

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 078



**Number 078 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 19-03-2010**

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**The SD 14 LILY ROYAL seen moored in the port of Colombo, the LILY ROYAL is built in 1981 as the ANA LUISA, (which name is still welded on the stern with home port Rio de Janeiro) at the Comercio e Navegacao- Estaleiro Maua yard in Niteroi (Brazil), in 1996 the vessel was renamed in ESPERANCE IV and the next year she was named MEROULA, in 2000 the vessel became SAFMARINE MEROULA followed by WINDSOR LADY in 2006 and finally LILY ROYAL in 2007 - Photo : Piet Sinke (c)**

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The loaded **FJELL** seen moored in Singapore – Photo : Arie Zeeuw (c)

## **Baltic index hits 2-month high**

**But brokers say cargo demand must rise to maintain momentum**

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, hit fresh two-month highs on Monday, but brokers said cargo demand needed to rise to maintain this momentum. They added business slowed on Monday after higher activity last week, which could erode gains.

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'I would not be surprised if the market drifts down, although we are not seeing a firm trend yet,' a ship broker said. The index, which gauges the cost of shipping resources including iron ore, cement, grain, coal and fertiliser, rose 1.94 per cent or 68 points to 3,574 points and was at its highest since Jan 11. The index has risen nearly 19 per cent this year.

Analysts and brokers expect the main index to remain erratic this year, as it did in 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. 'In the next few weeks, surging dry bulk freight rates will still be threatened by extremely high steel stockpiles in China, although stockpiles have finally decreased,' Commodore Research said. 'Volatility should also be expected as iron ore contract pricing may change to a quarterly system.'

China's steelmakers should not try to draw their government into iron ore price talks with Australian miners, Australia's trade minister said on Monday, as the mills struggle to pin back soaring raw material prices. The Baltic's capesize index rose 1.92 per cent on Monday with average capesize earnings rose to US\$42,831 and was at its highest since Jan 18. Capesize ships typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's panamax index rose 1.1 per cent on Monday, still supported by South American grains exports.

'Demand has been broad-based across several commodities, including grain in the Atlantic and coal from Indonesia to India. Furthermore, port congestion has helped lower effective vessel supply,' Cantor Fitzgerald said in a note. Ship queues at ports in Australia and Brazil remained high, helping to support freight rates, brokers said.

Coal shipments from Australia's Newcastle Port, the world's largest coal-export terminal, have been cut by about 570,000 tonnes due to a train derailment and scheduled rail maintenance, the port operator said on Monday.

More broadly, with about 90 per cent of the world's traded goods by volume transported by sea, brokers and analysts said worries over the global economic recovery could impact shipping. US stocks fell slightly on Monday on persistent concerns the Chinese government may tighten credit, which could hinder the global recovery from recession.

Analysts said freight rates could be hit by worries over the rising number of new ships set to hit the market this year, despite indications of some vessel cancellations and delays. 'Even with cancellations and delays, we are still looking at a fairly large level of new deliveries in 2010 - that is bound to have a negative impact,' said Nigel Gardiner, managing director with consultants Drewry. **Source : Reuters**



The **VERA RAMBOW** seen moored in Bremerhaven – **Photo : Cornelia Klier (c)**



## Boskalis shareholders approve proposed Smit merger

At the Extraordinary General Meeting of Shareholders of Royal Boskalis Westminster N.V. (Boskalis) held earlier today, a vast majority of the shareholder votes (approximately 99%) approved the proposed merger with Smit Internationale N.V. (Smit).

The general meeting also approved the appointment of Mr. Hazewinkel as a member of the Supervisory Board of Boskalis. The appointment of Mr. Hazewinkel is contingent on the offer for Smit being declared unconditional, after which he will be appointed to the Board with immediate effect for a four-year term. The appointment expands the Supervisory Board to six members.

During the meeting the proposal was announced to appoint Mr. Vree, CEO of Smit, to the Board of Management of Boskalis. The Supervisory Board appointed Mr. Vree, subject to the completion of the offer for Smit, for a four-year term. The appointment expands the Board of Management to four members.

Furthermore, Mr. Kamps, currently CFO and a member of the Board of Management of Boskalis, was reappointed for a term of four years. **Source : Idredge**



The **SMIT TIGER** arrived recently in her new homeport Zeebrugge - **Photo : Henk Claeys (c)**

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

## Freed Thai boat in Port Victoria

A Thai fishing boat seized by Somali pirates around four months ago has now been freed and is in Port Victoria.



The **Thai Union 3** arrived last week Friday morning after the pirates had been paid a ransom. The crew received medical treatment and will be repatriated as soon as possible, according to their own wishes. A press release from the Siam Fishing Company responsible for the boat said it was seized in the early hours of October 29 and released on March 7.

"The senior management of the Siam Fishing Company wishes to acknowledge the bravery and

determination displayed by the crew throughout this terrible event," it said. "The company continues to recognise that this has been a terrible time for the families of the crew, and wishes to thank them for their fortitude and support during this time."

On its release, the **Thai Union 3** was escorted to Port Victoria by the Seychelles Coast Guard as soon as it entered our exclusive economic zone. The statement added that the Siam Fishing Company will not give any details about the dialogue that resulted in the release of the boat and its crew, none of whom were Seychellois.

"Any discussion or comment on these matters is considered highly irresponsible and could endanger the lives of those crew of other vessels still being held, and those of other vessels that could be taken in the future," it said.

"The company hopes and trusts that both national and international media will understand and respect this point of view." The **Thai Union 3** is still in Port Victoria undergoing repairs, refurbishing and stocktaking. **Source : The Nation**

## Counter Piracy Mission Handover

After busy months on patrol in the Gulf of Aden and Somali Basin, a task force of NATO warships on March 12 handed over their counter-piracy mission, (Operation Ocean Shield) to the new task force of NATO ships which had sailed to the area to take up the mission. NATO warships have been conducting counter piracy patrols off the Horn of Africa, an area of strategic importance, since October 2008. On March 12 it was the turn of the five warships from the Standing NATO Maritime Group Two, who currently come from the UK (flagship), Greece, Italy, Turkey and the U.S. to pick up the baton of this ongoing mission.



Speaking about the handover between the two NATO groups, which took place at Djibouti, NATO's maritime commander, Admiral Sir Trevor Soar commented "The continuing presence of warships from the Standing NATO Maritime Groups, together with warships from the EU Naval Force, Combined Maritime Force and other nations such as Russia, China and India is essential if we are to combat the scourge of piracy. Piracy has the potential to affect us all given that 95% of the world's trade goes by sea. As we have clearly demonstrated NATO is making a real impact in deterring and disrupting piracy".

Speaking from his flagship **Absalon**, the commander of NATO's Maritime Group One, Commodore Rune (Royal Danish Navy) said "The last few months have been extremely busy for the NATO task force. We have, together with our maritime partners, actively disrupted and prevented attacks by armed pirate gangs on innocent vessels, who carry the goods and food into our countries. Whilst I am proud of what we have achieved, NATO remains ever vigilant."

Embarked in HMS **Chatham**, the commander of NATO's Maritime Group Two is Commodore Steve Chick (Royal Navy). Last week, the NATO nations decided to extend Operation Ocean Shield until the end of 2012. **Source : MarineLink**

## Storm-sunken "treasure ship" found in Ukraine

Remains of the British frigate "**Prince**", which was sunk by a heavy storm in 1854 during the Crimean War, have been discovered in the Black Sea. The vessel is rumored to have a cargo solid gold. HMS "**Prince**" was a storeship hired by the Royal Navy among some 200 private vessels to be used for delivering supplies. On November 8, 1854, it anchored in the sea off the town of Balaklava in Crimea. Five days later, a mighty storm hit the area, sinking four ships of the allied British-French fleet, including the **Prince**, and killing more than 500 men. But by the end of the war a rumor spread that, in addition to sleeping bags and woolen socks, the vessel had something much more interesting – barrels of gold intended as payment for the troops.

The treasure legend lured hunters of different nationalities to try to discover the sunken freighter and its allegedly-valuable cargo. As the maritime gold rush unfolded, reports of the prize waiting for brave adventurers also grew in size, reaching 6 million pounds sterling in some reports. Numerous failures to find the treasure among the wreckages dotting the seabed of Balaklava Bay did not discourage would-be bounty hunters, and only the start of World War II put the search on hold. Now Ukrainian media report that a diving expedition has found the **Prince**, a century-and-a-half after its sinking. They have lifted a plate from the seabed with the logo of the owner of the Prince on it. Since the company had only two ships near Balaklava during the 1854 storm, and the other one survived it, researchers say their find must be from the legendary vessel.

The divers have also discovered cannon balls and medical supplies. The expedition however is not expecting to discover any gold now, as most historians now believe that the Prince had none on board. The treasure rumor was apparently instigated by the similarity of the Prince's name with another British vessel, the steamer "**Black Prince**", which was indeed used to transport payment for troops. The sunken freighter had been referred to as **Black Prince** by many authors in both historical books and numerous works of fiction. Above all, if there had been gold on the **Prince** when it left Britain, it would have been unloaded in Istanbul, where the British Chief Quartermaster's headquarters were located. **Source : rt.com**



The **STAR FLORIDA** seen outward bound from Rotterdam – **Photo : Tom Koornhof ©**



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## 'Time to beat piracy' campaign announced

Union representatives meeting in Berlin have voted to launch a new campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy.

Seafarers' delegates at ITF meetings in Germany authorised the Federation to build a campaign that is hoped to deliver half a million signatures to governments by World Maritime Day, September 23rd. The campaign will call on them to close the circle on protection of ships, and for those states now ducking their responsibilities to stand up and follow the example of those which are actively involved in combating the threat.

The petition will call on nations to:

- Dedicate significant resources and work to find real solutions to the growing piracy problem.
- Take immediate steps to secure the release and safe return of kidnapped seafarers to their families
- Work within the international community to secure a stable and peaceful future for Somalia and its people

Speaking from Berlin, ITF Maritime Coordinator Steve Cotton said: "This decision has empowered us to build a worldwide campaign to put pressure on all governments to close the gap in their anti-piracy efforts. At the end of last year\* we warned that a point had been reached where the affected area had become too dangerous to enter, except in exceptional circumstances. We also highlighted the scandalous negligence of countries making billions from ships they are doing nothing to protect. There has been no improvement since then."

He continued: "The reality is that seafarers are risking their lives transporting the world's goods through areas that are daily growing more dangerous. That situation is not going to change without dramatic efforts to address the problems of Somalia and its people and grasp the nettle of confronting and prosecuting piracy."

The Berlin meeting also agreed to support the inclusion, where appropriate, of armed military personnel on ships in addition to the commitment by flag states of naval vessels. The ITF remains firmly opposed to the arming of seafarers. It is also gravely concerned by attempts to prevent the payment of ransoms and considers that it is the duty of shipowners and flag states to take all necessary measures to swiftly reunite seafarers with their families when they are held hostage. The ITF also stated that it is unforgivable that the major flag of convenience states have done little more to fight piracy than sign pieces of paper. They have taken no other concrete action, nor have they used their flag state jurisdiction to enable the prosecution of any pirates.

The ITF will now work on an e-petition website and a cross-industry international campaign intended to deliver a powerful message to governments on World Maritime Day. A press release will be sent to you as soon as the website is live. **Source : ITF**





The **DELPHIN** seen arriving in Willemstad (Curacao)

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

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## WRAKKEN UIT WAALHAVENGEBIED GETAKELD

Op woensdag 17 maart heeft de Zeehavenpolitie Rotterdam-Rijnmond in samenwerking met het Havenbedrijf in het Waalhavengebied een wegtakelactie van voertuigwrakken gehouden. Hierbij is een eerste signaal afgegeven aan de eigenaren en bedrijven om het gebied schoon te houden. De actie staat in het teken van de haven, schoon heel en veilig en leidde tot het wegtakelen van drie voertuigwrakken uit de Sluisjesdijk, de Waalhaven NZ en de Willingenstraat.

In het Waalhavengebied staan veel voertuigen geparkeerd die voldoen aan de criteria van een voertuigwrak. Dit zijn bijvoorbeeld schadevoertuigen, voertuigen zonder of geschorst kenteken, voertuigen waar geen verzekering voor is afgesloten of die niet meer APK gekeurd zijn. Deze wrakken bepalen het beeld en zorgen voor overlast in dit gebied. De auto's worden mogelijk zelfs gebruikt bij criminele activiteiten. Reden voor de Zeehavenpolitie en het Havenbedrijf om dit probleem gezamenlijk aan te pakken. Eigenaren en bedrijven zijn in aanloop naar deze actie benaderd om het betreffende voertuig weg te halen. Wanneer er geen gehoor is gegeven aan dit verzoek is de volgende stap het voertuig wegtakelen. Na wegtakeling worden ze direct vernietigd.



Het komende jaar wordt er in samenwerking met verschillende partners vaker acties gehouden om dit probleem aan te pakken.



The **MARCO POLO** seen outward bound from Amsterdam - **Photo : Marcel Coster (c)**



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**Corporations to find logistic solution for  
largescale transport of CO2 in concerted effort**

The companies **Vopak, Anthony Veder, Air Liquide** and **Gasunie** signed an agreement today with **Rotterdam Alderman Grashoff** (responsible for the environment), who signed the agreement on behalf of the City of Rotterdam as partner of the Rotterdam Climate Initiative (RCI). This officially confirms the intention to contribute together towards the realization of the objective of the RCI: 50% reduction of CO2 emissions compared with the levels of 1990. Large-scale capture and storage of CO2 is an important step towards this goal. It will prevent CO2 from being released into the atmosphere, and thus from impacting the climate. The objective pursued by these companies in their collaborative action is to facilitate two things in the foreseeable future:

- temporary storage of CO2 in a new transit hub to be set up; and
- transport to empty gas fields in the North Sea through pipelines or by ship.

According to the collaborating companies, this is not only a world's first, it is actually technically feasible.

5 process steps towards a world's first

1. CO2 is captured from industrial emissions.
2. After its capture, 'pure' CO2 gas is transported to the envisaged CO2 hub in gaseous or liquid form.
3. From the hub, the gaseous CO2 is transported to depleted gas fields through a pipeline, or it is condensed into a liquid at the hub and stored temporarily in reservoirs.
4. Liquefied CO2 is transferred into special ocean-going vessels.
5. The ship takes the CO2 to the injection point at sea, and links up with a redundant gas field for permanent storage.

## CASUALTY REPORTING

### COLLISION NORTH OF FECAMP



Photo top : Marc Ottini ©

There were no injuries aboard the French trawler, and with a leakage in a ballast tank, the trawler was escorted by the French Fisheries Patrol Vessel back to Boulogne sur Mer, the port of registry of **Saint Jacques II**.

Photo right : Jean-Guy Hagelsteijn ©

On the night March 16th, the French trawler, **SAINT JACQUES II** was in collision with the Maltese Chemical / oil products Tanker **MANAS** ( 10500 Dwt built in 2008 ), approx 70 nm North of Fecamp (France). The **MANAS** was able to continue her voyage and sailed to Rotterdam.





## NAVY NEWS



Dutch frigate **F 828 van Speijk** seen moored in Bonaire – Photo : **Henk Ram** ©

## Offshore Patrol Vessel inducted into Coast Guard

The maritime security of the country's west coast got a boost on Wednesday with the induction of a state-of-the-art new generation Offshore Patrol Vessel (OPV) — ICGS '**Vishwast**' — into the Indian Coast Guard (ICG).

'**Vishwast**,' which means 'trustworthy,' is an OPV indigenously designed in-house and built by the Goa Shipyard Limited (GSL), the south Goa-based Defence shipyard, and was formally commissioned into the ICG by Defence Minister A.K. Antony at a ceremony at the GSL on Wednesday.



Goa Chief Minister Digambar Kamat, Secretary Defence (Production) R.K. Singh, Director-General of the Indian Coast Guard Vice Admiral A.K. Chopra, JS (Naval Systems) Gyanesh Kumar, NM Flag Officer Commanding Goa Area Rear Admiral Sudhir Pillai and CMD GSL Rear Admiral (retired) Vineet Bakshi were present at the ceremony.

This OPV is the only vessel of this class in the world with the sophistication, large range of facilities for pollution control, fire fighting, search and rescue and patrolling provided in a 90-metre vessel, GSL officials said.



**ICGS 'Vishwast' is primarily designed for patrolling and policing maritime zones**

The ship is primarily designed for patrolling and policing maritime zones, search and rescue operations, maritime surveillance, anti-smuggling operations, pollution response against oil spillages and external fire-fighting. —

Reiterating the Centre's thrust on coastal security, Mr. Antony said: "The government has approved all that the Coast Guard has asked for in terms of assets and manpower so that their capabilities are enhanced. "In all, 14 new Coast Guard stations have been approved recently, and fast track procurement of ships, boats and aircraft has been permitted."

He urged the Coast Guard to be more professional and committed to duty.

"The delineation of the continental shelf and the resulting increase in the Exclusive Economic Zone mean that the Indian Coast Guard will have more sea area to monitor," Mr. Antony said, calling upon the Coast Guard to rise to the occasion and ensure that response time to emergency situations was further reduced.

He praised the GSL for efficiency and asked it to sustain its performance and focus on delivery period reduction and cost-competitiveness as regards defence shipbuilding. In his welcome remarks, Rear Admiral Bakshi said the GSL was on a modernisation drive that included the installation of a shiplift and the creation of GRP ship production infrastructure. **Source : The Hindu**

## PN tests missile

The Pakistan Navy has said that the Guided Missile Destroyer, a surface-to-air missile, was test-fired on Tuesday which scored a direct hit.

The activity was part of a string of missile test firing conducted by Pakistan Navy over the last week, said a statement by Inter-Services Public Relations (ISPR). The ISPR statement said that the anti-air warfare capability is another manifestation of the PN's offensive punch.

The surface-to-air missile is capable of intercepting targets at an extremely high speed. It is a state-of-the-art, fully automated system which can track and engage even very small targets, said the statement.

The event was witnessed by Commander Pakistan Fleet Vice Admiral Tanveer Faiz. The Naval commander termed the event another feat accomplished by the PN Fleet in recent days. **Source : Imran Farooq**

## **Philippine Coast Guard seeks funding for three ship monitoring systems**

THE Coast Guard is asking a Japanese funding agency to bankroll three more of its vessel traffic monitoring systems (VTMS) in a move to track down the operations of ships in distress. Adm. Wilfredo Tamayo, Coast Guard commandant, said the agency has asked the Japan International Cooperation Agency (Jica) for funding in a form of loans to enable the government to install three more of the said system.

Tamayo said that he plans to install the systems in Batanes, Balabac in Palawan, and in Romblon. "We plan to install one in Batanes because there are many fishing boats as well as cases of illegal entry; in Palawan because of our natural resources that we must protect; and in Romblon because it is the common route of vessels," Tamayo said.

He did not state the amount the agency is asking from Jica, but the cost of each VTMS will depend on how many radars and equipment it needs to cover a 40-kilometer radius. The Batangas VTMS, for instance, costs twice as much as those in Manila as they have more radars.

The installation of VTMS forms part of a much larger Jica loan and grant for communication equipment. Phase 1 of the project involves the acquisition of P300 million worth of maritime-communication equipment for use in alerting vessels on the weather and tsunamis.

Phase 2 involves acquisition and installation of three VTMS on the places identified by Tamayo.

The Philippine Coast Guard already operates the three existing VTMS owned by other agencies such as the Philippine Ports Authority for Manila Bay and Batangas Bay and Phividec Industrial Authority (PPA) for the one installed at the Mindanao Container Terminal in Misamis Oriental.

For Batangas, the PPA acquired four radars to cover Batangas Bay and Balayan Bay. The state company, however, is charging almost all vessels that traverse Batangas and Manila that were monitored by the radars.

The PPA is charging P250 for vessels up to 1,000 gross tons, P500 for ships up to 10,000 gross tons and P1,000 for those over 10,000 gross tons. The PPA will charge P150 a day for tugs, outriggers, motorized bancas and wooden-hulled ships operating in the Puerto Galera route and nearby areas. In Batangas fast craft such as Aboitiz's Supercat are charged between P150 to P300 a day.

The setting up of VTMS control centers is aimed at enhancing the vessel-traffic service of waterways. It will help ensure safety of navigation of vessels and safeguard the security of vessels, facilities, individuals and their properties.

The facility can also help in search and rescue of persons and vessels in distress and in the suppression of piracy and armed robbery at sea, and in other illegal activities at sea. The said project was enforced in compliance with the International Convention for the Safety of Life at Sea 1974 to be able to monitor movements of vessels at sea.

**Source : Business Mirror**

## **New Navy Contract**

Maersk Line, Ltd, Norfolk, Va., is being awarded an \$8,630,000 firm-fixed-price contract for a nine-month time charter of tanker MT **Samho Moonstone**, currently a foreign-flag vessel, which will be re-named and U.S.-flagged upon delivery to the government. The ship's primary mission is to move petroleum for the Department of Defense between

ports in the Far East. This contract includes one 30-day option which, if exercised, would bring the cumulative value to \$9,500,000. Work is expected to commence May 2010 and is expected to be completed within 270 calendar days or, if all options are exercised, within 300 calendar days. The contract is expected to be funded in fiscal year 2010 and funds will not expire at the end of the fiscal year. **Source : MarineLink**

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The **SHOU NING HAI** seen passing Spijkenisse – **Photo : Lia Mets (c)**

## **Croatia under EU pressure over shipyards**

Croatia has come under increasing pressure by the European Union to let its bloated and heavily subsidised shipbuilding industry go bankrupt if it cannot be privatised successfully. The government in Zagreb has been asked to commit itself in writing to that position. Several member states have made it a precondition for starting negotiations on competition policy in the EU membership talks with Croatia. Competition is one of three which have yet to be opened. In a letter sent last week to EU competition commissioner Joaquim Almunia, Croatia's economy minister Duro Popijac said that after a second round of privatisation "all options will be on the table, including a bankruptcy procedure." According to WAZ.EUobserver's sources in Brussels, the letter has been circulated by the EU commission to member states. It is now up to them to decide whether it is enough to open the chapter. Shutting down loss-making shipyards and facing additional social unrest in the coastal part of the country, where thousands stand to lose their jobs, would be an extremely difficult decision for the Croatian government to take. But it does not have much choice in the matter.

The EU message, according to one EU source, is clear: "We are not asking Croatia do to anything more than we had to do ourselves. State aid of this kind is illegal and cannot go on any longer. If you want to join the EU you will have to comply with strict competition rules." Croatia has for years been postponing the painful measures needed to restructure the shipbuilding sector and no government has mustered the courage to solve the problem. But now Brussels and EU member states - including the main supporters of Croatia's membership such as Germany, Poland,



France and Italy - are refusing to make concessions on state aid. Last week Croatia was confronted with large-scale protests by farmers, unhappy because the government failed to pay them the promised subsidies. This was widely considered an example of what might happen if the shipyards are forced into bankruptcy. But several EU member states, including Poland, have undergone the same processes and are unlikely to grant Croatia a blank cheque if it wants to conclude accession talks as planned by the end of this year. **Source: EU Observer**

## **176-th Shipyard (Arkhangelsk) to lay down the first section of buoy tender Vavchuga for RosMorPort FSUE**

In Arkhangelsk branch of the Ship Repairing centre Zvesdochka 176-th Shipyard the solemn ceremony dedicated to laying down of the first section of buoy tender Vavchuga under the project R1760M for RosMorPort FSUE was held. According to RosMorPort, construction of buoy tender for the needs of Arkhangelsk branch RosMorPort FSUE is caused by the need for development of local fleet in connection with the moral and physical obsolescence of buoy ships, which are now engaged in work on removal, setting and maintaining of navigation equipment in the seaports of Arkhangelsk region. Each buoy ship must be replaced, as it has run out on all normative operation life. The average age of these vessels exceeds 40 years. In this regard, the program of fleet construction in Arkhangelsk branch of Rosmorport FSUE stipulates the replacement of three buoy vessels by the new ones, the first of which will be buoy tender Vavchuga that is now under construction.

RosMorPort FSUE, who ordered the construction of buoy tender, in November 2009 held a competition to choose a contractor for the construction of buoy tender for the needs of Arkhangelsk branch. The winner of the contest became Arkhangelsk branch 176-th Shipyard JSC SC Zvesdochka. The total cost of buoy construction will make up to 74 million rubles. **Source : PortNews**



The scientific ship "**Pourquoi Pas ?**" of Genavir-Ifremer seen in drydock at Brest for maintenance.

**Photo : Jacques Carney ©**

## Bergen Group to build two cruise ferries for Fjord Line



Fjord Line has signed a Euros 206 million contract with Norway's Bergen Group to build two new cruise ferries. The ships will be delivered in the spring and fall of 2012, and will each have a length of 170 meters. Each ship will have about 300 cabins, a large proportion of them suites, and have space for about 1,500 passengers. The cargo deck has a capacity of up to 600 cars.

The hulls will be built at the Stocznia Gdansk shipyard in Poland. All outfitting and finishing work will be performed at Bergen Group Fosen. The Fosen yard's portfolio includes the residential cruise ship *The World*, and two of the newer ships operated by Hurtigruten.

The contract between Fjord Line Danmark AS and Bergen Group Fosen AS is subject to final funding and approval of the companies' respective boards within 30 days from contract signing.

"We have for a long time been in the market for used tonnage as a supplement to **MS Bergenfjord**, but the assessment concluded that construction of two new vessels will give us the best competitive edge on the service between Western Norway and Denmark," commented Fjord Line CEO Ingvald Fardal. He said the contract had been signed in Bergen on Tuesday evening. "We are in positive discussions with our banks, GIEK (Guarantee Institute for Export Credits) and Eksportfinans regarding loans and guarantees, and hope to have all the formalities in place by the end of March," he added.

Each vessel will have a deadweight of 4,000 tons, and a total length of 170 meters, as compared to the 135 m length of Fjord Line's *Trollfjord*. The vessels will have capacity to carry 600 cars in the roll-on/roll-off cargo bay, or a lower number of cars in combination with larger trucks and cargo. The ships will offer restaurants, cafes, duty free shops and well-equipped facilities for meetings, functions and conferences.

The ships' design is by Bergen Group Ship design and Bergen Group Fosen. The ships' naval architect, Finn Falkum Hansen, has also designed two of the ships in the Hurtigruten coastal service, the *Trollfjord* and the *Midnatsol*.

Fjord Line says the new cruise ferries will be equipped with fuel-efficient engines and that environmentally harmful emissions to air and water will be minimal **Source : MarineLog**

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Seen in Dubai the **Stanford Pride** ( ex Vikingbank) **Photo : Tim de Klerk (c)**

## Zim starts twelve 3,800-TEU ships from Asia to Europe April 7

ISRAELI flag carrier Zim said it will commence a service between Asia, India, Mediterranean to north Europe with a maiden voyage from Shanghai April 7. The rotation is: Shanghai, Shenzhen-Da Chan Bay, Port Kelang, Nhava Sheva, Haifa, Ashdod, Felixstowe, Antwerp, Hamburg, Alexandria, Limassol, Haifa, Ashdod, Colombo and back to Shanghai. Deploying a slow steaming 12-ship loop of 3,800-class ships, Zim's Asia-Med-Europe (AME) service will fold in Zim's NEC string between the east Mediterranean and Europe. The AME will complement its EMX service and slot swap agreement on Asia-Europe Grand Alliance strings, Loops, A, B and C, said the company **Source : Schednet**

## APL takes \$300m loan



The **APL BRAZIL** – **Photo : Piet Sinke (c)**

APL is taking a \$300m term loan from a syndicate of banks led by Sumitomo Mitsui Banking Corp. The \$300m term loan is guaranteed by APL's parent NOL and will be used for "general corporate funding purposes". NOL said the loan was not expected to have any impact on net asset value. **Source: SeaTradeAsia-Online**



## River Niger to Be Ready for Navigation in June

Indications have emerged that the ongoing dredging of the Niger River may be completed on schedule and full navigation activities may commence by June this year. All the four contractors handling the dredging of the river told Transport Minister Alhaji Ibrahim Isa Bio when he toured the full length of the river to personally inspect the dredging work.

Bio said he was satisfied that the dredging work is going on effectively and according to specification, adding that engineers and other specialists from the Ministry will continue to keep close mark on the contractors until the dredging is completed. Bio, who was at all the five lots covering the full length of the river, said he was very optimistic that if the contractors maintain the tempo in the execution of the contract, the dredging work will be completed by June and navigation activity may start in the river immediately. He said the volume of sand now discovered in the river that must be excavated is more than the quantity earlier estimated.

Chairman of Fung-Tai Nigeria limited handling the dredging work at lot one, Sir Chuks Eze, said he has ordered for six dredgers in addition to the one he has been using to enable his company meet up the completion period of the work.

Source : AllAfrica



The **COTENTIN** seen in Poole Harbour – Photo : Krispen Atkinson (c)

## MAN Diesel Tugs Market in Right Direction

MAN Diesel Spain has been very active within the tug segment recently, having played a key role in three orders that contract the company to supply 18 of MAN Diesel L27/38 engines to Boluda Corporación Marítima, Spain, the international marine group and leading shipbuilder. The engines are destined for nine newbuilding tugs; ten engines were already delivered in 2009 with the remainder due in 2010/2011.

The three orders encompass two engines for the "**V.B. Bravo**", owned by Boluda Corporación Marítima through its subsidiary AUXMASA; twelve engines for six tug boats owned outright by Boluda Corporación Marítima; and four engines for two tug boats owned by the Shetland Island Council. As originally stipulated, all nine tugs will be constructed at Boluda Shipyards - Unión Naval Valencia in the Port of Valencia, one of the biggest private shipyards in Spain and part of Boluda Corporación Marítima.

Boluda Corporación Marítima's core activity, as it always has been over its history, is tug operation. Its Towage and Salvage Division maintains a strong position both domestically and internationally with a fleet of over 200 tugs. Typical tug-boat operations include ship towage, marine safety, assistance in high-seas and fire fighting. Such demanding tasks require a highly reliable and efficient main engine, a profile that MAN Diesel's L27/38 engine meets in full. **Source : MAN diesel**

## **INCHCAPE SHIPPING SERVICES EXPANDS INTO TRINIDAD & TOBAGO**

Effective 15 March, with the opening of its Point Lisas office, Inchcape Shipping Services is providing full agency services in Trinidad & Tobago, further enhancing the Company's coverage in the North / Central American & Caribbean Region. The office is managed by Peter Bailey.

VP Central America and South Caribbean – Capt. Helge Hesto-Andersen, based in Panama City, said: "This is an exciting new development. With the opening of this office, we are better able to serve our current client base as well as explore new business opportunities." Senior Vice President – North and Central America, Lars Westerberg, commented from Houston: "With the opening of this new office we continue to expand our footprint in the region as well as improving our service delivery to our valued principals. Our experienced and dedicated staff under Peter Bailey's knowledgeable guidance, are now ready to handle all types of vessel calling at the ports of Trinidad and Tobago."

## **Starclass Yacht transport in close cooperation with Flinter**



Starclass Yacht Transport in Monaco and Flinter Shipping BV, Rotterdam have the intention to work more closely together after the very successful transports of Dutch Leeboard Yachts last September/October from Harlingen to the Henry Hudson 400 celebrations in New York. From now on there is a big chance you see Flinter carriers with yachts on deck, because Starclass together with allied Yacht Transport partners will use more Flinter carrier for their shipments. The first shipment in this new concept are 2 classic Yachts from Genoa to Den Helder. MV **Flinterland** loaded with shipsgear a 24 meter wooden Motoryacht named "**Freya**". This motoryacht was build in 1940 at the Burmester Yard as a patrol vessel, and was later converted into a beautiful Classic Yacht. Her new homeport will be Hoorn (Holland). The second yacht is a Jongert 19S sailboat build in 1976. These classic and sturdy ketch will return to Jongert Shipyard after 34 years for a refit. **Flinterland** is supposed to arrive in Den Helder the 22nd March. The Yachts were booked and loaded by **Starclass Yachts**.

## **PNSC striving to procure 5 ships'**

The Pakistan National Shipping Corporation (PNSC) plans to procure five ships to replace its scrapped vessels, said PNSC Chairman Brig (retd) Rashid Siddiqi on Wednesday. He was speaking at a reception hosted by the Workmen Union to celebrate the induction of newly acquired ship M T Lahore into the PNSC's fleet.

He said the PNSC was trying to induct two new ships into its fleet during the current year. He said the ships older by over 10 years would not be included into the fleet so that repair expenses could be reduced and revenues increased.

Brig Rashid appreciated the hard work by the CBA employees and officials and commended the performance of the concerned departments in the purchase of MT **Lahore**.

He announced institution of "Best Crew" award for ships crew to be given on the basis of their hard work and performance while cash awards will be given to departmental staff on the basis of savings and income on meeting the financial targets and said these would be in addition to regular bonus and salary. **Source : Imran Farooq**

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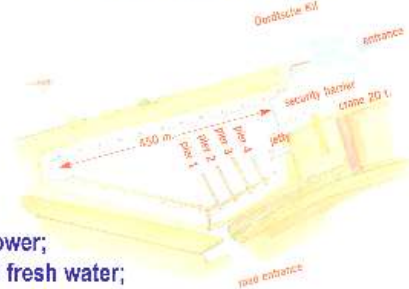
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The sheerlegs **TAKLIFT 6 & 7** and the **Matador** seen offloading the **Sainty 10** in Rotterdam –

**Photo : Aad van Zon (c)**



# HOLLAND PAVILION AT ASIA PACIFIC MARITIME 2010

**Holland Pavilion consists of 21 Dutch companies**

Twenty-one Dutch companies will show their latest innovative developments and products at Asia Pacific Maritime 2010 in Singapore. Together, these participants offer a wide range of marine technology and services to the Asian market. The exhibition is to be held from March 24 until March 26. The Holland Pavilion is officially supported by NL EVD International.

## **Maritime by Holland**

The Holland Pavilion will be presented under the Maritime by Holland umbrella. The main goal of Maritime by Holland is to present the Dutch maritime cluster in a strongly unified way, particularly abroad. It is a joint initiative of the 11,000 companies powering the maritime cluster in Holland. Together, they generate social and economic value for clients worldwide through an unbeatable combination of expertise, imagination and collaboration. Decision makers from Asian shipyards, design institutes, ship-owners, yacht builders, offshore operators, state agencies and equipment manufacturers will be most welcome at the Holland Pavilion and Holland lounge in 3A28, Hall 3.

## **Long innovative tradition**

The Dutch have a long tradition in providing innovative maritime solutions. As a seafaring nation The Netherlands have always excelled in marine technology. Many of the equipment on board nowadays is provided by independent companies that are active worldwide and offer state-of-the-art marine equipment.



Participants of the Holland Pavilion (3A28 in Hall 3): -

- Van Aalst Marine & Offshore BV
- Bakker Slidrecht Electro Industries BV
- Damen Shiprepair Rotterdam
- Green Award Foundation
- Hatenboer-Water BV
- Heatmaster
- Holland Marine Services Amsterdam
- Konutherm BV - Kwant Controls BV
- Maritime Consult
- Praxis Automation Technology

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- Remat BV
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- Serdijn Shiprepair BV
- Trustlube BV
- VAF Instruments
- VDL Klima
- VOSTA LMG
- VSTEP BV
- Winteb

### Network reception

On Thursday March 25 HME will, together with the Netherlands Embassy, host a network reception at the Holland Lounge of the Holland Pavilion from 14.30 hrs -16.30 hrs. This network event will be organised especially for the Dutch participants and their guests.

Organization Holland Pavilion Holland Marine Equipment BV is the organizer of the Holland Pavilion. For more information about the participants and the Holland Pavilion, please contact Mrs Marjan Lacet, Export Manager Asia at HME (T: +31(0) 10 44 44 333 or E: [ml@hme.nl](mailto:ml@hme.nl))

**This trade fair participation is supported by NL EVD International, part of NL Agency of the Ministry of Economic Affairs.**



Strong SE winds delayed the departure of **DISCOVERY** by 14 hours. She was scheduled to depart at 18:00 Wednesday and was delayed until 08:00 Thursday Above seen the image of her departure.

**Photo : Ian Shiffman (c)**

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



The 1999-built molten sulphur tanker **Mitrope** entering Eastham Locks on the Manchester Ship Canal. The lock is 24.38m wide, whilst the ship is 23.16m wide.

**Photo : Rob Blythe ©**

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