

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 082



Number 082 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 23-03-2010**

News reports received from readers and Internet News articles copied from various news sites.

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Above and left seen the 1988 offshore tug/supply ship BLUSTER towing Marine Subsea accommodation barge AFRICAN INSTALLER south of Marsaxlokk Harbour, Malta on Saturday 20th March 2010.

**Photo : Cpt. Lawrence Dalli -
www.maltashipphotos.com (c)**

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HAL's **STATENDAM** seen arriving in Willemstad (Curacao)

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

Cruise ship extends stay in port for more cleaning

The **Celebrity Mercury** cruise ship returned to Charleston a day early at the recommendation of federal health officials after passengers became ill with a stomach bug on the vessel's third consecutive sailing. Ship owner Royal Caribbean Cruises, announced that 342 out of 1,829 passengers became ill with what appeared to be the norovirus. That follows 207 sick passengers on the previous voyage and 419 on the trip before that.

The latest sailing had to skip one stop so crew members could continue 'enhanced cleaning' in coordination with the Centers for Disease Control and Prevention. The ship said it would adhere to a 'no-sail recommendation' for four days as officials try to find the source of the outbreaks. The **Mercury** was to set sail again on Sunday. Celebrity offered refunds to anyone who canceled that voyage. **Source : Charleston Post Courier**



The BP tanker **BRITISH EAGLE** on the Clyde over the weekend. Above she is shown arriving on Saturday morning with a cargo of crude from Teesport. And below shows her after a 30 hour discharge outbound on Sunday for Primorsk for her next cargo.

Photo's : Tommy Bryceland SCOTLAND (c)



The future of the ultra-large container ship

The biggest container ship deployed has grown at a tremendous rate over the past few decades. The driving force has been international globalisation. Increased competition and economy of scale have fuelled the development of ever bigger ships. Container ships built and on order, TEU v. date of build. The red line gives the contour of the biggest ship deployed at a given time. Source: LR Fairplay

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In the early 1970s, the biggest ship was about 2,000 TEU, compared to 14,000 TEU today. Is this development going to continue or will it be curbed by global warming and the carbon footprint. What are the factors deciding how big a container ship can be?



The **EBBA MAERSK** seen departing from Rotterdam – Photo : Jeroen Borst (c)

Large ships are green ships by virtue of the fact that the fuel consumption per TEU transported is lower. The cost is also lower due to the economy of scale. Two decades ago, studies were published comparing two 4,000 TEU ships to one 8,000 TEU ship and showed a reduced total cost per unit. Today, a comparison between two 8k TEU ships and one 16k TEU shows the same trend. The capital cost for the bigger ship is in the order of 20% less and the fuel cost around 40% less, the exact numbers depend on the building price and fuel price. There is a gain to be made by going for bigger units, in terms of not only the cost, but also the carbon footprint. Slow steaming will also contribute to lower fuel consumption, even if more ships are needed in the loop to maintain the service schedule. So bigger ships going at lower speed are what the world may be looking for in the years to come.

But we all know that big ships need to be filled up to be able to reap the benefits. In times of fluctuating transport volumes, it is prudent to ask if big units provide the best solution for adjusting the transportation service supply to the demand. What about the technical limitations? Going from the current 14k TEU, which is the biggest ship currently in service (MSC B-series), to 22k TEU – is that a feasible step from a technical point of view?

A 16k TEU design has been developed in Korea and preliminary data give some indication of the steel dimensions and quality required. The length and beam are close to those of the Emma Maersk series, namely 399m and 57m. The material dimensions in the upper hatch coaming would have to be in the order of 75–85 mm and use HT47 steel. The highest grade currently in wide use is HT40, and the utilisation factor for this quality is not yet fully standardised in IACS. A 22k TEU design as indicated by STX would have a length of about 470m. This is an increase of 17% compared to the 16k TEU. The bending moment is proportional to the square of the length, leading to a corresponding increase in the section modulus and steel dimensions. So new detail designs and solutions have to be developed to allow for such a significant increase.

So why not increase the beam and reduce the length? The crane outreach, draft, lifting capacity and NPX restrictions are limiting factors. However, design considerations, like resistance and fuel consumption, will also have a significant influence. The total resistance is made up of friction and wave-making resistance. At lower speeds, the friction resistance dominates while at higher speeds the wave-making resistance dominates. The friction resistance is proportional to the wetted surface and a longer ship will have a larger wetted surface than a shorter one with the same beam, draft and dwt. So when the speed drops, a shorter, more beamy ship will have a more economical fuel consumption. Slow steaming and low/moderate fuel prices would therefore not favour the long design. This evolution is confirmed by looking at a plot of rows versus bays in historical designs. The designs offered by shipyards tend to stay inside a combination of rows and bays as indicated by the limiting lines in the figure. The 16k design is in the trend channel, but the 22k is far outside it.

What about the engine power needed for such a big ship – is it available? So far, what we have seen is the single screw with an up to 14-cylinder max-bore slow-speed engine. That could propel the big current designs at speeds of 24–25 knots or more. This has been the solution for all container ships designed up to now. Will this trend continue or will we see other solutions in the future? For the 22k design, the twin propeller solution may re-surface as an alternative. Two smaller slow-speed engines with two propellers and a skeg design could be an alternative. The higher capital expenditure (some 10% or USD 10–15m) has disqualified this as an alternative for ships that have been built. However, the solution has been studied (Sulzer, some years ago), and the indications are that better propeller efficiency will outweigh the other losses to an extent that increases the overall efficiency by some 3%, contrary to popular belief. So there is a fuel efficiency gain there that will partly offset the increased capital expenditure.



The **MAERSK SEMAKAU** – Photo : **Cornelia Klier (c)**

Can we learn from history? We know from the development of the VLCC in the 1960s and 1970s how the ship size increased, driven by economies of scale and increasing global demand for crude oil. Are there any similarities with what has happened to container ships today? Wijnholt et al wrote about this in the Malaccamax report years ago. They suggested that the 21m allowable draft in the Malacca Strait would be the limiting factor for the biggest container ship that could be built, hence the name. They also presented a graph showing tanker development in which the ship size increased rapidly to about 550 kdwat before decreasing and settling at a common size of 300 kdwat, which is the going size for a VLCC these days. When I showed this graph to people in the container industry, I asked them why it levelled out at 300 kdwat. The answer is puzzling to naval architects and engineers, who focus on technology and operation. A common trading lot or parcel for crude is 2m barrels, which will fill a 300 kdwat tanker, and a tanker to transport the parcel is what is needed, hence the common size.

So it may not be obvious which factors will decide the “biggest” container ship to be built. I have only touched upon a few factors. Terminal capacity, loading and unloading time, hinterland infrastructure, train and road capacity and so on are others. Maybe globalisation will level out or even decrease in importance. From a technical point of view, I believe that the 22k design can be built, but time is needed to solve the outstanding issues. Maybe the leap from 14–16k to 22k is too much in one go, and some intermediate-size designs may need to be tested out first. That is not likely to happen in the foreseeable future due to the current market situation. If I were to make a prediction about the size of the typical big container ship in the future, I would tend to say that the NPX (about 12.5k TEU) that will go through the new Panama Canal (366m x 49m) and under the Bayonne bridge is likely to be the predominant size. It combines economy of scale with flexibility and versatility, and that is likely to make it a winner. **Source: DNV**

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



The **STOLT VIOLET** seen Approaching the Tasman Bridge near Hobart, Tasmania, Australia headed for the Nyrstar Wharf at Risdon

Photo : Glenn Towler (c)



Germany plans to help shipping companies

Germany, Europe's biggest shipbuilding nation which has been hard hit by the global economic crisis, wants to help its shipping industry by bringing forward public orders, according to a report quoting government's maritime expert. "We are checking whether we can bring forward orders," Hans-Joachim Otto said. "That could help some firms." The government wants, therefore, to waive the repayment of already allocated state aid for innovation in ship building, Mr Otto said. "These will be changed into subsidies."

The plan requires approval by the European Union. He said, however, that the shipping industry could not expect more subsidies from the government. "We don't have the biggest pot of money," he said. "What we are trying to do is to check the existing tools to make them more flexible." **Source: The Economic India Times**

Gulf piracy still a major concern: Asian shipowners

US proposal to ban ransom payments would endanger crew, adds safety panel

Asian shipowners have once again reiterated their concerns over the problem of piracy in the Gulf of Aden while also highlighting remaining operational concerns ahead of the imminent implementation of the Ballast Water Convention of 2004.

At the 18th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation and Environment Committee (SNEC) last week hosted by the Singapore Shipping Association (SSA) and chaired by SSA president SS Teo, the 19 representatives of shipowners' associations from China, Hong Kong, India, Japan, Korea, Chinese Taipei and Asean 'strongly urged all governments and the United Nations to take more actions to deal with this problem and to help protect international shipping through the Gulf of Aden and off the coast of Somalia'.

In addition, the committee also spoke out on the current proposal by the United States to ban the payment of ransoms for acts of piracy. There is 'great concern that in the absence of any effective efforts to stop piracy, a ban on ransom payments would have a very adverse effect on the crews being held hostage by pirates', the committee said. Member associations were urged to convey their concerns to their respective governments.

On the convention, the committee said: 'Whilst there are a number of IMO-approved ballast water treatment systems available, these systems are not necessarily operationally effective for all types and sizes of ships.'

'As ships not in compliance with the provisions of the convention may be barred from a state party to the convention once it enters into force, the lack of suitable systems for all types and sizes of ships might have serious repercussions on the industry,' it added. Finally, the committee expressed grave concern that India had in early February closed off major shipping lanes in the Bay of Bengal for two days at very short notice, apparently for the test launch of India's Agni III ballistic missile.

'The committee's opinion is that such very short notice and unilateral nature of the closure of the Bay of Bengal, a major shipping lane, is not in accordance with IMO regulations,' it said. **Source : The Business Times**



Crude Oil Tanker **BRITISH HAZEL**, BP Shipping Ltd, 58,070 gt, 106,085 dwt. Built: Jan 2004
Seen arriving Hound Point 21st March 2010 to load for Le Havre

Photo : Iain McGeachy (c)

U.S. warns ships off Yemen of possible al Qaeda attack

The U.S. government has warned ships sailing off Yemen's coast of the risk of al Qaeda attacks similar to a suicide bombing of the U.S. warship Cole in 2000 that killed 17 U.S. sailors. The U.S. Office of Naval Intelligence said on its website that ships in the Red Sea, the strategic Bab al-Mandab strait between Yemen and Djibouti, and the Gulf of Aden along Yemen's coast were at the greatest risk. "Information suggests that al Qaeda remains interested in maritime attacks in the Bab al-Mandab Strait, Red Sea, and the Gulf of Aden along the coast of Yemen," the office said in a statement, citing an advisory by the U.S. Department of Transportation.

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"Although it is unclear how they would proceed, it may be similar in nature to the attacks against the **USS Cole** in October 2000 and the M/V **Limburg** in October 2002 where a small to mid-size boat laden with explosives was detonated," it added. 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 plane attempt. Western allies and neighboring 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. The Transportation Department statement said more sophisticated methods of attack by Al Qaeda in the waters near Yemen could include missiles or projectiles.

The U.S. advisory, dated March 10, said more sophisticated methods of attack by Al Qaeda in the waters near Yemen could include missiles or projectiles. "Although the time and location of such an attack are unknown, ships in the Red Sea, Bab al-Mandab Strait, and the Gulf of Aden along the coast of Yemen are at the greatest risk of becoming targets of such an attack," the statement added. "All vessels transiting the waters in the vicinity of Yemen are urged to operate at a heightened state of readiness," it said, adding that vessels were at greatest risk in areas of limited maneuverability or while anchored or at port. 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. Two years later an al Qaeda attack damaged the French supertanker **Limburg** in the Gulf of Aden. Yemenis were one of the largest groups to train in al Qaeda's camps in Afghanistan before the September 11 attacks in 2001. **Source: Reuters**



In Rotterdam-Caland canal the **SWIFT** loaded the newbuilding cutter dredger **AL SAKAB** with destination Saudi Arabia

Photo : Eric Verdam (c)





The end of the **WAKER** is nearly there – Photo : Bas van Hoorn (c)

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Bunker tanker **STERN** which was sailing at the Nieuwe Waterweg was hit Tuesday morning by a accommodation fire,



several RPA vessels and the Hoek van Holland lifeboat **Jeanine Parqui**, which was by coincident just passing the ill fated vessel enroute the De Haas yard in Maassluis rendered assistance

Photo left : **Kees Torn** © – right : **Marco Bakker** ©

NAVY NEWS

BrahMos cruise missile test-fired successfully

India on Sunday again tested the BrahMos supersonic cruise missile, which the armed forces are already inducting as a 'precision' strike weapon, from a moving warship **INS Ranvir** off the Orissa coast.

"The missile was launched from the vertical launcher fitted on **INS Ranvir** at a decommissioned target ship, **INS Meen**, and hit it perfectly. The launch met all mission requirements and was 100% successful," BrahMos Aerospace chief A S Pillai told TOI. "The test was important since the missile, which flies at speeds of 2.8 Mach, performed supersonic maneuvering after being launched from the vertical launcher and homed on to the target successfully," he added.

The Navy has already inducted the 290-km range BrahMos missiles on some warships, having earlier placed orders worth Rs 711 crore for 49 firing units in 'inclined launcher configurations'. It's now gearing up to induct these air-breathing missiles in the 'vertical launcher configuration as well'.

This is significant since 'vertical launchers' are fitted under the warship's deck, protecting them from the atmospheric conditions and imparting some stealth to the weapon system. It also allows the missile to be fired in any direction.

"With vertical launchers, the missile can be fired at any target in the entire 360 degree spectrum," said Pillai. Two such modules, with 16 missiles, are to be fitted in each of the three Kolkata-class P-15A destroyers being built at Mazagon Docks at a cost of Rs 11,662 crore. BrahMos will also arm the three more Talwar-class 'stealth' frigates being built at Yantar shipyard in Kaliningrad (Russia) under a Rs 5,514 crore project.

The Army, on its part, is on course to induct two more regiments of the BrahMos Block-II land-attack cruise missiles (LACM), which have been designed as 'precision strike weapons' capable of hitting small targets in cluttered urban environments, as first reported by TOI earlier.

Swift induction of BrahMos Block-II is necessary because Pakistan army is inducting its nuclear-capable Babur LACM, developed with China's help to have a 500-km strike range, in large numbers. BrahMos-II can potentially be used for 'surgical strikes' at terror training camps across the border without causing collateral damage.

One regiment of the 290-km range BrahMos-I variant, which consists of 67 missiles, five mobile autonomous launchers on 12x12 Tatra vehicles and two mobile command posts, among other equipment, is already operational in the Army. It had earlier ordered two BrahMos regiments in the first phase at a cost of Rs 8,352 crore.

The BrahMos Block-II variant has been developed to take out a specific small target, with a low radar cross-section, in a multi-target environment.

But the work on submarine and air-launched versions of BrahMos is still going quite slow. While talks with Russia are now in the final stages for BrahMos' integration with Sukhoi-30MKI fighters, the missile will be tested for the first time from submersible pontoon launchers this year in preparation for their induction on submarines.

Incidentally, India and Russia have also begun preliminary work on a 'hypersonic' BrahMos-2 missile capable of flying at a speed between 5 and 7 Mach, as reported earlier. The armed forces' eventual plan is to have nuclear-tipped LACMs, with strike ranges over 1,500 km. Unlike ballistic missiles like Agni, cruise missiles do not leave the atmosphere and are powered and guided throughout their flight path.

Cruise missiles, which can evade enemy radars and air defence systems since they fly at low altitudes, are also much cheaper as well as more accurate and easier to operate than ballistic missiles. **Source : Times of India**

Successful submarine escape and rescue exercise completed off the West coast

The Royal Australian Navy (RAN) has completed a successful personnel transfer from the submarine HMAS Waller, while it sat on the seabed off the West Australian coast.

The exercise of submarine escape and rescue is a requirement of the RAN's submarine safety system and demonstrates that the procedures and equipment are in place to rescue personnel in the event of a submarine incident.

The method of submarine escape exercised as part of Exercise Black Carillon involves personnel transferring from a bottomed submarine into the James Fisher Submarine Rescue Vehicle, LR5, for transportation to the surface.

Upon surfacing, personnel were tended to onboard the Australian rescue ship, Seahorse Standard, with specialised RAN medical teams and equipment embarked.

"Black Carillon is an extraordinarily valuable opportunity to exercise our submarine escape and rescue capability," said Commander Submarine Force, Captain Brett Sampson. "The successful completion of the submarine escape as part of Exercise Black Carillon has demonstrated that the RAN is well equipped to take action to rescue submariners in the unlikely event of a submarine incident."

Black Carillon is the twelfth in a series of RAN submarine escape and rescue exercises designed to demonstrate RAN submarine rescue capability. The RAN uses annual Black Carillon exercises to train and demonstrate this ability.

Source : Garry Luxton

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Wärtsilä and SHI to develop LNG-fueled ships

Wärtsilä and Samsung Heavy Industries (SHI) have signed a cooperation agreement to develop gas-fueled merchant vessels. The intention is to jointly develop next-generation ships with efficient and competitive propulsion machinery concepts that meet or exceed the demands of future environmental regulations.

The focus of the joint study will be on utilizing liquefied natural gas (LNG) as a fuel for operating vessels. Wärtsilä's input will be related to the propulsion machinery, with particular reference to large bore, dual-fuel engines combined with mechanical propulsion solutions. SHI will concentrate on the design of highly efficient vessels incorporating fuel storage facilities and gas-powered propulsion machinery.

Vessels to be evaluated include crude oil tankers, for which both optimum propulsion concepts and the performance benefits achieved using LNG as fuel, will be assessed.

The agreement comes within weeks of the signing of a development agreement between MAN Diesel and Daewoo Shipbuilding & Marine Engineering Co., Ltd. (DSME) to enable LNG to be used as a fuel in ships other than LNG carriers. The two companies will jointly develop and exploit the adaptation of DSME's high-pressure cryogenic gas-supply system for installation with MAN B&W ME-GI engines.

While HFO represents the cheapest available source of primary energy, notes Wärtsilä, engines running on HFO have been, and still are, the market standard for propulsion and electric power generation in merchant vessels. future environmental regulations will require technologies with lower levels of emissions. ECAs, where emissions of NOx, SOx and particulates will be regulated, have been announced under IMO Tier III, and the number of ECAs in different regions of the world is expected to rise.

Increasingly tough environmental regulations will open up opportunities for new solutions incorporating cost-efficient technology, and this could trigger a substantial shift towards gas-powered dual-fuel vessels. The need to invest in emissions-abatement technology will make the use of liquid fuels increasingly expensive in the future. From a price perspective, LNG is already competitive with liquid fuels, but further investment in the supply chain is necessary to encourage widespread use in the shipping industry.

"Compared to conventional engines running on heavy fuel oil (HFO), Wärtsilä's dual-fuel engine technology offers 20-25% lower CO2 emissions, 90% lower NOx emissions and almost negligible SOx and particulate emissions," says Jaakko Eskola, Group Vice President, Wärtsilä Ship Power. "We are the market leader in dual-fuel engine technology and deliveries, and our engine portfolio covers the majority of merchant vessel propulsion needs. In gas mode, our dual-fuel engines already comply with the IMO's Tier III regulations which come into force in 2016."

SHI will be developing a highly efficient and environmentally friendly gas-fuelled ship with a new hull form and propulsion systems. It will include a fuel gas storage and supply system, known as Samsung FuGaS. As well as identifying the major vessel parameters, SHI will provide input for the specifications regarding the propulsion system and fuel storage and handling systems, in addition to assisting with economic evaluations.

"We have delivered hundreds of vessels from virtually every ship category to customers worldwide, and we lead the industry in both the number of ships built and dock turnover time, a key measure of efficiency," says K. S. Lee (Vice President, Project Planning Team at SHI). "We are also the leader in constructing next-generation LNG vessels using dual-fuel engines, a very fuel-efficient and environmentally-sound solution which requires significant technological expertise. As an advanced shipbuilder for environmentally friendly vessels, we look forward to transferring our competence in LNG technology from LNG carriers to LNG-powered merchant vessels." **Source : MarineLog**

L&T to build boats for Navy

Larsen & Toubro Infrastructure construction major Larsen & Toubro (L&T) will design and construct 36 high speed interceptor boats worth Rs 970 crore for the Indian Coast Guard, the company announced on Monday.

The contract, awarded by the defence ministry, is one of the initiatives of the government to strengthen coastal security.

The interceptor boats will have aluminium-alloy hull construction with water jet propulsion to enable quick response, necessary for the intended applications, and shall be also crucial for near shore action.

The boats shall be designed in-house at the L&T's Ship Design Centre, a part of its heavy engineering division, and shall be constructed at its existing shipyard at Hazira (in Gujarat) and the new shipyard coming up at Katupalli near Ennore (in Tamil Nadu).

L&T has already been building special purpose vessels and heavy lift ships for export at its Hazira Yard. It is equipped to construct ships upto 20,000 tonnes. **Source : Deccan Chronicle**



The **ANGLIAN PRINCESS** seen enroute Damen Shiprepair in Schiedam - **Photo : Marius Esman ©**

JAN DE NUL SEES BENEFITS OF THE STAN TUG 1606

Dredging giant Jan De Nul can clearly see the benefits of the DAMEN Stan Tug 1606 - often dubbed the workhorse of the industry – with 11 Stan Tugs joining its fleet in the last few years. In 2008, Jan De Nul placed an order for five



additional Stan Tugs and this had followed quickly on from another major order in 2007 when the Belgian firm ordered six Stan Tugs, as well as four DAMEN Fast Crew Suppliers. To be delivered over a period of 18 months, the five latest vessels have all been built at Albwardy Marine Engineering in Dubai, one of DAMEN's joint venture shipyards in the Middle East. With a Bollard Pull in

excess of 15 tonnes and a speed of 11 knots, the vessels are particularly well equipped for assisting big hopper and cutter dredgers in many different operations.

DAMEN's Sales Director Europe, Joris Neven, says these workboats are very versatile. They can be used in connecting/disconnecting to the bow when it is necessary for the large dredgers to pump sand ashore or for smaller

dredging jobs. "They are a very capable working tool for all kinds of assists, pushing, towing...The Stan Tug 1606 is a very robust workboat."

All five new Jan De Nul Stan Tugs have been delivered already. Three are still in Dubai and will later be deployed on various support jobs with the large cutters, presently being built in Croatia. One will join the huge Manifa Field Causeway project in Saudi Arabia and the fifth is destined to be involved in the extension works of the Panama Canal.

Neven is very proud that DAMEN could meet Jan De Nul's exacting standards. "Jan De Nul has very high quality standards, only the best is good enough." During the build of the last five Stan Tugs, Jan De Nul asked DAMEN to move the position of the exhaust pipes so these latest vessels look slightly different from the standard version.

"Quality is of the highest importance and DAMEN's standards match those of Jan De Nul very well," says Neven. Another advantage of the Stan Tug 1606 is its very short delivery time. The DAMEN Stan Tugs are being built in several DAMEN yards, in China, Vietnam, South Africa, Poland and in the Middle East for instance but also at non-DAMEN yards around the globe, in line with the DAMEN Technical Cooperation concept. "There will always be a need for this type of vessel. It is part of our strategy to continuously build the Stan Tug series so we can always accommodate short delivery requests," says Neven. **Source : Damen**

Save our shipyards message from German politicians

Politicians from Germany's coastal states called on the government to help save the country's shipbuilding industry. Ahead of a meeting for shipbuilders, Schleswig-Holstein state premier Peter Harry Carstensen told financial daily Handelsblatt that the government needs to step in and help solve problems in the industry. "I expect that the meeting of the maritime coordinator with the coastal states will bring progress in solving the long-running financial problems in the maritime economy," he told the paper. German shipbuilders must be able to "build ships in Germany again," he added, suggesting aid for work in new technology.

Mecklenburg Western-Pomerania's state premier Erwin Sellering also said the industry was at a critical point. Sellering told broadcasting station NDR that chancellor Angela Merkel must make a decision soon to encourage German banks to finance new shipyard projects. "Otherwise it will be too late for the shipbuilders in northern Germany," he said.

The global financial crisis has affected shipbuilders around the world, he added, predicting that only 40 to 50 percent would survive. "But I want the northern German companies to make it," he told NDR. **Source : The Motorship**

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The **CRESTWAY** seen in Ijmuiden – Photo : Marcel Coster (c)

Magadan icebreaker to pilot ships into the port of Magadan until May 10

Magadan icebreaker, owned by Far East Shipping Company (FESCO) will continue piloting vessels inbound and outbound Magadan port until May 10, 2010, the FESCO press service said. This year there is the most difficult ice condition on the approaches to the port of Magadan, to persist, the weather forecast says, until April 10-15 2010. The icebreaker has to operate on the 135-140-mile route.

As to other FESCO's icebreakers, Admiral Makarov ship may leave the Tatar Strait in the first decade of April 2010. Krasin icebreaker time-chartered by Exxon-Oil & Gas Ltd., will continue operating until the first decade of May 2010 in the Tatar Strait and Sakhalin Island offshore near the Orlan platform. The Department of Special Fleet of FESCO said the ice conditions there was more difficult than in previous years. **Source : PortNews**

MOL switches UK ports on West African (ARN) service

MITSUI OSK Lines (MOL) is to call at London Thamesport instead of Felixstowe as it alters rotation on the Africa Rainbow Northern loop (ARN), that connects to New World Alliance's Asia Europe Express (AEX).

"The decision by MOL to relocate this service is a great vote of confidence for London Thamesport," said Hutchison Ports UK CEO and owner of Thamesport David Gledhill. Hutchison also owns the Port of Felixstowe.

The ANR service will deploy three 2,100-TEU and follow a revised rotation of: London-Thamesport, Tangier, Abidjan, Tema, Lagos, Abidjan, Vigo, Antwerp, Zeebrugge and London-Thamesport. **Source : Schednet**

New LPG/Ethylene carriers for Anthony Veder

Anthony Veder has signed a newbuilding contract for three 6500cbm LPG/Ethylene carriers at Sekwang Heavy industries, Korea. The vessels will be delivered during the fourth quarter of 2011 and the first half of 2012. Options for further vessels of similar size have also been agreed.



The vessels will fully comply with the latest requirements of the industry and will have a Clean Ship notation for an environmental friendly operation. The vessels have an improved redundancy that will ensure continuous operation and increase the safety at sea and in port. Customary to our current ethylene carriers they will also have a very high cooling capacity allowing us to serve our customers better. Anthony Veder has currently a fleet of 20 gastankers operating worldwide. This expansion will increase the ethylene capacity in the fleet to a total of 11 vessels. Apart from gastankers for the petrochemical and LPG market Anthony Veder also operates a CO2 tanker and a LNG carrier.



The **PARADISE GLORY** seen in Rio Grande – Photo : Marcelo Vieira (c)

Job losses warned at Subic port

Cargo handler Amerasia International Services Inc. has warned of the "serious repercussions" on jobs at the naval supply depot once the contract between Subic Bay Metropolitan Authority (SBMA) and the Harbour Centre Port Terminal Inc. (HCPTI) is enforced. I wish to emphasize the great damage, prejudice and loss that would be inflicted on innocent parties, the current locators/cargo handling operators, including thousands of their employees that will be displaced when the SBMA-HCPTI contract is enforced," Eulalio Ventura, counsel of Amerasia, told the SBMA board in a meeting on Friday.

Ventura said SBMA committed to respect the lease contract of Amerasia at the NSD but would no longer allow it to operate as cargo handling operators in the areas awarded to HCPTI. Stevedoring and arrastre are major job generators. Amerasia alone employs about 300. This is despite an earlier pronouncement of SBMA that the SBMA-HCPTI contract will be without prejudice to Amerasia's contractual rights. Ventura said the manner of respecting Amerasia's 25-year contract is "absolutely meaningless and absurd because our client's contractual rights will be violated." The contract states that "the lessee shall use the leased property strictly for its business of providing cargo handling services....Use of the leased property other than the intended use shall not be permitted without the prior consent of the lessor." "The assurance made by Mr. (SBMA Administrator Armand C.) Arreza to Amerasia that the SBMA-HCPTI contract contains a provision about SBMA's commitment to honor existing contract was false, misleading and ill motivated," Ventura said.

Amerasia and other cargo operators said at the hearing conducted by the SBMA board that the high tariff is only one of the many legal flaws of the SBMA-HCPTI joint venture. He said locators/cargo handling operators were granted authority to increase tariff rates by 25 percent about four years ago although it was never implemented.

On March 5, however, the SBMA board issued a resolution approving a 95 percent increase in tariff rates in favor of HCPTI. "This would give HCPTI an annual revenue/income of P300 million. HCPTI can give you P50 million annually and they will still make good money out of the tariff income," Ventura said. SBMA approved the unsolicited proposal of HCPTI last November 20 entitled "Subic Agro-Industrial Logistics Port – A Proposal for Private-Public Partnership between Subic Bay Metropolitan Authority and Harbour Centre Port Terminal Inc." Under the agreement, HCPTI shall be SBMA's exclusive cargo handler of bulk (excluding fertilizer), break-bulk and general cargo for a period of 25 years.

Source : Malaya



The recently delivered **ESER K** (see news clippings last week) seen anchored off Singapore

Photo : Richard Matterson (c)

Chongqing's second largest container terminal starts operation

THE second largest container terminal in Chongqing on the upper reaches of the Yangtze, has been completed and started operation, Xinhua reported. Phase 1 project of the terminal, named Fuling Huangqi Container Terminal, and costing CNY650 million (US\$95.2 million), consists of two deep-water container berths and a back up yard of 55,000 square metres, able to handle 200,000 TEU a year.

Customs, inspection and other relevant authorities have set up offices at the terminal.

The terminal will be an important hub for the cargo flow to and from the hinterland regions of southeastern Chongqing and north Guizhou province, helping to boost economic development of these regions. **Source : Schednet**



The boatmen of the KRVE seen action in Rotterdam-Europoort

Photo : Rik van Marle (c)


Alphatron Marine at Asia Pacific Maritime 2010

Besides the usual showcase, Alphatron Marine Systems Pte. Ltd. introduces an extensive range of new and innovative products at Asia Pacific Maritime 2010, booth nr 3A 14:

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Schepen 'uitbrengen' in het sleepvaartmuseum

Voor het eerst in de ruim 30-jarige geschiedenis van het **Nationaal Sleepvaart Museum** te Maassluis is er vanaf 27 maart a.s. een expositie te zien die breder van opzet is dan alleen een onderwerp uit de sleepvaart, offshore of zwaar-transport. De nieuwe tentoonstelling met als titel "In vertrouwde handen" gaat over het 'uitbrengen' van schepen.

De oorsprong van de uitbreng-rederij **Redwise** ligt echter wel degelijk in de sleepvaart. Immers, niemand minder dan een van de aartsvaders van de bedrijfstak, Johannes F. Wijsmuller, was de oprichter van de rederij. Hij begon in 1906 met het uitbrengen van een kleine sleepboot naar Zuid-Amerika. Uitbrengen wil zeggen: Een deskundige tijdelijke bemanning verzorgt het transport van zeegaande vaartuigen op eigen kracht van willekeurig welke haven ter wereld naar iedere gewenste bestemming. Wat begon met een kleine sleepboot, die vanwege haar geringe bunkercapaciteit tijdelijk werd verbouwd tot zeilschip, ging verder met een lichtschip naar Suriname, een zeilschip naar Kopenhagen en een bebakeningsvaartuig naar Nederlandsch-Indië, om maar een paar voorbeelden te noemen. Wijsmuller liet daarna voor eigen risico sleepboten op Nederlandse werven bouwen, die hij exploiteerde tot hij een geschikte koper vond. Het vaartuig werd daarna uitgebracht naar de haven waar de koper was gevestigd. Op die manier werd niet alleen een uitbreng-rederij tot bloei gebracht, maar ook werd de basis gelegd voor een sleepvaartonderneming die tot de belangrijkste in Europa zou gaan behoren.



Helaas overleed de ondernemende Johannes Wijsmuller in 1923 op 46-jarige leeftijd. Hij liet een vrouw, vijf jonge zonen - de oudste was twaalf jaar - en één dochter achter, die nog niet in staat waren zijn bedrijf te leiden. De toen heersende economische crisis maakte de situatie extra problematisch met als resultaat dat geleidelijk, op een paar eenheden na, de hele vloot sleepers moest worden verkocht en er geen schip meer werd uitgebracht.

Pas in 1939 waren enkele van zijn zonen voldoende opgeleid en oud genoeg om in de voetsporen van hun vader te treden. Nadat één schip, de zuiger Sandon I, naar Bangkok was uitgebracht, blokkeerde de Tweede Wereldoorlog

echter de verdere realisering van de plannen van de broers. Na de oorlog richtten zij gezamenlijk de Rederij Gebr. Wijsmuller op met het doel schepen uit te brengen, net als hun vader deed. Er bleek enorme behoefte aan tijdelijke bemanningen om in Nederland gebouwde schepen naar hun buitenlandse opdrachtgevers te brengen. Niet alleen vrachtschepen, tankers, sloopschepen, vissers- en baggervvaartuigen werden door Bram, Bart, Toon, John en Arthur Wijsmuller bemand en uitgebracht, maar vooral ook sleepboten. Zo gingen in de jaren vijftig en zestig van de vorige eeuw



alle aan de Suezkanaalmaatschappij geleverde sleepboten als **Edgar Bonnet**, **Shahm**, **Mared**, **Qirsh**, **Chadid** en **Morgan** met Redwijsbemanningen naar Egypte. Het is daarom eigenlijk vanzelfsprekend dat juist in het Nationaal

Sleepvaart Museum een expositie over dit bedrijf te zien is. Overigens was 'Redwijs' de gangbare afkorting voor de naam van het bedrijf.

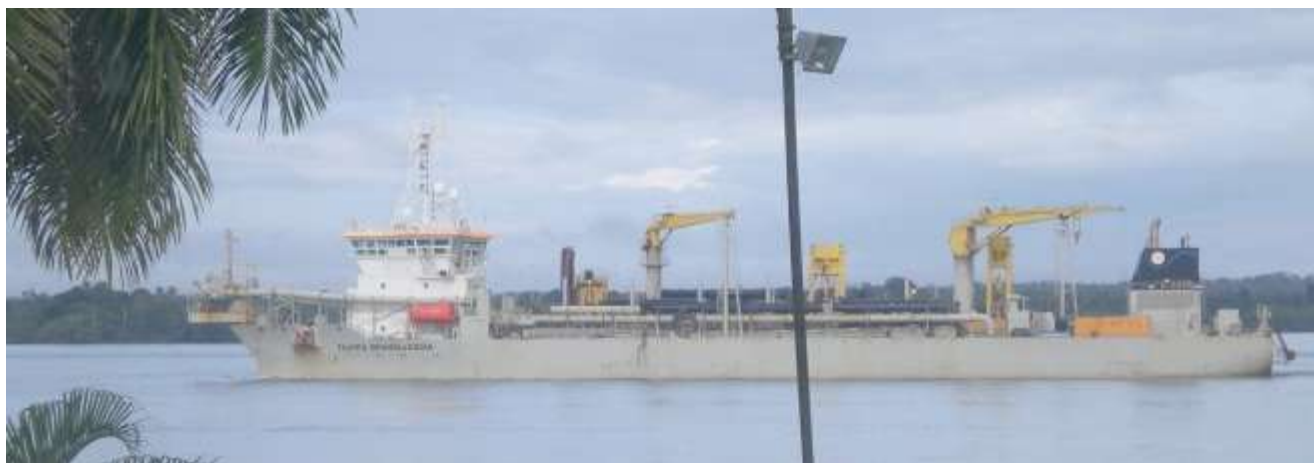
Nadat in 1960 de broers Wijsmuller de gelijknamige sleepvaartonderneming, die naast het uitbrengbedrijf nog steeds actief was, konden terugkopen ging het bedrijf daarna gebaseerd op twee pijlers voort in de vaart der volkeren. In de loop van de volgende veertig jaar werden honderden vaartuigen door Redwijs uitgebracht. Het sleepvaartmuseum laat in een vrijwel chronologisch gerangschikte fotogalerij een representatieve selectie van de uitgebrachte schepen zien. Daarbij zijn niet alleen markante sleepers, maar ook bijvoorbeeld passagiersschepen, tankers en landingsvaartuigen. De havens van bestemming zijn verspreid over de hele wereld, zodat iedere bezoeker en passant een kleine cursus topografie krijgt.

In 2002 werd het Wijsmuller-concern inclusief Redwijs overgenomen door het Deense Svitzer. Twee jaar later volgde wat betreft de uitbrengrederij een management buy-out. 'Redwijs' werd officieel 'Redwise' en was weer zelfstandig.

Sedertdien is de omzet van de in Bunschoten-Spakenburg gevestigde rederij verdrievoudigd. Veel uitbrengreizen vinden thans, in vergelijking met 100 jaar geleden, in omgekeerde richting plaats. Smit, Svitzer en Kotug en Iskes laten de laatste jaren sleepers in het buitenland bouwen, die door Redwise-mannen en vrouwen(!) naar Nederland of elders worden gevaren. Redwise staat erom bekend: "As long as it is seaworthy and able to sail under its own power" (zolang het zeewaardig is en onder eigen kracht kan varen) zullen hun bemanningen ervoor zorgen dat een schip desgewenst van de ene kant van de aarde naar de andere kant wordt overgebracht. Op het gebied van het uitbrengen van schepen blijkt er altijd werk te vinden. Redwise heeft de oudste papieren in de sector en heeft dus altijd een streepje voor. "Big or small, we deliver them all" is hun internationale slogan.



Aan de hand van foto's scheepsmodellen, dokumenten en curiosa is het vanaf 27 maart tot en met 26 september a.s. allemaal te zien in het Nationaal Sleepvaart Museum, Hoogstraat 1-3 te Maassluis, geopend iedere dag van 14.00 tot 17.00 uur, behalve op maandag, eerste Paasdag en eerste Pinksterdag.



The THSD **Filippo Brunelleschi** seen operating in Buenaventura, Colombia.
Photo : Bernhard Roosenburg (c)

OLDIE – FROM THE SHOEBOX



The TSHD **HAM 302** working in Table Bay harbour, Cape Town in 1962 after the entrance to the Duncan Dock had been widened.

Photo: Robert Pabst (c)



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.... PHOTO OF THE DAY



The **GEOPOTES 14** seen in drydock in Gdynia

Photo : Huib Hoek (c)

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