

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 092



**Number 092 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 92-04-2010**

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

<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS 15PS CERTIFIED</p>	
<b>SHORECRANES UP TO 208 M / TONS</b>			
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The German pilot SWATH **DOSE** seen operating in the Elbe River approaches

**Photo : Willem Knoppert (c)**

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## EVENTS, INCIDENTS & OPERATIONS



### Video Clips Show Sinking Navy Ship

Military authorities on Tuesday revealed video footage showing the moment the Navy corvette **Cheonan** sank in the West Sea last Friday. The one-minute-20-second clip was filmed by a marine stationed on nearby Baeknyeong Island using a thermal observation device. This makes it possible to observe objects at night by detecting temperature differences.

*A high-speed boat (left) approaches the sinking corvette Cheonan in this grab from a night-vision video clip released by the Defense Ministry on Tuesday. /Courtesy of the Korean Navy*



The clip shows the moment the bow of the **Cheonan** started to sink with the stern already broken off three minutes after an explosion broke the

ship in two on March 26 and a naval fleet of high-speed boats approached the sinking ship at 9:56 p.m. In the first sequence, the ship lists to the side and is becoming submerged, while in the second the fleet of high-speed boats circles round the **Cheonan** keeping a safe distance.

A military officer said, "Hearing the loud noise from the sea, the marine looked around and began filming after he spotted an object on the surface of the water. The distance was less than 2 km." Meanwhile, the coast guard on Tuesday made public a 116-minute video filmed by Patrol Boat 501 right after the corvette sank. It begins with footage of a rigid inflatable boat being lowered to the surface by a crane from Patrol Boat 501 at the scene of accident and shows coast guard members rescuing sailors. The RIB is seen arriving near the sinking ship and coast guard members taking 10 to 12 sailors one by one by the hand and hauling them up. Some of the rescued sailors did not wear life jackets but only thin T-shirts, showing how much they were taken by surprise. Two Navy high-speed boats are seen focusing their searchlights on the sinking ship, two-thirds of which is already under water. **Source : Chosun**

**See the clips at : [http://english.chosun.com/site/data/html\\_dir/2010/03/31/2010033100337.html](http://english.chosun.com/site/data/html_dir/2010/03/31/2010033100337.html)**

## Shell begint productie op recorddiepte

Shell is woensdag begonnen met de productie in het zogeheten Perdido-veld in de Golf van Mexico. Daar wordt olie en gas opgepompt van een recorddiepte van circa 2450 meter. Dat heeft het energieconcern woensdagavond laat bekendgemaakt. Perdido kent een piekproductie van 100.000 vaten olie en 566.000 kubieke meter gas per dag. Dat is voldoende om vijfhonderd auto's vijftien jaar te laten rijden. Shell deelt het veld, dat 320 kilometer buiten de Amerikaanse kust ligt, met de branchegeenoten Chevron en BP die belangen hebben van respectievelijk 37,5 en 27,5 procent.

## YOUR HELP IS REQUIRED

News clippings reader **Leendert Korteweg** Grandfather found his seaman's grave on board "**Mayaro**" on January 24th 1919 on her way from New York to Trinidad.

## Mayaro (built 1900 as Pegu)

3,896 gross tons, length 359.9ft x 45.0ft, single screw, speed 11.5 knots. Accommodation for 48-1st class passengers. Built 1900 by W. Denny & Bros, Dumbarton as the **PEGU** for Burmah Steamship Co. (P. Henderson & Co.), Glasgow. 1911 sold to Trinidad Shipping & Trading Co. Ltd, Glasgow renamed **MAYARO**. 1921 transferred to Bermuda & West Indies S.S.Co. Ltd (Furness, Withy & Co. Ltd), Hamilton, Bermuda. 1929 scrapped at Briton Ferry, UK

Routes: New York - Bermuda / Canada / West Indies.

Leendert is urgently looking for a photo, info and / or the possible logbook of the "**Mayaro**" For any possible info, pls. contact Leendert at [lkorteweg@planet.nl](mailto:lkorteweg@planet.nl)

**Your help in this is appreciated !!**

## Nation mourns diver who perished during rescue operation

The funeral ceremony for a Navy warrant officer who died Tuesday while on a search mission for the missing sailors of a sunken naval ship will take place at the Armed Forces Medical Command on Saturday.

The 1,200-ton corvette **Cheonan** broke into two parts and sank near Baengnyeong Island on Friday night after a mysterious explosion. More than 200 military and civilian divers have endeavored since Sunday to enter the stern of the ship at a depth of 45 meters - believed to hold 46 missing crewmembers.

Han Joo-ho died after complaining of breathing difficulties and losing consciousness during the operation. He was one of the first divers to arrive at the wreckage. "Han was conducting an underwater operation near the submerged stern when he lost consciousness from the intense pressure. He was immediately transferred to the low pressure chamber on the U.S. rescue vessel **Salvor** and was resuscitated but died," said a military official. The USNS **Salvor** is one of four U.S. Navy ships assisting in the search and recovery efforts in the West Sea.

"I told him to back out. But he insisted, saying 'I do it for honor.' So I said to take extra caution," said Han's son, Army First Lieutenant Han Sang-ki. The 53-year-old underwater demolition specialist joined the navy in 1975. Han was known as an expert even among special forces personnel. During his 35 years of service, he received numerous commendations, including from the prime minister and the defense minister.



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Han was also a member of the "Cheonghae" unit, the Navy's first combat mission deployed overseas. The first Cheonghae unit took part in the U.S.-led antipiracy campaign in the Gulf of Aden off the Somali coast in April 2009. Five Koreans and 18 Filipinos had been held captive for three months by Somali pirates before being released in February 2009.



"I could have enjoyed a relaxed military life. But I still feel something lacking," Han said in an interview after volunteering to take part in the mission. "My duty as a soldier is to protect the lives of citizens and our national interest. I hope the deployment may give the public a renewed sense of hope."

In light of his dedication, President Lee Myung-bak ordered the Cabinet to pay utmost respect to the late diver. "Warrant Officer Han has sacrificed 35 years of his life for this country. Treat Han with the highest respect," Lee was quoted by his spokeswoman Kim Eun-hye as saying. The Ministry of National Defense has decided to confer Han with Gwangbok Medal, 5th class Order of National Security Merit.

Military divers have so far managed to attach ropes to the aft and forward parts of the ship for their search operations. There has been little progress, however, due to strong currents, low temperatures, and poor underwater visibility.

**"With an underwater current speed of 3 to 4 knots**, the divers feel like they are standing at the top of a building when a typhoon is blowing. The West Sea has the third fastest underwater current in the world," said Commander Song Moo-jin of the Ship Salvage Unit in a press briefing on Tuesday.

Currents had reached **5.33 knots** on Tuesday when Han went underwater. The urgency of the matter has forced divers to take great risks. Two members of the SSU, Senior Chief Petty Officers Kim Jeong-ho and Kim Hyun-jin, also passed out during the operations and are now recovering. **Source : Korea Herald**



The **ITC CHINOOK** seen arriving in Ijmuiden – **Photo : Joop Marechal (c)**

## Nakheel Names New Chairman, Board to Implement Restructuring

Nakheel PJSC, the Dubai World property unit restructuring \$10.5 billion of debt, appointed Ali Lootah as its new chairman, replacing Sultan Ahmed Bin Sulayem. The Dubai government also named four new members to the developer's board: Khaled Bakheet, Khalil Awad, Adel Al Shaer and Ibrahim Al Fardan, it said in an e-mailed statement today. Nakheel, the developer of palm-shaped islands off Dubai's coast, is restructuring \$10.5 billion of financial and trade creditor debt, a spokesman for Dubai World said on March 25. The company will receive \$8 billion in cash from the government, taking the total support to \$9.2 billion and helping it pay contractors and complete projects after Dubai's property market slumped. The new board will work to complete "essential projects," enabling the company to meet all obligations, the government said in the statement. The board is confident that Nakheel can recover "quickly" and in a "balanced" manner. Lootah is also the vice chairman of Mashreqbank PSC.



The **NILEDUTCH BRAZIL** seen moored in Hamburg – Photo : Erik Matzinger (c)

## S.Korean ships hunt for clues to warship disaster

Mine-detector ships searched Thursday for any signs that a South Korean warship was sunk by North Korea, as US President Barack Obama offered Seoul sympathy and support. Almost six days after a 1,200-tonne corvette broke in two and sank near the tense North Korean border, the incident remains shrouded in mystery -- adding to the anguish for families of 46 missing sailors. Defence ministry and presidential officials have dismissed media reports that the ship had been tracking North Korean submarines at the time. "There were no abnormal activities by North Korean submersible craft or submarines in relation to this incident," ministry spokesman Won Tae-Jae said.

Seoul has not cited any evidence the North was involved, although the defence minister has said a North Korean mine -- either drifting or deliberately placed -- might have caused the disaster. The disputed Yellow Sea border where the Cheonan went down on Friday was the scene of deadly naval clashes in 1999 and 2002 and of a firefight last

November. A spokesman for the Joint Chiefs of Staff told AFP mine-detecting vessels are searching the area for possible shrapnel or parts of a torpedo or mine. He said a 60-member investigation team of military and civilian experts, including specialists in naval weaponry, explosives and shipbuilding engineering, was being formed. President Lee Myung-Bak, who has ordered the military and civil service on heightened alert, said the country's credibility is at stake. "There should be no suspicion or negligence" in the investigation or the government's affairs alike, he said. "That is the way for South Korea to gain trust in the international community." Obama called Lee "to offer his support and condolences", the White House said. US ships are already taking part in a major salvage and rescue operation off Baengnyeong Island, which was suspended Wednesday because of rough seas.

Divers battling strong currents and frigid murky waters have not yet been able fully to search the hull sections. Media reports said they had found the hull was split cleanly, as if with a knife, although there were conflicting theories on what this might mean. The Kyunghyang daily quoted one expert as saying the clean edges suggested metal fatigue in the 21-year-old ship. Chosun Ilbo newspaper said the shock wave from a torpedo could have caused welds to open. The JCS spokesman said he could not confirm the divers' findings. Authorities reported the sound of an explosion before the sinking.

One expert, however, told AFP he believes the warship may have grounded near Baengnyeong Island. My scenario is this: the ship grounded in the shallow water which is not usually navigated and took in water from the damaged bottom," said Paik Jeom-Ki, a Pusan University professor of ship mechanics. "When the stern lost flotation and became weighed down with water, the ship broke into two. The sound of metal being torn apart may sound like an explosion." Yonhap news agency said the ship's stern was damaged, although not severely, during the 1999 naval battle with the North. A total of 58 people were rescued from the bow section of the 88-metre (290-foot) ship soon after the sinking. Hopes of finding more survivors faded Monday when divers heard no response after banging on the two sections of the sunken hull. But angry and tearful relatives have been demanding swifter rescue action.

## Samensmelting Boskalis en Smit nadert

Het moment waarop maritiem dienstverlener Smit Internationale wordt ingelijfd door baggeraar Boskalis nadert met rasse schreden. Boskalis maakte donderdag bekend dat meer dan 95 procent van de aandelen Smit zijn aangemeld en dat de beëindiging van de beursnotering van het Rotterdamse bedrijf wordt aangevraagd.



Photo : Piet Sinke (c)



Boskalis neemt Smit over voor 60 euro per aandeel ofwel ruim 1,3 miljard euro in totaal. Bovenop het bod per aandeel krijgen de aandeelhouders van Smit nog 2,75 euro dividend per aandeel uitgekeerd. Nu Boskalis over meer dan 95 procent van de aandelen kan beschikken, wordt binnenkort de zogeheten uitkoopprocedure gestart. Daarin krijgen de resterende aandeelhouders alsnog de kans om hun stukken te verkopen aan Boskalis, dat daarna Smit van de beurs zal halen.

Boskalis maakte ook bekend dat Smittopman Ben Vree een plaats krijgt in de eigen raad van bestuur. President-commissaris Herman Hazewinkel verhuist ook mee naar de baggeraar.



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The **HIRMAND** seen moored in Rotterdam-Europoort - **Photo : Rob Smith (c)**

## **Obama to S. Korea: U.S. able to help on sunken ship**

President Barack Obama told South Korean President Lee Myung-bak on Wednesday that the U.S. Navy is prepared to offer further help to South Korea in its search for sailors believed trapped on a sunken ship. Obama called Lee to offer support and condolences after the sinking of the South Korean naval vessel Cheonan on March 26 near a tensely disputed maritime border with North Korea.

"The president told President Lee that the thoughts and prayers of the American people are with the families of those missing and with the family of the South Korean Navy diver who died trying to rescue them," said a White House statement.

Frantic rescue efforts have been hampered by murky water and strong currents at the site, which lies just south of the disputed border and within range of North Korean artillery. Fifty-eight crew members were rescued before the ship snapped in half and sank. Early suspicions were that the North was involved in the sinking, but South Korean officials later said there was no clear indication Pyongyang had played a part.

Obama noted to Lee that the U.S. Navy had already helped search and recovery efforts and said "We were prepared to provide further help if needed," the White House said. They also discussed the upcoming Nuclear Security Summit in Washington on April 12-13.



The **SAN FELICE** seen enroute Amsterdam – Photo : Marcel Coster (c)

## Port town prays for 60 men held by pirates

For nearly 200 years, the men of Salaya have been crossing the sea in wooden dhows, sailing all the way to the coast of East Africa with merchandise to bring home money that keeps afloat their village on the coast of the Gulf of Kutch. But, there is worry written on every face in Salaya.

Because somewhere in the dangerous waters off Africa, some 60 men of Salaya, most below the age of 25, are being held hostage by Somali pirates who swooped on their dhows a week ago — over 100 Indians were said to have been taken captive. The pirates have with them seven dhows from Salaya — Nal Narayan, Al-Kadari, Osmani, Vishva Kalyan, Sea Queen, Al Ijaz and Krishna Jyot. The vessels were ferrying building material, sugar and general cargo from Dubai to Somalia.



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The men taken hostage are from 15 families but all of Salaya is praying for their safe return. And today, as men gathered in the village mosque, there was more bad news: another craft, the Al Barani, had been hijacked by the pirates, with 11 local men on board.

State authorities say they have no information. "These craft and seamen don't come under our purview. Only the Directorate General of Shipping may have some information," said Captain S C Mathur, chief nautical officer of the Gujarat Maritime Board. This village has known no occupation other than seafaring though the vessel numbers have dropped over the years — Salaya still has 135 vessels. The dhows, called the vahanvattas, are similar to the ones that set out 200 years ago for the Middle East and Africa, except that these now have motors and radios. **Source : Indian Express**



The tug **RAM** seen operation in the Indira Dock in Mumbai – **Photo : Piet Sinke (c)**

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## NAVY NEWS



Yesterday at the Mazagon Dockyard in Mumbai the 163 meter long P-15A Kolkata class destroyer **CHENNAI** (yard number 12703 ) was launched by Mrs Smt. Elizabeth Antony, the **CHENNAI** is the third vessel of the series built by the yard for the Indian Navy from which the first vessel, named **KOLKATA** is expected to join the navy in 2012 , the second vessel is named **KOCHI** , Four more ships are planned under Project 15B, and construction was approved by India's Defence Acquisition Council in February 2009

## MARAD to remove remaining Suisun Bay "ghost ships"

A long running "toxic ships" battle looks to be coming to a close. The federal government announced today that it would remove the remaining 52 ships that currently sit in the Suisun Bay as part of an agreement with environmental groups that was filed in federal court in Sacramento, Calif., the Department of Justice and Department of Transportation announced.

The Department of Transportation's Maritime Administration (MARAD) has already begun removing obsolete ships from Suisun Bay for recycling including four ships that have been removed since November 2009 and a fifth that was removed today.

The agreement outlines MARAD's commitment to remove 20 of the ships that are in the poorest condition prior to Sept. 30, 2012. Before their removal, these ships will be sent to a local dry-dock for cleaning that involves removing marine growth from the underwater hull and removing flaking paint from areas above the water. All other ships at the site will be cleaned of flaking paint within two years and removed from the fleet by Sept. 30, 2017.

Additionally, MARAD will clean the horizontal surfaces of the ships every 90 days to prevent peeling paint from dropping into the water, inspect the ships on a monthly and quarterly basis and collect water runoff samples for testing. No new ships with excess flaking will be admitted to the site.

"This agreement is evidence of the Obama Administration's pledge to work with our local partners toward a common goal of better protecting the environment," said U.S. Secretary of Transportation Ray LaHood.

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"The Department of Justice is pleased to have negotiated a resolution of this matter that is good for the environment and a demonstration of effective state and federal cooperation," said Ignacia S. Moreno, Assistant Attorney General for the Justice Department's Environment and Natural Resources Division. "All the parties are to be commended for developing a comprehensive program for the management of the Suisun Bay Reserve Fleet."

"We are following through on our commitment to clean and maintain these vessels in an environmentally sound manner," said David Matsuda, Acting Administrator of the USDOT's Maritime Administration, the agency tasked with managing the fleet. "We are moving expeditiously to remove the worst-polluting ships first and diligently moving to clean the rest."

The Natural Resources Defense Council (NRDC) says that the settlement agreement -- which must be approved by the Court -- resolves a long-running legal battle between MARAD and the NRDC, Arc Ecology, San Francisco Baykeeper, and the San Francisco Bay Regional Water Quality Control Board.

Under the settlement, which must be approved by the Court, MARAD will permanently remove all of the obsolete vessels for disposal by September 2017, starting with the worst ships first. More immediately, MARAD will get rid of the piles of hazardous paint chips from vessel decks within 120 days and, by September of next year, clean all peeling paint from the exteriors of the 25 worst ships while in dry dock.

More than 20 tons of heavy metals -- including lead, zinc, copper and cadmium -- have already fallen, blown or washed off the ships into the water, according to a MARAD-commissioned analysis. If not cleaned up, the vessels were projected to lose as much as an additional 50 tons of heavy metals in future years, as they succumbed to time and weather.

The environmental groups sued in 2007 to force MARAD to halt the discharge of toxic heavy metals and to clean up the vessels, which are moored near Benicia. The Regional Water Board joined the suit a year later. In January, Judge Garland Burrell sided with the plaintiffs and ruled that the decaying ships are illegally polluting the Bay.

Suisun Bay is critical habitat for several endangered and threatened species, including Chinook salmon and delta smelt. The State of California has warned residents to limit consumption of fish caught in Suisun Bay, due to pollution levels. The Ghost Fleet is moored in Suisun Bay, which is just west and downstream of the Sacramento-San Joaquin Delta.

**Source : MarineLog**

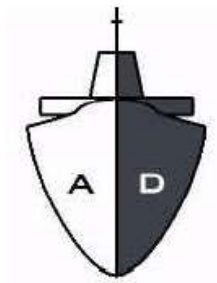


**HMS SCOTT** seen arriving in Cape Town – **Photo : Ian Shiffman (c)**



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The **FRONTIER PHOENIX** seen leaving the dock at Keppel-Benoi in Singapore - Photo : Bart Klos ©

## ADSB may acquire ship-designing firm to boost presence

Abu Dhabi Ship Building (ADSB) may acquire a firm specialised in designing ships next year, as part of efforts to increase its market share in the Gulf, said Chairman Homaïd Al Shemmari. He was speaking at a press conference during the Second Doha International Maritime Defence Exhibition and Conference in Doha, Qatar. Officials from naval shipyards, warship design, build, modernisation and repair companies, warships contractors, and manufacturers and suppliers of onboard systems are participating in the event. "Naval defence remains a critical regional concern... and the event enables major industry players to assess how we are meeting critical defence requirements and what our future directions should be. ADSBADSB will continue to explore prospective GCC projects that will further expand our regional presence this year," said Al Shemmari. ADSBADSB is in talks with South Korea's STX Offshore and Shipbuilding for a possible tie up. The shipbuilder is also set to launch a new website to showcase its most popular vessels: 72m Corvettes and 27m Patrol Boats for the UAE Navy; 64m Landing Craft exported to the Royal Navy of Oman; and 16m High Speed Interceptors for the UAE Critical National Infrastructure Authority. **Source: Emirates Business 24/7**

## Arabian Gulf Service Contract

Austal confirms an unconditional contract has been signed with Oman's National Ferries Company (NFC) for the maintenance of seven large high-speed craft. The contract requires Austal deliver vessel maintenance services for NFC's five high speed ferries and two Oman Coast Guard rescue boats, co-managed by NFC, for a period of up to five years.



Work will be performed by Austal at various regional ports within the Sultanate of Oman, including the capital city, Muscat.

Austal's service presence in the Middle East now includes hubs for the Red Sea (Egypt) and the Arabian Gulf (Oman), with a regional office in the UAE to open in coming months. Austal General Manager – Service, Chris Pemberton, said the contract highlighted Austal's growing vessel maintenance and technical management offering.

"With experience from more than 200 vessel deliveries worldwide, Austal Service offers practical

expertise and professional advice on all aspects of ongoing vessel repair, maintenance and Through Life Support (TLS)," Mr Pemberton said.

Austal was awarded the contract following a competitive international tender process. Among the vessels covered by the contract are Austal-built 65 metre high speed vehicle ferries "**Shinas**" and "**Hormuz**", which were delivered to the Sultanate of Oman in 2008. Austal currently has similar vessel maintenance contracts underway in countries including Trinidad and Tobago and Egypt. **Source : Austal**

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## Baku port dredging to commence later this year

Consultancy Royal Haskoning has provided an update on the proposed development of a new port at Baku in Azerbaijan, and says dredging work there should commence later this year. "Currently, the Port of Baku is a main hub on the Transport Corridor Europe-Caucasus-Asia (TRACECA) corridor that connects Europe via the Caucasus and Caspian Sea with Central Asia and China," said Royal Haskoning. "Its location will significantly impact on North-South corridor trade as well, allowing fast and reliable cargo services between Russia's north-west and Persian Gulf states and Indian Ocean. It is therefore vital that the new port will be able to further expand as the area continues to develop. In parallel EU seeks to support the development of contemporary International Logistics Centre in the close vicinity to the new port."

The main focus of the new port will be a rail ferry terminal connecting the ports of Aktau, Kazakhstan and Turkmenbashi, Turkmenistan, to Baku. With around only 30 train ferry systems in the world, they are not widely used. Royal Haskoning has designed and redeveloped many of these including the other two rail ferry terminals on the Caspian Sea at Aktau and Turkmenbashi.

The new port will also provide a general cargo terminal, cargo handling facilities, ro-ro facilities and a passenger terminal. The further developments envisage the construction of large container terminal facilities at the new port. While the port of Baku, transport hub and other industrial facilities relocate, Baku Bay will be transformed from an industrial bay into a modern waterfront, including prime real estate developments.

Once relocation completes, traffic levels in the city should be improved, creating an improved environment and city experience. Meanwhile, the area around Alyat, will see improvements to its economy as opportunities for new developments and jobs become available and improvements to infrastructure such as water, sewage and electricity networks are made. Royal Haskoning said dredging works are planned to commence in 2010, in parallel with the detailed design of the port which is set to be finalised in the summer of 2010. This will be followed by the main construction works contract including the quay walls, ferry terminal and main port infrastructure. **Source : Dredging News Online**



The **JUMBO VISION** seen enroute Rotterdam – Photo : Krispen Atkinson (c)





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## Vietnam: Japanese investors eye ports

Itochu Group, a Japanese investor, has already submitted a proposal to the Ministry of Transport on co-operation with Vinalines to develop the Lach Huyen Seaport in Hai Phong. Under the proposal, the Japanese investor would invest US\$160 million to build two wharves for container ships. The Vietnamese Government would have to invest \$260 million in infrastructure development around the seaport, the newspaper said. The seaport, if developed, would be the largest in the north - comprising of a total of 11 wharves with an annual capacity of 35 million tonnes of cargo.

Vinalines is very interested in working with Japanese port investors to learn about the development and operation of deep-water seaports, said Vinalines chairman and general director Duong Chi Dung. Besides the Lach Huyen Seaport, Vinalines is seeking investment from Japan to build and manage the Van Phong deep-water seaport in Khanh Hoa Province, the largest in East Asia with 41 wharves. If the co-operation between Vinalines and Itochu went ahead, it would be the first local seaport financed by a private Japanese investor, deputy Minister of Transport Ngo Thinh Duc was quoted as saying. Some other large transport enterprises in Japan, including Mitsui OSK Lines, had proposed leasing the Cai Mep-Thi Vai Seaport when its construction finished in 2012, he added. Japan is the largest donor of foreign aid to Viet Nam and has already contributed to upgrading Cat Lan, Hai Phong, Tien Sa, Sai Gon and Cai Mep-Thi Vai seaports. Nguyen Ngoc Hue from the Marine Department has said Viet Nam needs at least \$56 billion to build and upgrade seaport infrastructure before it will have a developed sea economy. But the State could only finance 12-15 per cent of the total development, Hue added. **Source: VietNamNet**



The **FIELD EXPRESS** and **SHELF EXPRESS** seen moored in Malta – **Photo : Wouter van der Veen (c)**

## Allemaal nieuwe schepen

Bij de zee cruises noteert Amsterdam dit seizoen in Amsterdam en IJmuiden maar liefst vijftien 'maiden calls', waaronder de **MSC Magnifica** en de **Aida Blu** in maart. Maar ook elders in de haven zijn er weer de nodige 'maiden voyages', zoals op 15 maart de mv **Angele N** bij IGMA en op 24 maart het ro/ro schip mv **Høegh Copenhagen** bij Waterland Terminal. Een mooie opsteker in deze moeilijke tijden. **Bron : Haven van Amsterdam**



The pilot tender **ALFA 1** seen moored in Malta – **Photo : Anthony Vella (c)**

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The **HUSKY** seen conducting bollard pull tests in Rotterdam-Caland canal

Photo : Jan Oosterboer (c)

## Crude Carriers Corp. Announces Delivery of Its Second Vessel M/T "Miltiadis M II" and Employment of M/T "Alexander the Great" on an Index Linked Spot Voyage Charter

Crude Carriers Corp. Announced that it has taken delivery of the M/T '**Miltiadis M II**,' a 2006 built, high specification, Ice Class 1A Suezmax tanker with deadweight capacity of 162,397mt. The vessel has been transferred to Crude Carriers with the balance of its current voyage charter to Shell Trading & Shipping Co. with a remaining period of approximately 10 days.

The M/T '**Miltiadis M II**' is the second of the three vessels comprising the Company's initial fleet and was acquired at a purchase price of \$71.25 million. The vessel was built in 2006 by Daewoo Shipbuilding and Marine Engineering Co., in Korea to include high specification features, such as Ice 1A notation (capacity to navigate ice with a thickness of 0.8 meters or less), a bow thruster and controllable pitch propeller resulting in increased maneuvering capacity and fully coated cargo tanks which enable the vessel to transport or store clean petroleum products. According to industry data, a total of four Suezmax vessels with similar features have been built to date.

The remaining vessel, the **M/T 'Achilleas**,' a newbuilding Very Large Crude Carrier ("VLCC") currently under construction at Universal Shipbuilding Corporation in Japan, is expected to be delivered at the end of June 2010.

In addition, Crude Carriers announced the employment of the M/T "**Alexander the Great**," on a voyage charter to Shell Trading & Shipping Co. linked to the Baltic Dirty Tanker Route 3 ("TD3") commencing on delivery of the vessel from the shipyard with an approximate duration of 45 days. Crude Carriers took delivery of M/T "**Alexander the**



**Great,**" a newly built VLCC from Universal Shipbuilding Corporation at the Ariake Shipyard in Japan on Friday, March 26, 2010.

Evangelos Marinakis, Chairman and Chief Executive Officer of Crude Carriers, commented: "We are pleased to have taken delivery of the second vessel from our initial fleet promptly after the delivery of 'Alexander the Great' and shortly after completion of our IPO. Both vessels are trading currently with Shell Trading & Shipping Co., which underlines our ability to employ our vessels on attractive spot related charters with oil majors. We believe Crude Carriers is well positioned to give investors exposure to the crude tanker spot market." **Source : Crude Carriers Corp.**



The **MAERSK SEMBAWANG** seen enroute Antwerpen – **Photo : Henk de Winde (c)**

## **Kakinada Seaports in expansion mode**

Kakinada Seaports Limited (KSL) handled 10.42 million tonnes of cargo in 2009-10, which is 33.3 percent higher than that of 2008-09 (7.80 mt).

It has aimed at 13 mt by the end of 2010-11. Expansion projects worth Rs 800 crores, including the construction of six new berths, are in different stages of implementation. Sembmarine Kakinada Limited, the KSL's joint venture with Singapore-based Sembawang Shipyard for ship-building repairing, is set to commence its activities in six months, KSL Chairman and Managing Director K.V. Rao told media persons here on Wednesday on the occasion of the port's 11th anniversary.

A turnover of about Rs 230 crores is expected for 2009-10 compared to roughly Rs 180 crores in 2008-09. KSL has targeted to handle 20 mt of cargo by 2012-13. The focus is on seashore infrastructure, ship/ cargo handling equipment, channel deepening, draft maintenance and related super structure facilities, which are essential to achieve the long-term goals.

Construction of three berths which can handle all varieties of cargo is in progress and the remaining three await environmental clearance.

Capital dredging of channel to 13.5 meters draft and widening to 160 meters for accommodating Panamax vessels is a major component of the expansion projects. Development of new yards and warehouses was attached due priority.

Mr. Rao said Sembmarine Kakinada Limited was being established to operate a marine and offshore facility catering to offshore drilling units and merchant vessels trading and operating in the K-G basin. Sembmarine would initially provide riser- equipment repairs, afloat repairs and modules fabrication. Within 3 to 5 years, it becomes a one-stop integrated offshore service facility offering repairs, servicing and new-building of offshore vessels and ships, riser / equipment repairs. A sum of \$ 375 million was being invested in this project.

KSL Chief Operating Officer Y.S. Prasad, DGM (Operations) Capt. Jacob Satyaraju, AGM M Murali Krishna and others were present. **Source : The Hindu**

## WALSTROOM OP NOORDEREILAND

In navolging van de Maashaven is nu ook het Noordereiland in Rotterdam voorzien van walstroom. De binnenvaart die daar een ligplaats neemt, mag – conform de havenverordening - niet meer generatoren gebruiken om stroom op te wekken maar moet die van de op de wal staande elektriciteitskasten afnemen. Het gaat om in totaal 55 aansluitingen.



Dit jaar worden er nabij het centrum van Rotterdam nog 90 aansluitingen beschikbaar gesteld voor de binnenvaart in ondermeer de Heijsehaven, Waalhaven en aan de Feijenoordkade en Maasboulevard. Dan zijn 300 van de ruim 800 Rotterdamse ligplaatsen voor de binnenvaart voorzien van walstroom. Het aanbieden van walstroom aan de binnenvaart past in het beleid van het Havenbedrijf om de luchtkwaliteit in de haven te verbeteren. Daarom gebruiken ook alle nautische dienstverleners zwavelarme brandstof op het water. Bovendien hebben omgeving en bemanning zelf geen last meer van het geluid van draaiende generatoren.

De uitrol van walstroom voor de binnenvaart in Rotterdam komt tot stand in nauw overleg met de branche en is gebaseerd op de pilot 'Walstroom

Maashaven' die de afgelopen twee jaar heeft plaatsgevonden in de Maashaven. Binnenvaartschepen kunnen via een mobiele telefoon de walstroom aanvragen en aan de kade via een verlengkabel stroom afnemen.

André Toet, directeur Havenbedrijf: "Het Havenbedrijf is zich bewust dat onlangs bij de binnenvaart kritiek is ontstaan op de walstroom. Het gaat daarbij onder andere om de tarifiering. Het Havenbedrijf vindt het spijtig dat dit niet eerder - tijdens de proef – aan de orde is gekomen. Het wil hierover met de betrokken partijen constructief in overleg treden. Met de aanleg van walstroom is een investering van een aantal miljoenen gemoeid. De faciliteit is er om de binnenvaart ligplaatsen aan te bieden en niet om de belangrijkste vervoerstak van de Rotterdamse haven te verjagen."

Source : Port of Rotterdam

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## New port: Cargo handling to rise by 3mn containers

Minister of Ports and Shipping Senator Babar Khan Ghauri said after the completion of the deep-water container port the total handling capacity of containerised cargo will increase to five million Teus from the existing two million boxes per annum. The minister hoped that the new port will become a regional hub for trade and trans-shipment cargo as it is strategically located at Keamari Groyen on the eastern side of the existing harbour.

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He further said that Pakistan was blessed with a long coast of warm waters and presently, is having three ports, which gives a strategic advantage in accessing Central Asia and south-western China through an economical connection of South Asia, Central Asia and beyond. Speaking at the foundation laying ceremony of the marine protection works and construction of quay wall for the deep-water container port the minister lauded Chinese assistance and contribution towards developing several mega projects in the country.

Mr Ghauri sought Chinese assistance in developing expertise in Pakistan in the field of dredging, hydrography and port development works because Chinese companies have earned reputation on executing many such projects at home and abroad. He asked the visiting Chinese Vice-Minister of Transport Xu Zuyuan to help Pakistan in port development techniques because already several mega projects like Gwadar Port, construction of oil piers at Karachi Port were carried out by the Chinese companies. The construction of marine protection works and construction of quay wall for the deep water port has been awarded by the ministry of ports and shipping to China Harbour Engineering. Speaking on the occasion Chinese Minister for Transport Xu Zuyuan said that China was keen to see Pakistan develop at a faster pace and many Chinese companies have taken up mega projects, which a symbol of friendship between the two countries. He said Chinese companies have a long success stories in Pakistan and they undertook such projects like Gwadar Port, Chashma Nuclear Power project, terminals at Port Qasim and oil piers at KPT. Xu Zuyuan said that Karakoram Highway is a milestone in people-to-people contact of the two countries and is a symbol of friendship and commitment from China.

Chairperson KPT Ms Nasreen Haque in her welcome address emphasised the importance of the deep-water container port. She said that the total project cost is \$1.6 billion and it will be completed in phases, including marine protection work, quay wall construction, dredging and reclamation works and navigational aids work. The chairperson further said that dredging and reclamation work is already underway by M/S China Water & Electric and today the KPT is entering in second phase to start the construction of marine protection and quay wall works, which, too, has been awarded to China Harbour Engineering Company. Giving some details she said that marine protection works, includes the construction of three breakwaters and a sand dyke. She said that the design and standard of breakwaters are for 50 years. It is estimated to cost \$250 million and will attain completion in 30 months, she added. Present on the occasion were Secretary Ports and Shipping Saleem Khan, Chairman Port Qasim Admiral (retd) Asad Qureshi and former director general Ports and Shipping Capt Anwar Shah. **Source: DAWN**



The **BOW CHAIN** seen arriving in Rotterdam – **Photo : Marijn van Hoorn (c)**



## New order for Huisman's dedicated wind turbine installation crane

Huisman, the Dutch-based specialist in lifting, drilling and subsea solutions, has secured a new contract with Centrica and MPI Offshore Limited to supply and install a new, state-of-the-art 600mt Wind Turbine Installation Crane onboard the Wind Turbine Installation Vessel "**MPI Resolution**". The crane will be constructed, installed, commissioned and tested at the Huisman facility in Schiedam, The Netherlands.

The Wind Turbine Installation Crane is custom-designed for the installation of offshore wind turbines and derives from Huisman's many years of experience in the design, fabrication and service of heavy lifting equipment. A combination of superior technical features, such as a low overall crane construction weight (580mt), reduced minimum radius operating ability (12.5m) and minor tail swing, delivery of the new crane within a very tight schedule and installation at Huisman's ideally situated Schiedam facility convinced CREL and MPI Offshore Ltd to choose Huisman.

The new crane will replace the existing 300mt main crane onboard MPI Offshore Limited vessel to prepare it for larger wind turbine component handling requirements for long term vessel charterer Centrica Renewable Energy Ltd (CREL). In the first quarter of 2011, the upgraded vessel is scheduled to be deployed for turbine installation operation upon CREL's forthcoming 270MW Lyncs wind farm project situated off the UK's Lincolnshire coast.



The **BUNGA MELATI 6** seen outward from Rotterdam – Photo : Krispen Atkinson ©

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



The first Transition Pieces (280 ton each) for the **Greater Gabbard Windfarm** was successfully installed last week with the free floating Heavy Lift Vessel **Jumbo Javelin**. The vessel loaded 9 TP's and sailed from Vlissingen to the Offshore location and installed one after the other in order to load another set of TP's

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