamaran workboats designed by Sea Transport Solutions were regularly consigned to tug duties which they carried out in a manner much better than expected.

Of course catamaran tugs offer four key advantages over monohulls. They cannot be capsized or "girded" when a towline is on the beam; they have two stems to give better control of barges when pushing; and of course could carry cargo on deck. The fourth key ingredient harnesses their flexibility and redeployment capability, which marine financiers are now insisting on. At least Norwegian Companies such as Unitor thought so at the time and purchased six of the 17-metre versions from Sea Transport. About 22 of the Rangers are working globally. Fast forward to 2005 when the Norwegian/Dutch company Eureka Shipping approached Sea Transport Solutions (STS) about pushing 15,000DWT barges on coastal routes. With experience in catamaran workboat designs to 90 metres in heavy sea conditions, STS offered the catamaran solution for the same four key reasons.

Being cautious about such a bold move, Eureka requested more concrete evidence of the advantages of the catamaran tug. STS ran a series of tank testings at the Australian Maritime College (AMC) in Tasmania, firstly with a monohull tug and secondly with the catamaran tug of the same effective power of 65 tonnes. The STS naval architect in charge of the tests, Ross Ballantyne, confirmed that the test proved conclusively that the catamaran tug was indeed more efficient: in some tests by up to 25 percent. With a free running speed of 14 knots, and an aft deck that can carry six 40-foot containers, and operate in shallower waters, the quadruple screw catamaran tug offers tug/barge operators considerable flexibility in revenue streams.

Taking the design further forward by addressing the problems with existing coupling systems such as noise, weight and sometimes sinking of the tug, STS developed and patented a coupling system for the catamaran pusher tug. In summary points this system has the following advantages over other coupling systems:

- \* three axis connecting couple
- \* caters for heave, pitch and roll (overcomes two natural frequencies)
- \* tugboat crew comfort

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 076

- \* keeps props immersed at all times in four-metre seas
- \* quick connection and release (no one on barge-less crew)
- \* weight is on barge
- \* simple design (low capex and R&M)

These catamaran tugs are designed with high tensile steel hulls and aluminium superstructures. The vessels incorporate quadruple Caterpillar 800kW engines, two per hull, and Canadian Nautican nozzles for a good free running speed. Plan approval was done by LR and survey will be completed by them. Eureka is now discussing building a series of these tugs together with 15,000DWT sea going barges with several shipyards for operations in several countries. In some of those countries, long shallow river systems that cannot afford dredging need a shallow draught/highly manoeuvrable solution like the STS catamaran tug pushers with ship shape barges for operations in the river and in coastal conditions.

With a successful coupling system, tugs no longer have to change from pusher mode at the river mouth to towing mode at sea, and vice versa with its inherent time penalties. If the operation involves transshipment to deeper draught, overseas vessels and coming alongside an anchored vessel offshore, the highly manoeuvrable combined unit will reduce transit times and the number of tugs required. Many offshore transshipping operations require two or three monohull tugs after the wind exceeds 15 knots. The catamaran tug concept appears to be an economic solution for tightening economic times, and compliant to the new IMO SRTP (safe return to port) rules that are imminent.

Source: seatransport



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The KNRM Neeltje Jans based Lifeboat **KOOPMANSDANK** seen passing Hoek van Holland

Photo : Kees Torn (c)



## Ezra buys large offshore cranes

Singapore-based marine equipment and supplies provider Ezra Marine Services Pte Ltd has placed an order for two MacGregor active heave-compensated subsea knuckle-jib cranes.

The order includes a 150t SWL crane with an under-deck-mounted winch with a 3,000m wire. It will be installed on a deepwater anchor-handling towing/supply vessel and delivered in 2010. The second crane is a 150t SWL version being installed on a DP self-propelled accommodation barge for delivery in 2011. The order value totals more than EUR12m.

Cargotec will manufacture components for the two cranes at its state-of-the-art unit in Kristiansand, Norway, and at its recently modernised manufacturing, assembly and testing plant for offshore load handling systems in Singapore.

"Ezra is a major player providing integrated offshore support solutions for the oil and gas industry, and its choice of MacGregor offshore cranes for these new building projects recognises Cargotec's offshore capabilities," said Øystein Bondevik, sales director for offshore load handling at Cargotec. **Source : Cranes Today**

## China offers to develop Chittagong port

China will offer its support to Bangladesh to develop its strategically-significant deep-sea port in Chittagong when Prime Minister Sheikh Hasina arrives here on Wednesday on a five-day visit.

"China has already given a positive response to Bangladesh's requests for help in developing the port," said an official familiar with the initial discussions in the lead-up to Ms. Hasina's visit. The two countries are also expected to step up plans to build road and railway links from Kunming, in south-western Yunnan province, to Chittagong, which will give China greater access to the Bay of Bengal port.

Ms. Hasina is expected to spend the weekend in Kunming, where she will inspect the section of the highway that has already been completed on the Chinese side, said officials.

But top of the agenda when Ms. Hasina meets Premier Wen Jiabao on Thursday will be securing Chinese assistance to develop the \$8.7-billion port in Chittagong. "It will be a great achievement if China agrees to use our Chittagong port, which we want to develop into a regional commercial hub by building a deep-sea port in the Bay of Bengal," said Dipu Moni, Bangladesh's Foreign Minister, in Dhaka on Sunday.

Addressing possible concerns in India on China's role in developing the port and Beijing's growing ties with Bangladesh, Ms. Moni said: "It is not true that if we have good relations with India, we cannot build up a relationship with China." Bangladesh plans to increase the port's handling capacity three-fold by 2055, from the present 30.5 million tonnes of cargo to 100 million tonnes. Access to the port will be granted to India's north-eastern states, Nepal, Myanmar as well as to China.

"Developing the port is a very important part of China's co-operation with Bangladesh, and China is aware of its strategic significance," said Zhao Gancheng, director of South Asia Studies at the government-supported Shanghai Institute for International Studies. "So far, the hardware is far from sufficient. But Bangladesh wants to develop the port in a more extensive way, and wants more co-operation with Chinese companies."

China has looked to secure greater access to Indian Ocean ports ever since President Hu Jintao voiced concerns of China's "Malacca Dilemma" — the country's current dependence on the narrow Malacca Straits to secure as much as 80 per cent of its oil supplies.

In November, China began construction on a 771-km pipeline that will connect Ruili, in Yunnan, to Madaya Island in Myanmar. "While there is currently no oil pipeline running to Bangladesh, access to Chittagong will be of greater importance in the future when this infrastructure is put in place," said Mr. Zhao. "With the development of China's transportation of goods and energy in the Indian Ocean, China will certainly continue to attach more importance to this port."

Brigadier (retired) Arun Sahgal of the Institute of Peace and Conflict Studies, New Delhi, said China's investment in the port was just the latest of a number of "calibrated inroads" Beijing had made into the Bay of Bengal, following its earlier investments in Sittwe, Myanmar and developing oil and gas fields there.

"We can look at it as China assisting Bangladesh where it needs help, but from a geo-strategic point of view, we are certainly seeing an expanding footprint that undermines India's salience in the South Asian region," he said.

The two countries are expected to sign at least three deals this week, including for the setting up of a fertilizer factory in Bangladesh and what will be the seventh Chinese-assisted bridge construction in the country. Chinese companies are also expected to clinch deals on oil exploration access off the coast of Bangladesh in talks on Friday. **Source : The Hindu**



The TSHD **GATEWAY** seen during yard trails **Source : Enrico Versfelt (c)**

## **Iraq to seek bids in April for \$6 bln port project**

Iraq will next month invite foreign firms to submit bids for the planned construction of a \$6 billion port south of Basra, which together with a new rail system will create a regional transport conduit to rival the Suez Canal, officials say. Iraq is also seeking investors to build 8,000 km (4,970 miles) of new rail line, including a \$3 billion railway network around Baghdad.

Constructing a new port and expanding the country's existing 2,000 km (1,200 miles) of railway is part of a drive to modernise public infrastructure and kick-start Iraq's economy now that major new oil contracts have been signed. "This port will be considered the 10th most important in the world because it will connect the Gulf with northern Europe," Transport Minister Amer Abdul-Jabbar told Reuters on Sunday. The port, to be built on the Gulf south of the city of Basra, would enable the world's biggest ships to dock in Iraq, he said, as it will have a depth of 17 metres

Goods, once unloaded at the new port, would then be loaded onto the new railway system and reach Europe overland more quickly than ships might reach Egypt's Suez Canal, which connects the Mediterranean to the Red Sea.

"This will change the road map for world transport policy ... This dry channel would be a shorter, cheaper and safer alternative," Abdul-Jabbar said. The port, to be called 'Grand Faw', will be constructed in two three-year stages. It will include 7,000 metres (23,000 feet) of dock ready to receive container ships. The dock for general cargo would be 3,500 metres (11,500 feet). **Source: Reuters**

## **Mermaid Offshore acquires Qatar subsea operator**

Bangkok, Thailand, based Mermaid Maritime Public Company Limited reports that its wholly owned subsidiary Mermaid Offshore Services Ltd. has purchased the entire issued shares of Subtech Ltd. for a consideration of \$7.5 million.



Subtech Ltd. holds a 97 percent beneficial interest in Subtech Qatar Diving and Marine Services LLC. Subtech Qatar is an IMCA diving and subsea contractor incorporated and based in Qatar, servicing mainly the Middle East and Persian Gulf region.

Left : The newbuilding **MERMAID ASIANA** seen anchored off Singapore – **Photo : Piet Sinke (c)**

Mermaid Offshore entered into an alliance agreement with Subtech Qatar in 2008 under which it mobilized the DP2 diving support vessel DSV Team Siam to the area in January 2009. Mermaid says "the cooperation under the alliance agreement has been fruitful to date, leading to the acquisition" of Subtech Qatar.

Mermaid Offshore plans to develop Subtech Qatar into a local contractor capable of providing turnkey subsea engineering services to local and international clients within the Middle East and Persian Gulf region. Mermaid Offshore will mobilize additional vessels and remotely operated vehicles (ROV's) as opportunities arise. MOS believes that being a local contractor in the region will give MOS a natural advantage due to local knowledge, convenient base support and lower cost of mobilization.

"Offshore oil and gas activity in the Middle East and Persian Gulf is set to increase as offshore fields begin to contribute a greater share of future production and reserves in the region. MOS's acquisition of Subtech therefore represents a geographical expansion that is logical in the face of growing business opportunities in that region. We are also pleased to have retained the existing Subtech management team which will allow us to get off the ground fairly quickly," said Mark Shepherd, Executive Director of Mermaid Offshore. **Source : MarineLog**

## **APM Terminals wins Monrovia port concession**

APM Terminals has been named the preferred bidder to operate a 25 year concession at the Liberian port of Monrovia. The global terminal operating unit of Denmark's A.P. Moller-Maersk said it will invest around \$120 million developing container and general cargo facilities at the West African port over the duration of the concession. The Liberian government, which issued a public tender in December, said bidders would have to revamp the existing Marginal Wharf, develop cargo facilities and operate marine services in the port.

"Our aim is to improve the port infrastructure and create a much stronger economic engine for the national and regional market," said APM Terminals Chief Executive Officer Kim Fejfer. Construction of a new quay wall will begin immediately, APM Terminals said. "A new berth, more efficient yard handling procedures and the installation of new equipment will transform the port into a more competitive, world class port capable of handling modern deep-draft vessels," the company said. APM Terminals operates 50 cargo terminals in 34 countries and has 19,000 employees. **Source : joc.com**



## Dutch LNG terminal operator 4Gas drops Port of Rotterdam plans

Dutch LNG terminal operator 4Gas has dropped plans to construct a regasification terminal in the Port of Rotterdam after failing to reach agreements with customers on long-term supply contracts. Dutch and German utility firms are not willing to commit to take capacity, said 4Gas Chief Operating Officer Joost Droge, who added that the company had no further plans for projects in the Netherlands. Droge said 4Gas and the Port of Rotterdam had agreed to cancel the so-called LionGas project, which would have competed with the Gate LNG facility now under construction by Vopak and Gasunie. In 2006, 4Gas secured a land use agreement with the Port of Rotterdam Authority for leasing two adjacent plots of prime development land at the mouth of the port. 4Gas also received a permit from Rotterdam to construct the LionGas LNG terminal on the two plots.

No less important, 4Gas said the Port Authority also agreed to invest €40 million in developing an LNG-dedicated harbor basin at the site. "The developments keep the LionGas project on target to start construction in 2007 and becoming fully operational in 2010," 4Gas said at the time, adding that the LionGas terminal would help "secure the supply of natural gas to Northwest Europe and the position of the Port of Rotterdam as major energy port." Droge said changes in the LNG market since the agreement to build that terminal had influenced the decision to scrap the Rotterdam plant, which he said would have cost €600-700 million. Despite the setback in Rotterdam, Droge said 4Gas had started to focus on the Mashal LNG import terminal it is working on at Port Qasim in Pakistan.

Recent reports say that the US's Overseas Private Investment Corp. and the World Bank's International Financial Corp. have committed to provide financing to 4Gas for setting up the Mashal facility. "We have received initial indication of funding commitments of \$370 million—\$220 million from OPIC...and \$150 million from IFC," said one 4Gas official. Other 4Gas officials say the project will make use of a 170-acre site at Khiprinwala Island at Port Qasim. On completion, the LNG facility is eventually expected to import of some 14 million tonnes/year of LNG. Sui Southern Gas Co. will be the buyer of the LNG, and GDF Suez has emerged the winner with an agreement to supply 2.75 million tpy under an initial 6-year arrangement with the possibility of a further 1.5 million tpy over a 20-year period. According to other reports, Royal Dutch Shell PLC may also supply 1 million tpy over a 6-year period that would be expanded to 2.5 million tpy for an additional period of 14 years. In addition to the Mashal LNG project, other 4Gas projects include Dragon LNG in Milford Haven, Wales; the MapleLNG project at Nova Scotia, Canada; and the Vista del Sol project in Corpus Christi, Tex. **Source: ogj.com**



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## Hyundai Merchant Marine to expand its fleet on Asia-Middle East route

Hyundai Merchant Marine said Sunday it plans to expand its fleet on its Asia-Middle East route as part of efforts to meet rising demand. The shipper plans to add two more container ships on April 19 that leave from South Korea and call at ports in China, Taiwan, Singapore, Malaysia and Pakistan. Currently, Hyundai Merchant operates four 4,600 teu container ships along the route. The company said it also plans for the vessels to call at more ports in China and Iran to meet demand. **Source : seatradeasia-online**

# Murmansk in a bid to turn into a major container port for Northern Europe

Murmansk Commercial Sea Port expects it could become a base container port for the North Europe countries and Russia's Northwest, the MCSP OJSC statement said.

With the Northern Sea Route Murmansk could be integrated into world container system and strive to turn into major container port for freight traffic from the neighboring Northern Europe countries and North-West Russian regions - Finland, Sweden, Norway, Karelia, Komi, Arkhangelsk. The container line would connect the Western Europe on the Northern Sea Route passing via Murmansk with the ports of Busan, Shanghai and Vladivostok.

The Port Authority said their plan is based on forecasted global climate change that could make the Arctic an easy area for navigation. The Port of Murmansk has experienced in cargo shipments along the Northern Sea Route to South-East Asia. In the 90-es, an apatite concentrate shipment was transported from Murmansk to China, the delivery appeared to be 7 days shorter than usual route. The Port Authority said the containers shipments on the Northern Sea Route may be carried by the reinforced ice-class vessels, operated by the Murmansk Shipping Company, supported by ice breakers. RosMorPort has diesel-powered icebreakers in the area, RosAtom - nuclear-powered icebreakers that could ensure navigation through the ice.

In addition to containerized cargoes large volumes of bulk cargoes, coal, ore, concentrates, that the Chinese industry needs, could be transported via Murmansk, on the Northern Sea Route to South-East Asia, the Murmansk Port authorities said. **Source : PortNews**

## Maritime and Navigation Risk Conference (MNRC 2010)

**When :** April 7-8 2010,

**Where :** Hyatt Regency Montreal, Canada

### Managing and Reducing the Risk of Maritime Activities

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- Human Element

Risk analysis studies, research project, risk analysis methodology and tools, accident analysis, and more... will be presented.

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This conference is organized for stakeholders, from all sectors of the maritime industry, having an interest in risk management.

In particular, the program will be of interest to ship owners and ship operators, pilots, captains and officers, naval architects, risk specialists, classification societies, researchers in marine transportation and in risk assessment, engineering firms, governmental departments and agencies, environmental groups, marine equipment developers as well as graduate and postgraduate students.

More info...

For more information, please visit the MNRC2010 website at: [www.passeportmaritime.com/en/events/mnrc2010](http://www.passeportmaritime.com/en/events/mnrc2010)

or contact Martin Fournier at [mfournier@passeportmaritime.com](mailto:mfournier@passeportmaritime.com)



At attached picture it's chemical tanker **Antracyth** owned by Polish Uniblat. The picture was taken at 15 March, when she goes for sea first time in new owner colours. It's former Italian tanker **Messana**, sold at auction after previous owner bankruptcy.

Photo : Adam Wozniczka (c)

## First phase of Khalifa Port to come online in 2012

**Capital planning smaller developments to cope with increasing traffic**

The first phase of Abu Dhabi's \$2.18 billion (Dh10.2 billion) Khalifa Port will become operational in 2012 and the capital plans to develop smaller ports to cope with increasing traffic, a senior port official said Monday. The initial capacity of the new port is 2 million TEUs (twenty foot equivalent units) and eight million tonnes of general cargo annually, nearly four times more than the current capacity of the largest existing port.

"The Khalifa Port will be built in five phases. Phase one will be ready end 2012," Mohammad Al Shamsi, Port Unit vice-president, Khalifa Port and Industrial Zone (KPIZ) told a conference. The operations of the existing Mina Zayed will be shifted to the Khalifa Port in late 2012, he said. Mina Zayed handled 530,000 TEUs in 2009 and 4.3 million tonnes of general cargo, he said.

The KPIZ is also focusing on developing small ports around the emirate. At least four smaller ports are under development, including the Mina Mussafah. The approximately \$408 million Mina Mussafah channel relocation project will be completed by June this year, he said.

"This port will service existing and future clients in the Mussafah industrial area and the nearby industrial zones," he said, adding that the port would be transferred to the Abu Dhabi Ports Company in July. The other ports being developed are the Shahama port, Ras Al Gaf and Al Sadr, he said. An upcoming aluminium smelter and other plants in sectors such as chemicals, glass and paper in the industrial zone will ensure steady traffic at the Khalifa port. Abu Dhabi has embarked on a major diversification plan to develop various sectors such as property, tourism, infrastructure and others. **Source : Gulfnews**



## Omega Navigation Enterprises, Inc. Announces Delivery of MR1 Product Carrier

Omega Navigation Enterprises, Inc., a leading provider of Marine Transportation services specializing in product tankers, announced the delivery on February 25, 2010 from Hyundai Mipo Dockyard in S. Korea of the **Megacore Honami**, a 37,000 dwt. product/chemical carrier. The vessel is owned by a company fully owned by Megacore Shipping Ltd., an equal partnership joint venture between Omega and a wholly owned subsidiary of Glencore International, A. G. The **Megacore Honami** represents the first in a series of nine newbuildings (2 MR1s and 7 LR1s) for Megacore. In addition to this vessel, Megacore is scheduled to have 2 additional deliveries in 2010, 4 newbuilding vessels in 2011 and 2 vessels to be delivered in 2012. The addition of the **Megacore Honami** brings the Omega fleet to 10 vessels, either owned directly or through joint venture companies.

The **Megacore Honami**, immediately subsequent to the delivery, commenced a three year time charter with NYK Line. Omega Navigation Enterprises, Inc. is an international provider of global marine transportation services through the ownership and operation of double hull product tankers. The current fleet includes ten double hull product tankers (two through joint ventures) with a carrying capacity of 596,358 dwt, all of which are under time charter contracts with an average age of less than four and 1/2 years. In addition to the above mentioned nine newbuilding vessels the Company has also announced the purchase of an additional product tanker with a capacity of 47,000 dwt (through a joint venture) scheduled for delivery in the third quarter 2010. With the addition of these ten vessels, Omega's fleet will expand to 19 product tankers with a total deadweight capacity of 1,252,358 dwt. The Company was incorporated in the Marshall Islands in February 2005. Its principal executive offices are located in Athens, Greece and it also maintains an office in the United States. **Source: Omega Navigation Enterprises, Inc.**

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



The 2003 built **TORGE S** seen passing the Pedro Meguel lock in the Panama Canal

**Photo : John Wilson ©**

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