

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 096



Number 096 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 05-04-2010(b)**

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The German pilot vessel GOTTHILF HAGEN seen at Elbe river pilot station

Photo : Cornelia Klier (c)

Due to mistake made on my side by putting the Monday morning edition too early on the server, you have received yesterday (Easter Sunday) the edition which was scheduled to be send out on Monday, due to Easter Sunday and lack of new I had planned to skip the Sunday edition, so these plans are changed as you can see herewith the "real" Monday edition with the latest maritime news and photos received

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Seen offshore Vung Tau, Vietnam, the Vietnamese flagged AHTS 'Binh Minh'

Photo : Richard Qualm (c)

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



The **CARLO MAGNO** seen departing with sheerlegs **TAKLIFT 6** from Rotterdam bound for the US Gulf where the **TAKLIFT 6** will be utilised at the wreck removal of the **ENSCO 74**

Photo : Jaap van de Meeberg (c)

Norwegians to raise submarine

The Norwegian Government has announced that the wreck of the WW2 German submarine **U-864**, which contains 65

tons of mercury, is to be raised, and that the contaminated seabed be covered with clean sand.



The submarine, which lies off the Norwegian west coast near Fedje, north of Bergen, has long been considered an environmental hazard by environmental groups and local people.

However, experts have disagreed on whether

or not the wreck should be raised or if it would be better to build a sarcophagus which would isolate the mercury from the marine environment, thereby eliminating the pollution hazard.

Head of the Norwegian Marine Safety Directorate, Magne Roedland says the wreck should be raised. He believes that the strong currents around the wreck will undermine the sarcophagus, resulting in leaks of mercury. The local population agree and have said the wreck must be removed.

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Last week, Fisheries and Coastal Minister Helga Pedersen announced that she had decided that the wreck will be raised. 'I have given highest consideration to the insecurity felt by the local population, as well as the concern by the fisheries industry over possible contamination of the waters, if the wreck would just be entombed,' she said..

Source : Fishupdate



AVRA's tug **NORTH** arrived with the barge **TERRA MARIQUE** in Rotterdam

Photo's : Jan Oosterboer ©



Hoax Rhyl rescue call cost £8k, says RNLI

A hoax emergency call which sparked a search by lifeboat and coastguard crews cost £8,000, says the RNLI.

The caller said a man had been seen entering the water at Towyn, near Rhyl, Denbighshire, in a small dinghy on Good Friday evening and had not returned. Rhyl's all-weather and inshore lifeboats were launched and coastguards searched nearby beaches.

The search was halted after an hour when police found the call had come from Cheshire. Both lifeboats searched an area between Kinmel Bay and Pensarn up to a mile (1.6km) out to sea, while coastguards searched the shoreline. An RNLI spokesman said: "Both these (lifeboat) services are volunteers and this hoax was a complete waste of resources and time, and could have taken essential emergency units away from a real casualty." **Source : BBC**



The **ROLLDOCK SUN** arrived again at the Western Jurong anchorage
Photo : Capt Neil Johnston ©

Teamsters go on strike at Jeffboat

Around 600 workers went on strike last Friday morning at Jeffboat, Jeffersonville, Indiana.

Jeffboat, the manufacturing division of American Commercial Lines Inc. is the largest inland shipbuilder and repair facility in the U.S. The strike began when the contract between Teamsters Local 89 and Jeffboat expired. American Commercial Lines and the union have been negotiating on a new contract since last fall.

Local broadcaster Fox 41 quotes Fred Zuckerman, president of Teamsters Local 89 based in Louisville, as saying both sides were "close" on wages, but remained far apart on health insurance. The union workers pay part of the cost now.

"Not only did they want higher contributions, they were going to reduce the benefits which was actually the rub," said Mr. Zuckerman,

Mr. Zuckerman told Fox 41 he expected the company to bring in replacement workers and that the union was prepared for a long strike.

Just last month, Jeffboat and Local 89 received the 16th annual Labor-Management Award from the University of Louisville Labor-Management Center for cooperative relations between management and labor with the goal of improving safety, production, employee performance, efficiency, and cost effectiveness for optimal performance.

Source : MarineLog

Ship's oil blunder costs Danish firm \$30,000

A Danish shipping company has been fined \$30,000 after spilling about 1000 litres of diesel and oil into the Waitemata Harbour. The spill created a slick 500m wide, which floated across the harbour, under the harbour bridge, and coated a number of boats before washing up on the beach at Little Shoal Bay, near Birkenhead.

K/S Dania Spring - owner of the cargo ship **Thor Spring** - has been convicted of discharging diesel and heavy fuel oil into the sea by Environment Court judge Fred McElrea (sitting in the Auckland District Court) after an accident on November 29, 2008. In an agreed summary of facts, prosecutors for the Auckland Regional Council said officers' efforts to clean up the spill were hampered because the ship's captain had told them only 10 to 20 litres of diesel and oil had spilled.

Representatives for the shipping company later agreed the real amount spilled was about 1000 litres. The spill seems to have been caused when crew over-filled a fuel tank while filling up at Auckland port. Little Shoal Bay was closed from November 29 to December 2, 2008, while authorities used a bulldozer to remove 4 tonnes of contaminated sand and debris after some of the spill washed up there.

Authorities were alerted to the slick only after a member of the public spotted it and called the Fire Service.

In a letter to the shipping company, Ports of Auckland general manager Wayne Mills said he was concerned no one from the company had reported the spill. Crew were seen running around using sawdust to clean the deck of the ship about 10 minutes after the overflow, about 5.18pm. The ship's representatives said the master of **Thor Spring** called the company, Graig Ship Management, on an emergency line at 5.40pm to say there had been a spill. The shipping company paid the regional council \$16,858 for the cost of the beach clean up and the council will receive 90 per cent of the \$30,000 fine.

Lawyers for Thor Spring did not return the Herald's messages last week. A spokesman for the ship's New Zealand agent, Wilhelmsen Ships Service, said he did not wish to comment. Source : nzherald



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The **COSCO TAICANG** seen in the German port of Hamburg – Photo : Cornelia Klier ©



Turkish soldiers capture pirate skiff

Turkish commandos have captured nine pirates aboard a boat in the Gulf of Aden, the Turkish Armed Forces said in a statement on Thursday.

The frigate **Gelibolu**, serving as part of a Nato anti-piracy mission, intercepted the pirate skiff while monitoring the security corridor for merchant shipping 80 miles from the coast on Wednesday, the statement said.

"Commandos performed manoeuvres to intercept the boat and captured nine pirates on board," it added.

The Turkish Armed Forces' website published photos of the pirates at sea in their skiff and later, after their capture, holding their hands above their heads.

Seaborne gangs have increased their attacks in the Indian Ocean and Gulf of Aden in recent months, making tens of millions of dollars in ransoms from seizing ships, including tankers and dry bulkers. Several vessels have been hijacked this week alone. **Source : Reuters**

Keeping a good lookout



Above seen 2nd mate **J. v/d Veer** o.b. the **PLV Solitaire**, maintaining a good look-out during a severe, eye- blinding thunderstorm off the coast of Brazil.

Photo : Crew Solitaire (c)

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Kenya to stop pirates' trials

Kenya has formally announced it wished to stop the prosecution of suspected Somali pirates and cancel the agreements it has to that effect with several naval powers, diplomats said. The Kenyan authorities have sent "cancellation notes" to at least two of those powers' diplomatic representations in Nairobi, arguing it could no longer bear the burden on its prison and court systems.

Kenya has memoranda of understanding with the European Union, United States, Canada, Denmark, China and United Kingdom whereby it takes in suspects intercepted at sea and prosecutes them in courts in Mombasa.

"Two agreements have been cancelled with the embassies of Denmark and of the United Kingdom. I am also expecting to receive a similar letter," Eric van der Linden, head of the EU delegation in Kenya, told AFP.

"On our part, we are always ready to talk. I have been trying to discuss this with the foreign ministry and the office of the attorney general for weeks. I have not received a reply," he said.

More than 100 suspects have been transferred to Kenya by the Western and other warships patrolling the Indian Ocean to combat piracy.

Kenya, with the Seychelles the only littoral state that has agreed to take in suspects for prosecution, has recently complained that the strain on its over-populated prisons and congested courts was too heavy.

The agreements allowing foreign naval powers to hand over suspects to Kenya instead of taking them back home for prosecution include financial support from the UN Office on Drugs and Crime.

One million dollars have already been paid to Kenya for the development of its judicial and prison capacity.

UNODC's counter-piracy programme coordinator Alan Cole told AFP he hoped the Kenyan decision was "temporary".

The Seychelles last month agreed to take in suspects for prosecution but has an even more limited capacity and has demanded that convicted pirates be taken back to Somalia to serve their sentences. **Source : news24.com**



The shoalbuster **ODIN** seen off Vlissingen, according information received the vessel will be renamed **SEA ECHO** for Sea Contractors

Photo : Wim Kosten – www.maritimephoto.com (c)

Somali rebels planning attack on Mogadishu port

Hardline Islamist insurgents have plans to attack the Somali capital's seaport with vessels packed full of explosives, African Union peacekeepers and moderate Islamists said on Friday. Al Qaeda-linked al Shabaab fighters are waging a

deadly insurgency against the fragile Western-backed government, intent on imposing a harsher version of Sharia law throughout the impoverished nation.

"We have information that al Shabaab want to use a boat laden with explosives to attack the seaport," Major Barigye Ba-hoku, spokesman for the African Union peacekeeping mission in Somalia (AMISOM), told Reuters.

"We don't know when they might attack, but they are planning it," he said.

The AU also received intelligence from inside al Shabaab that trucks and animals such as donkeys and dogs could be used to target African Union (AU) troops and destabilise President Sheikh Sharif Ahmed's administration further.

"We know they are preparing trucks in the lower Shabelle region for suicide attacks," said Ba-hoku.

The moderate Islamist group Ahlu Sunna Waljamaca, which signed a power-sharing deal with the government last month, also said it had credible intelligence of a planned attack on Mogadishu's port. "We have concrete information that al Shabaab is planning to use boats to attack Mogadishu, Bossaso and Yemen ports," said Sheikh Abdullahi Yusuf, an Ahlu Sunna spokesman.

More than 5,000 peacekeepers from Uganda and Burundi are deployed in Mogadishu, but their operations are largely restricted to protecting the port, airport and the presidential palace. Clan rivalries have deprived Somalia of an effective government for nearly 20 years. Western and neighbouring countries say the anarchic nation is a breeding ground for militants intent on launching attacks on east Africa and beyond.

It is also a base for pirates seizing foreign ships for ransom. The last week has seen a spike in attacks on vessels heading for and out of Mogadishu. **Source : Reuters**



The **HS CHOPIN** seen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Warning as pirates make a killing off East African coast

A MARITIME watchdog issued an alert to vessels plying the waters off East Africa after five ships were attacked within 12 hours by Somali pirates. "It is a dangerous time for ships with the end of the monsoon season," Noel Choong, head of the International Maritime Bureau (IMB) piracy reporting centre in Kuala Lumpur, said.

"The pirates are lurking out there looking for ships to hijack," he warned. In the most violent attack, Somali pirates used automatic rifles and rocket-propelled grenades on a North Korean vessel heading to Mombasa port in a bid to board it on Wednesday. Nine seafarers were seriously wounded.

IMB said that with calm waters, a full moon and good visibility, pirates would strike even in darkness.

Since January, Somali pirates had attacked 32 ships, seven of which were hijacked. Pirates were holding eight ships and 143 crewmen of different nationalities.

Despite an international military presence, pirates have raked in huge ransoms. **Source : Sapa-AFP**

CASUALTY REPORTING



Oil leaking from coal ship Shen Neng 1 aground in Australia's Great Barrier Reef

OIL patches have been spotted in the Great Barrier Reef near a grounded coal carrier off central Queensland, a statement from Maritime Safety Queensland has confirmed. The vessel is stuck fast and is expected to require salvage assistance. The 230m-long bulk coal carrier **Shen Neng 1** ran aground about 70km east of Great Keppel Island just after 5pm (AEST) yesterday, sparking a national oil spill response plan.

Early-morning flights over the carrier showed a small number of oil patches about two nautical miles (3.7 kilometres) south-east of the ship. To date there has been no major loss of oil from the ship. A light aircraft from Rockhampton will spray chemical dispersant on the spilled oil by mid-morning today. Further inspections will then assess the effectiveness of the dispersant. Maritime Safety Queensland General Manager Patrick Quirk said aerial and sea inspections of the carrier had begun at first light.

The carrier is aground on a shoal and is not expected to be moved without salvage assistance. A salvage assessment is expected to be made later today. The **Shen Neng 1** has 23 crew aboard and they have been joined by a marine surveyor who is checking damage. **Source : Garry Luxton**

NAVY NEWS

India and Singapore begin naval wargames

India and Singapore have launched the **Simbex** naval wargames in the eastern seaboard which will be undertaken in two theatres, first in the Andaman Sea and then in the Bay of Bengal. Apart from helicopters and aircraft, India has deployed destroyer **INS Ranvir**, fast-attack craft **INS Batti Malv**, amphibious warship **INS Mahish**, tanker **INS**

Jyoti and a kilo-class submarine for the combat exercise. Singapore, in turn, has fielded frigate **RSS Intrepid** and missile corvette **RSS Victory**.




Photo : Piet Sinke (c)

"The Simbex exercises, 16 editions of which have already been held, have graduated from being purely anti-submarine warfare exercises to complex ones involving multiple facets of operations at sea," said an official.

This year's edition of the Simbex wargames, which will conclude on April 16, comes soon after the 'Bold Kurukshetra' wargames held between the mechanised forces of the two countries at the Babina field firing ranges in MP.

With land and airspace being a scarce commodity in the city-state, Singapore is increasingly utilizing Indian military facilities to train its own small but high-tech armed forces under special agreements. India, for instance, provides facilities to for exercises of mechanized forces at Babina and artillery at Deolali ranges as well as for fighters at the Kalaikunda airbase in West Bengal. **Source : Times of India**



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Commission recommends locating submarine replica at lake

At the March 18 Atascadero Parks and Recreation Commission meeting, Atascadero Lake Boat Rental Concessionaire Lloyd Reeves requested approval to place a quarter-scale replica of a 1928 **S-44** U.S. Submarine from World War II at the lake.

The replica would be approximately 42 feet in length and silent electric powered. The submarine would be open for tours and would include historic information on display.

According to the staff report put together by the Community Service Department, the proposed use of the replica include tours, being used for local fundraisers, school education trips and special events.

Reeves requested a 90-day trial period from mid-April to mid-July if the lake levels permit it.

Reeves proposed that tours of the submarine would be approximately 15 to 20 minutes and the cost would be similar to those to rent paddleboats, which are \$5 for kids and \$10 for adults. According to the staff report, Reeves said he estimates that he would take a loss locating the submarine at the lake due to the cost of the crane to place and remove it and the insurance coverage fees, but said he hopes that it would attract visitors to the Lake Park, which would increase paddleboat and surrounding businesses. **Source : Atascadero News**

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South Korea's four major shipbuilders Q1 orders up to US\$5.49 billion

The combined value of orders received by South Korea's four major shipbuilders in the first quarter of this year jumped more than five-fold from a year ago, the shipbuilders said on Thursday. The value of orders won by the four – Hyundai, Samsung, Daewoo and STX -- stood at US\$5.49 billion in the January-March period, compared with \$962 million for the same period last year, when the global shipbuilding industry was pounded by the global economic slump.

The sharp rise in the value of orders indicated the nation's shipbuilding industry may have hit bottom, some analysts here say. Hyundai Heavy received orders worth a total of \$2.74 billion in the first quarter. Daewoo Shipbuilding won orders worth \$1.45 billion for the same period. Smaller yards on the peninsula have also noted a rise in orders of late, especially for handies. Dae Sun Shipbuilding & Engineering reported this week that it has bagged an order for two 34-type ships from Ivory Shipmanagement, an owner based in the Marshall Islands. The newbuildings are scheduled to be completed in the latter half of 2011 and were priced at \$24.23 million apiece. Aside from the above, the Kaiji Press in Japan reported that STX Dalian, Hyundai Mipo Dockyard (HMD), SPP Shipbuilding and other South Korean-affiliated builders have also been winning orders for handysize bulkers. **Source: searadeasia-online**

Expositie DRIJVEND VERMOGEN



In het hoofdkantoor van **Damen Shipyards** te Gorinchem is op 2 april 2010 de Expositie van **Superjachten van Amels Vlissingen** d.m.v. foto's en modellen beeldend gemaakt en door Algemeen Directeur Rob Kuijendijk van Amels geopend . foto : **Daniëlla Vermeer** ©

De Expositie is mede samen gesteld door Josine Damen en Diana de zus van Kommer Damen.

De expositie is te bezichtigen van 06-04-2010 t/m 27-08-2010



The tug **Leopard** departed last week with a newbuilding hull from Poland bound for Amels in Vlissingen
Photo : **Lars Vliegenthart** ©



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Nevsky Shipyard launches a 850dwt bunkering tanker on April 6

On April 6th Nevsky Shipbuilding and Shiprepair Plant (Schlüsselburg of Leningrad region) launches Bergen Tank SK4902/10021 Project bunkering coastal tanker, the Nevsky statement said. The project SK4902/10021 has reportedly been designed by Skipskonsulent AS (Bergen, Norway). LOA 47.85 m, width of 10 m, depth 4 m, draft of 2.85 m., deadweight - 850 tons. The cargo tanks capacity - 750 m3. The vessel is designed for transportation and transshipping light and dark oil with a flashpoint above 60C.

Bergen Tank Bunkering, as well as the previous ship (OSLO-TANK), is being built at Nevsky Shipyard for Haugland Tankers AS (Norway, a subsidiary of Bergen tankers AS). OSLO-TANK was delivered to the customer in November 2009.

Nevsky Shipbuilding and Shiprepair Plant is located 40 km from Saint-Petersburg in Schlüsselburg on the left bank of the Neva River. Nevsky Shipyard is one of the oldest shipping companies in the North-West Russia. The Company has been building ships since 1952. Nevsky builds river and seagoing vessels of various types and purposes, performs any kind of ship repairs. Slipways at Nevsky Shipyard allow floating and lifting for repair vessels up to 140 meters in length and dock weight to 2.500 tons. **Source : PortNews**



One of the small pilot tenders seen operating at Elbe pilot station

Photo : Willem Knoppert ©

Allyboats delivers latest ferry

Aluminium Boats Australia (ABA) has delivered its latest high speed ferry, a 30m catamaran designed by Sydney-based One2three Naval Architects. Sunferries of Townsville, Queensland, accepted delivery of the 30.67m **Fantome Cat** from the Brisbane builder on 26 March. The newbuilding is a near sistership to Palm Cat, and takes the total number of ABA-built vessels in its fleet to two and the number of One2three designed vessels in the Sunferries fleet to four.

Delivered a full two months ahead of schedule due to operator requirements, the Fantome Cat is a real example of understanding the needs of the customer explained Roy Whitewood, director and founder of ABA. "ABA places great emphasis on providing a high level of personal service and attention to customer needs, as Sunferries discovered when we built our first vessel for them, the Palm Cat, in 2008. The result was a repeat order and we are delighted to enjoy a very positive and cooperative working relationship with Sunferries CEO Terry Dodd and his team," Whitewood said.

During trials on Queensland's Moreton Bay, the Fantome Cat performed well and exceeded the contract speed of 27 knots, exceeding the fully loaded contractual requirement by 1.5 knots.

The new catamaran is well appointed, being built with improvements adopted through the operational experience gained with Palm Cat. With a strong focus on passenger comfort the cabin areas have been enhanced with carpet being fitted throughout while the ride control system is in the form of active interceptors from Scandinavian company Humphree AB.

This is in fact the first vessel in Australasia to be fitted with a Humphree interceptor system which consists of 4 x interceptor assemblies mounted on the (2 per transom) transoms to automatically control and reduce the motions of the vessel for optimum passenger and crew comfort in rough seas. The system also automatically maintains the optimum dynamic trim of the vessel thereby reducing the vessels resistance when operating. This results in a reduction in the fuel consumption, increase in vessel speed and subsequent reductions in exhaust emissions. During sea trials, motion reductions of 30% + in pitch and 50% + in roll were recorded.

Passengers enter the vessel through wide entrance doors on the port side amidships, or through gates aft on the port and starboard side. The Fantome Cat can accommodate 308 passengers of which 112 are carried on the upper deck that, in addition to a lounge, also offers an external sheltered area seating 61 persons.

Operationally, the Fantome Cat operates with a crew of five and is equipped with the latest navigational aids ensuring optimum performance. The electronics package is the latest Simrad NSE range supplied and installed by the team at Ultimate Marine Power. Two 820kW Caterpillar C32 high speed diesels each drive a five-bladed propeller to provide a service speed of 26 knots, allowing the crossing from Townsville to Magnetic Island to be completed in approximately 20 minutes. The company's ferries regularly conduct ship to shore transfers for visiting cruise ships along Queensland's east coast, with an average of 1,500 return passenger movements for each shore visit. **Source : The Motorship**

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Competition Requires More Dredging In US Ports

US ports are finding that they have to come up with increasing amounts of money to keep pace with demands from shipping lines serving the Pacific route, or jeopardise partnerships with Chinese and other Asian investors. Jacksonville needs more than US\$1 billion to deepen its shipping channel and build a \$200 million container terminal at Dames Point for Hanjin Shipping, due to open in 2013. The problem is that larger container ships can only go less than half way along the channel serving the terminal site and the channel will have to be deepened to 50 ft, which will cost about \$500 million.

And, as ever, there is a trade union complication. Port Authority chief executive officer Rick Ferrin says he is optimistic that Hanjin and the International Longshoremen's Association will reach a labour agreement. Hanjin has the right to cancel the project if there is no agreement – and the port wants the line to sign a waiver to nullify the option. Jacksonville can't afford to lose a client such as Hanjin. In the financial year to the end of September, ro-ro cargo fell 30 percent – the port is the country's second biggest for ro-ro – with bulk cargo declining 30 percent and breakbulk down 20 percent within the same period. The port is having to rely on Florida state funding for the projects – but has to line up with 13 others at a time when both federal and local budgets are in crisis.

At Georgetown in South Carolina, traffic is being sent to Charleston because silting has become so bad that ships can't get in. The port moved about 107,000 tonnes in 2009, compared with 1.8 million tonnes in 2000. The port needs to move at least one million tonnes each year in order to be considered for dredge funding by the US Army Corps of Engineers. About \$8 million in federal money is needed to dig out 2m of silt and restore the channel to 27 ft. Earlier this year, the port sent a ship carrying about 10,000 tonnes of steel to Veteran's Terminal in Charleston because the port's channel does not have the necessary depth. Another ship is expected at the end of this month, but can only dock if the load is reduced.

The national voice of the ports, the Association of American Port Authorities (AAPA), has expressed its concern about the lack of money for dredging. AAPA says the White House is breaking its promise to create jobs and promote exports. "The \$767 million proposed to be drawn from the Harbour Maintenance Trust Fund to pay for maintenance dredging represents a reduction of 4.1 percent over last year's congressionally-approved amount. More importantly, importers and domestic shippers pay more than double this amount into the trust fund annually to pay for maintenance dredging." Woes for other ports continue. On the Pacific coast, Tacoma is still feeling the after-shocks of NYK's decision last year not to build its own terminal and instead call at an existing terminal, which led to the port's chief executive having to resign.

Tacoma some years before bought a property from aluminium smelter Kaiser that later became part of the proposed NYK site. Aluminium is regarded as a highly poisonous metal and the environmental costs of cleaning up the area ran into millions of dollars. The federal Environmental Protection Agency now says that the port did not fill in the right documents for the clean-up and wants to fine Tacoma \$220,000. The port has strongly objected to this and refuses to pay, leading to more legal wrangling, threats of federal criminal prosecution and more expense for the port and the region's taxpayers. Ports such as Houston go from strength to strength. Politicians of all sorts pander to its needs because of its primary function, oil-related cargo. None other than congressional heavyweight Nancy Pelosi has visited the port to show just how much politicians care about its future. Unlike Jacksonville and Georgetown, Houston has been one of the first on the list for federal funding and has been given almost \$100 million for dredging. Pelosi said the Port of Houston's dredging work created an estimated 2,640 direct and indirect construction jobs, and will help spur economic growth that leads to more jobs. Other ports that have proved they can create many more jobs are left to stare at empty begging bowls. **Source: CargoNewsAsia**



The **SEA BRAVO** seen moored in Breskens – Photo : Henk de Winde (c)

Marine Façade plans to transport 450.000 tourists this season

Passenger Port Marine Façade (St. Petersburg) has planned to provide service for at least 450.000 tourists this year season. The plan has been reviewed at a meeting of the Board of Directors of Passenger Port of St. Petersburg Marine Façade. The Board meeting was attended by Nikolai Asaul, Chairman of the Committee on Transport & Transit Policy of St. Petersburg Govt., the Committee press service said.

This year 286 ship are expected to call at St. Petersburg, 271 of them at the Marine Façade, including 100 ferries and 171 cruise ships (95% of all passenger ships calls in the city).

The first cruise ship is said to call the port on May 6, 2010, the last ship call is scheduled for September 15, 2010.

St.Peter Line and S-Continental said their 115 ferries would call at the passenger port. The St.Peter Line will start operating on April 21, 2010, the first ship call on April 26th. The first S-Continental Line ship call is scheduled for June 2nd, this year.

The Board reviewing the amendments to existing tariffs in 2010, agreed to introduce tariff for passengers who would make tour from Marine Façade for daily storage of their vehicles at the port, 300 rubles a day, for parking cars for over 24 hours at the parking lot.

The Passenger Port Authority decided to use the pontoons on 4 - 3 piers. As of March 24th 100 ship call application have been submitted to Marine Façade. The Passenger Port scheduled river navigation for May 15th to end up on September 15, 2010. Last year Passenger Port of St. Petersburg Marine Façade has seen 245.000 passengers. There were 115 ship calls at the port, 97% of the maximum of the 1st phase's capacity of the port being constructed.

The construction of the seaport Marine Façade in St. Petersburg began in 2006. The project has being implemented in three phases. The first phase implies the launch of two berths, cruise terminal building with onshore facilities. In

September 2008, the first ship called at the port. The third construction phase is scheduled to be completed in 2010. The Port would be able to accommodate cruise and ferry vessels up to 311 m and maximum draft of 9 m. The length of the new approach channels - 10 km, the projected depth of approach channels and the harborage - 11 m. There will be seven berths with a 2.108-m-long quay wall. **Source : PortNews**



"**Smit Barracuda** seen towing **Smit Barge 7**, departing from Eemshaven, loaded with the first windmill piles for the **BARD Offshore 1** project approx. 100 km. offshore in the German Bight"

Photo : Gerard Nagelkerke (c)

Venezuela takes delivery of two tug Navy boats built in Santiago de Cuba

The **Venceremos** and **Revolucion** tug boats built in Santiago de Cuba as part of the accords signed within the framework of the Bolivarian Alliance for the Americas (ALBA) will soon support the maritime-port activity in the Bolivarian Republic of Venezuela.

Politburo member Jorge Luis Sierra, vice-president of the Council of Ministers and Minister of Transport, headed the ceremony to hand over the vessels built at the Damex shipyard, located at the El Nispero inlet of the Santiago bay.

Luis Antero Rodriguez, president of Venezuela's National Institute of Aquatic Spaces, highlighted the validity of cooperation based on the rational use of resources and the development of programs speeding up integration. He emphasized the quality of the tug boats, which will be operated by two crews selected from the Bolivarian Navy. The modern equipment will offer their services at ports and marinas with heavy traffic of ships and merchandise.

Some 26 meters in length and eight in width, the **Venceremos** tug boat can reach a speed of close to 13 knots and will have a range of 10 days during navigation, while the **Revolucion** -- of lower capacity of design -- is outstanding for its manoeuvrability and displacement.

The construction in Cuba of the two ships confirms the effectiveness of directing funds to the development of programs that can speed up unity, eliminate dependence, prevent the flight of capital, and make it possible to reinvest profits in other projects of wide impact and social benefit **Source : Vheadline.com**



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The **Seven Sisters** seen taken in the new outer harbour at Great Yarmouth 02/04/10
Photo : **Paul Gowen (c)**

Labrador ferry out for repairs

The ferry that connects southern Labrador to Newfoundland's Northern Peninsula won't return to service this weekend as originally scheduled. The **MV Apollo** was to be back in operation Saturday between Blanc Sablon and St. Barbe after its annual winter hiatus.

But the vessel is having mechanical problems and all departures for Saturday and Sunday have been cancelled, the provincial Transportation Department said on its website.

The **Apollo** is slated to be ready for work early next week on its regular route across the Strait of Belle Isle. In the meantime, the new seasonal service on the **MV Sir Robert Bond** between Blanc Sablon and Corner Brook, about 275 kilometres south of St. Barbe, has been extended until the **Apollo** resumes its route.

The **Apollo** usually runs daily and takes about 1.5 hours to complete a crossing, whereas the **Sir Robert Bond** crossing to Corner Brook takes 12 hours and does only two round trips a week.

Service on the **Apollo** normally cuts out in late January for a couple months because icy conditions make it too difficult to dock in Newfoundland. **Source : CBC News**

Foreign trade via the ports of Finland up 1.5%, 12.8 million tons Q1, 2010

The volume of foreign freight traffic at the ports of Finland in January-February 2010 rose by 1.5% compared to the same period in 2009, to 12.88 million tons. Outbound cargoes grew by 10.8%, to more than 6 million tons while inbound goods fell by 5.4% to 6.86 million tons, the Finnish Maritime Administration news release said. Exported oil products gained 14%, to 1.21 million tons, export of paper declined by 0.8%, to 1.26 million tons, general cargoes showed a 17.3% spike, to 970.57 million tons.

The seaports imported in Q1 largely general cargoes that dropped 1.5%, to 1.158 million tons. Containers throughput at the country's seaports increased by 0.5%, to 186.330 TEUs. Imports gained 8.1%, to 99.789 TEUs while exported containerized cargoes fell by 7.1%, to 86.542 TEUs.

Automobile imports reached 92.132 units, adding 7.5%, as exports also rose by 3.6%, to 84.058 units. Transit commodities increased by 16.1%, to 833.96 tons. In 2009 throughput of Finland's seaports decreased to 78.701.163 tons, a 17.9% reduction year-over-year. **Source : PortNews**



The cargo ship **Coral Sea** out bound from Lowestoft 02/04/10 to the Seven Sisters in the outer harbour at Great Yarmouth - **Photo : Paul Gowen ©**

MSC hikes US export rates

Mediterranean Shipping Co. will increase rates on exports from all the U.S. ports it serves as of May 1. The increases follow the uptick in demand for space on outbound vessels since the beginning of the year, which has not been met by any increases in the availability of space for exports.

The destinations and the increases on each of those ports are as follows:

- The rate on export cargo shipped from all U.S. ports to ports in Northern Europe will increase by \$200 per 20-foot equivalent unit and \$300 per 40-foot equivalent unit.
- Rates on exports to ports in the Baltic and Russia will increase by \$300 per TEU and \$400 per FEU.
- Rates to ports in the Western Mediterranean will increase by \$200 per TEU and \$300 per FEU.
- Rates to India, Pakistan, the Middle East and the Red Sea will go up \$200 per TEU and \$300 per FEU.
- Rates to the Eastern Mediterranean, the Black Sea and West and North Africa will increase by \$200 per TEU and \$300 per FEU.

MSC said in its announcement that it "sees the increases as necessary in order to continue to ensure equipment availability and reliable services." **Source: joc.com**



The local ferry **LADY HERRON** seen moored in the port of Sydney – **Photo : Stuart Warmink ©**

Project To Deepen Penang Port Channel A Priority Under 10MP

The project to deepen Penang Port channel to allow larger vessels to come in will be made a priority under the 10th Malaysia Plan, Deputy Prime Minister Tan Sri Muhyiddin Yassin said Thursday. He said the government's commitment would complement the RM1.1 billion investment pledged under Penang Port Sdn Bhd (PPSB)'s expansion and improvement business plan from 2008 to 2012.

"The proposed dredging scheme will be made a priority in the 10th Malaysia Plan," he said at the unveiling of PPSB's New Brand Transformation here. He said PPSB was among the three ports out of six federal ports that recorded positive growth in 2009.

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"Despite the current global economic downturn, Penang Port has seen a positive increase in container handling of three per cent from 929,639 TEU's in 2008 to 958,476 TEU's in 2009," he said.

He said the Penang Port and Penang International Airport were key gateways for the Northern Corridor Economic Region and the Indonesia-Malaysia-Thailand Growth Triangle. "Hence, the port is one of the crucial elements in Penang's future economic development," he said. On the new brand transformation which includes PPSB's new logo, website and corporate uniform, Muhyiddin said it was a good effort that should be lauded. "The PPSB rebranding should set a higher bar in terms of consistent service delivery and promise more to the clients.

"Therefore, it's really important for PPSB rebranding exercise to come up with a brand personality that it can commit to," he said. He said that with an excellent track record, PPSB would be nimble enough to live up to the new image and expectations which they were putting from now on. **Source : BERNAMA**



The **BRANDARIS** seen outward bound from Rotterdam – **Photo : Kees Torn ©**

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The **BALTIC AMBER** which encountered an accident last week with a lifeboat is under investigation of the authorities which also prevents the vessel from leaving the port of Rotterdam

Photo : Michel Kodde ©



KOTUG's **RT MARGO** seen in the Wilton Harbour in Schiedam – Photo : Jacco van Nieuwenhuyzen ©

.... PHOTO OF THE DAY



The **JBU FORTH** seen enroute Moerdijk
Photo : Jan Oosterboer ©

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