

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 115



Number 115 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 25-04-2010**

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The SMIT PANTHER seen returning to the base at the Scheurhaven in Rotterdam-Europoort

Photo : Ton Grootenboer ©

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The two Water Injection Dredgers [SagarManthan](#) and [Antareja](#) working on the Katupalli Project India
Photo : Crew Volvox Olympia ©

Nieuwe vinding tegen aanvallen van piratenbootjes: de P-Trap

Door : H.A. L'Honoré Naber

In Nederland wordt zeker nagedacht over middelen die bescherming moeten bieden tegen zeeroverij. Een voorbeeld van een kleinschalig initiatief is de spiksplinternieuwe vinding die is ontwikkeld op de Utrechtse Heuvelrug, nota bene ver van de maritieme industrie. De resultaten blijken boven verwachting. SWZ Maritime heeft de primeur met de publicatie van deze toepassing.

Lodewijk Westerbeek van Eerten, uitvinder en directeur van een bedrijf dat innovatieve producten op de markt



brengt, is al jarenlang geïntrigeerd door het probleem van piraterij. "Het is toch belachelijk, dat deze criminelen zich vanuit volle zee zomaar toegang tot weerloze koopvaardischepen weten te verschaffen", aldus **Westerbeek**. Hij is nu al een paar jaar bezig met het bedenken en ontwikkelen van beschermingsmiddelen tegen deze misdaad. Dat is geen eenvoudige zaak. Vaak bleek het kwaliteitsniveau dat hij wenste, niet haalbaar te zijn. Zo experimenteerde hij enkele jaren geleden met een maritieme

gladmaker welke werd aangebracht op de scheepshuid. Maar daarvan werd niet de kwaliteit bereikt, die hij wilde hebben. In februari vorig jaar werd het laatste wippertoestel van de KNRM overgedragen aan het museum. Dát bracht hem op een idee. Hij bouwde een ontwerp waarmee hij op het Heegermeer ging experimenteren. Het resultaat was matig. Westerbeek ging toen eens praten met een touwfabrikant in Nijkerk, die meteen enthousiast meedacht aan een oplossing. Op het Veluwemeer werd vervolgens met een tweede ontwerp geëxperimenteerd. Westerbeek kwam daarbij zelf vast te zitten in de val van zijn eigen ontwerp. Het werkte dus. Hij was toen overtuigd, dat hij op de goede weg was. Met hulp van een industrieel ontwerper en een constructiebedrijf werd in het najaar van 2009 een nieuwe versie gebouwd. Door de eenvoud van het apparaat was de testversie vrijwel in één keer goed. Westerbeek had inmiddels contact opgenomen met de KNRM en door het enthousiasme van inspecteur Germ Martini werd het mogelijk gemaakt om het systeem te testen op de **Esvagt Connector** van de Kustwacht. Ook de Koninklijke Marine werkte mee.

Koude proefneming van tropische maatregel

Op 17 februari, een koude, maar zonnige winterdag vertrok het kustwachtvaartuig **Esvagt Connector** vanuit Den



Helder met aan boord geïnstalleerd het prototype van de "P-trap", zoals Westerbeek zijn vinding heeft genoemd. Het weer was optimaal voor de proefneming. Op volle zee was een rendez-vous met de **Joke Dijkstra** van de KNRM, en de **Gouwe** van de Koninklijke Marine. Speciaal voor dit doel waren twee rubberboten gemobiliseerd. LTZ Frank de Ridder had de algehele leiding van de test. De bemanning van de rubberboten wilden zelf ook wel eens meemaken hoe het is om piraat te zijn en deden enthousiast mee. Eén had zelfs een piratenvlag gehesen. Zij zouden de **Esvagt Connector** wel eens even laten zien, hoe gemakkelijk zij aan boord konden komen. Aanvankelijk ging de test nog voorzichtig, maar geleidelijk werd

de snelheid opgevoerd. De test werd vier keer uitgevoerd. Het resultaat was overweldigend. De "kapers" slaagden er niet in om dichterbij dan 5 meter van het schip te komen. De schroef liep geheel vast en hun bootje kwam tot stilstand.

Bij de laatste test met hogere snelheid was dat zó abrupt, dat de opvarenden naar voren werden gelanceerd. Daarbij liep een van hen zelfs lichte verwondingen op. Achteraf vertelden ze, dat ze behoorlijk geschrokken waren van het effect.

De constructie van de P-Trap

Het principe van de P-Trap berust op een bundel dunne lijnen, die door het water worden gesleept en zo een ondoordringbare zone naast en achter het schip vormen. Een uithouder zorgt voor de juiste afstand vanaf het schip.

De uithouder is inklapbaar en de lijnen zijn oprolbaar. De lijnen hebben een zodanige lengte, dat ze niet in de schroef van het eigen schip kunnen geraken. Zodra het schip een piraterij gevaarlijk gebied nadert, worden de uithouders uitgeklappt en de lijnen afgerold. Langs het schip is nu een veiligheidszone gecreëerd, waardoorheen piratenbootjes het schip niet kunnen naderen. De lijnen die door het water slepen zijn niet zichtbaar vanaf een klein bootje op het water, omdat ze dun zijn en zich in het water bevinden. Zeerovers, die met hun speedboten het schip in volle vaart naderen, lopen in het netwerk van draden. De schroef zal onmiddellijk vastslaan. Daarbij breken de draden af als veiligheid voor het eigen



schip. Het piratenbootje kan niet meer verder omdat de schroef niet meer in beweging is te krijgen. Omdat het schip een groot aantal lijnen heeft uitgezet, zal het systeem blijven werken bij een aanval door meerdere piratenbootjes. De lijnen zijn uitrolbaar, waardoor afgebroken stukken snel kunnen worden vervangen en er altijd lijnen in het water zullen zijn.

Eenvoudig en goedkoop

Hoe effectief het systeem werkt bleek tijdens de proefnemingen. Een snelle rubberboot liep met volle vaart in de beschermende zone en kwam direct tot stilstand. Het bijzondere van de vinding is, dat het uiterst eenvoudig is en betaalbaar. "Dat is, waar ik altijd naar heb gezocht", aldus Westerbeek, "simpele middelen". Op zijn P-Trap heeft hij al in een vroeg stadium patent aangevraagd. Een schip, dat de P-Trap gebruikt is dag en nacht beschermd. Kapers behoeven niet eens vooraf te worden opgemerkt. De toepassing werkt altijd en de bemanning komt niet in contact met de piraten. Die blijven buiten het schip. Voordeel is ook, dat de bemanning geen speciale cursus hoeft te volgen om het apparaat te bedienen en er is geen extra bemanning nodig om het aan te brengen. Eén man kan het in een halve dag operationeel maken. Het apparaat wordt op maat gemaakt voor het schip en weegt hooguit zo'n 1500 kg. En door z'n eenvoud zal het snel gemaakt kunnen worden, waardoor schepen er snel over kunnen beschikken. Inmiddels heeft rederij Dockwise als eerste besloten om het systeem aan te schaffen. Voorkoming van piraterij heeft altijd de primaire aandacht van de rederij gehad.

Conclusie

Ondanks het succes is enige relativisering op zijn plaats. De vinding moet niet beschouwd worden als hét middel tegen zeeroverij. Daarvoor is de hedendaagse zeeroverij met schietende kapers te complex. De P-Trap is echter een goede bijdrage aan maatregelen, die het schip moeten beschermen tegen zeeroverij. Het is een ondoordringbare corridor, die de kapers verhindert aan boord te komen van het schip of zelfs ook maar dicht te naderen.

Meer informatie over de P-Trap is te vinden op: www.P-Trap.com



For the English readers, sorry this above story about the revolutionary invention against Piracy attacks, is at present only available in the Dutch language, as can be seen at the photos during the test it appeared that the P-Trap was very effective, and no small (attack) boat driven by experienced Dutch Navy crews was able to get close to the Esvagt Connector without fouling their propeller completely, as the inventor of the P-Trap Lodewijk van Westerbeek reports to the shippingnews, he is very proud that the first (Patented) P-Trap system will be installed on one of the heavy lift vessels of Dockwise, for more information about the P-Trap (in English) please contact Lodewijk at :

l.westerbeek@cablesafe.com or look at www.P-Trap.com



The **IVER BITUMEN** seen at the Westerscheldt River – **Photo : Willem Kruit ©**

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Louisiana prepares for pollution from rig sinking

Governor Bobby Jindal released the following statement regarding the Coast Guard's most recent update on the oil rig explosion south of Venice: "I spoke to Admiral Mary Landry with the U.S. Coast Guard a few hours ago and she said that while rescue efforts are still continuing to look for the 11 missing workers, it is believed that they might have been working close to the origin of the explosion. "Our hearts are with the families of those still missing, and their families and friends continue to be in our prayers. We are a close-knit family in Louisiana and when our people are hurting like this, we all feel it. Thousands of our people work offshore and while we know there is always some risk involved, this type of accident is certainly one of the worst-case scenarios you can imagine."



On the impact of the explosion, Governor Jindal added: "Admiral Landry said that a second explosion on the rig early this morning caused the release of thousands of gallons of crude oil. While this situation continues to rapidly evolve, seepage of oil into federal waters off of our shores means we must plan for the possible effects here.

"GOHSEP [Governor's Office of Homeland Security & Emergency Preparedness] Director Mark Cooper activated the state's Crisis Action Team yesterday to begin monitoring any potential impact of this event. The Crisis Action team works with local and federal officials to offer support needed in emergency response efforts.

"There have been no requests made of the state at this time. However, I have personally offered any and all state assistance needed to Plaquemines Parish President Billy Nungesser and Admiral Landry.

"We know the Coast Guard will be setting up a federal emergency response center in New Orleans today and GOHSEP officials are standing by to join that center for regular updates, as well as to offer state assistance. We already have GOHSEP officials on the ground in Plaquemines - they have been there since yesterday - and they will remain there for as long as needed to assist parish officials.

"In order to work ahead and examine the potential impact of this oil seepage on our state and our state waters, I have called for a meeting of our Unified Command Group (UCG) tomorrow morning. UCG is made up of State Police, DOTD, GOHSEP, Department of Natural Resources, Wildlife and Fisheries, and other agencies responsible for state emergency response functions. This meeting will also include a representative from the U.S. Coast Guard in order to have the most up-to-date information possible on the situation.

"At this time, all state agencies are reviewing their plans and what roles they play during an oil spill and what steps we would take should this emergency impact Louisiana's land and water. Obviously, our first priority remains the health and safety of our people. We will work aggressively to mitigate any negative impact this incident could have on our

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land, air and water. We are also planning for what possible impact this incident could have on our businesses and industry, as well as our wildlife.

"Additionally, GOHSEP is reaching out to Alabama, Mississippi and Texas today to begin coordinating with them in the event the those states become impacted by the seepage from this rig. We are also offering those states any support they may need from Louisiana."

The Governor's Office and GOHSEP will continue to give updates on state action taken in this emergency as more information becomes available. **Source : MarineLog**



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The Dutch Chemical tanker **MIRO D** seen in the locks of the St Lawrence Seaway enroute Valleyfield, (Canada)

Photo : Capt Erik Grootjans ©

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NAVY NEWS

Indian, US navies begin annual exercise in Arabian Sea

The Indian and US navies Friday began their annual 'Malabar' exercises in the Arabian Sea with the participation of frontline units of the Indian Navy's Western Fleet and the US Navy's 7th fleet.

This is the 14th round of the exercise and will conclude May 2.



'The scope of Malabar includes a diverse range of operational activities at sea. The US Navy is represented by ships from Carrier Task Force 70 of the 7th Fleet based at Yokosuka in Japan. The ships include the cruiser **USS Shiloh**, destroyers **USS Chaffee** (Photo left) and **USS Lassen** and the frigate **USS Curtis**,' an Indian Navy officer said.



'In addition, one Los Angeles class nuclear powered submarine, **USS Annapolis**, two P3C Orion aircraft and a 28-member US Navy special forces team will also participate in the exercise,' the officer added.

The Indian Navy is represented by **INS Mysore**, an indigenously-built Delhi class guided missile destroyer and three guided missile frigates - **INS Godavari**, **INS Brahmaputra** and **INS Tabar**. In

addition, one Shishumar class submarine, **INS Shankush**, as also Sea Harrier fighters and other fixed and rotary wing aircraft are participating.

'The thrust of the exercise this year would be on anti-submarine warfare, surface firing, maritime interdiction operations, visit board search and seizure and submarine operations,' the officer said. **Source : sify**



The **RSS FORMIDABLE (68)** seen at the synchrolift at ST Engineering in Singapore Benoi.

Photo : NAVPIC-Holland ©

The 6 units of the 3200 ton Formidable class multi-role stealth frigates are the latest surface platforms to enter into service with the Republic of Singapore Navy, and are multi-mission derivatives of the French Navy's La Fayette class frigate. The 115 mtr long frigates are key information nodes and fighting units, and are "by far the most advanced surface combatants in Southeast Asia". The six ships (**RSS Formidable 68** (2007) - **RSS Intrepid 69** (2008) - **RSS Steadfast 70** (2008) - **RSS Tenacious 71** (2008), **RSS Stalwart 72** (2009) - **RSS Supreme 73** (2009)) form the 185 Squadron of the RSN.

The search for a replacement for the aging Sea Wolf class missile gunboats (photo right the **P 77 SEA LION – NAVPIC-Holland ©**), which entered into service in 1972, started in the mid-1990s. The United States, Sweden and France participated in the bid for the contract. In March 2000, the Singapore Ministry of Defence awarded the contract to DCNS for the design and construction of six frigates. A key feature of the contract was the technology transfer arrangement. Under the arrangement, DCNS was to design and build the first frigate in its Lorient yard in France while the remaining five frigates were to be built locally by Singapore Technologies (ST) Marine at its Benoi yard in Singapore. Subsequent maintenance and mid-life retrofit will be done by ST Marine.



Drills in Far East to involve warships of three Russian fleets

Warships of three Russian fleets will meet in the Sea of Japan during large-scale military exercises in the Far East, RIA Novosti reports. The Northern Fleet's flag carrier Petr Veliky will be taking part in the drills.

The Russian Armed Forces will conduct a large-scale military exercise called Vostok-2010 in Siberia and the Far East in June-July, RIA Novosti reports, citing a source in the Pacific Fleet.

The flagships of the Northern Fleet and the Black Sea Fleet, the nuclear-powered missile cruiser "**Pyotr Veliky**" and the missile cruiser "**Moskva**", are expected to join warships of the Pacific Fleet during the exercise, the source said.

The upcoming land drills will involve units from the Far Eastern, the Siberian and the Volga-Urals military districts.

"**Pyotr Veliky**" and "**Moskva**" are currently sailing the Gulf of Aden, Vesti.ru reports. The vessels will join the international forces that are protecting civilian transport vessels from pirates in these waters.

Watch video from "**Pyotr Veliky**" in the Red Sea at Vesti (in Russian)

<http://barentsobserver.custompublish.com/pyotr-veliky-celebrates-12th-birthday-on-high-seas.4776664-98685.html>

Royal Netherlands Navy Takes Delivery of Its First NH90 NFH

NHIndustries is pleased to announce the delivery of the first NH90NFH helicopter to the Royal Netherlands Navy during an official ceremony held at AgustaWestland's Vergiate plant in Italy.



The Royal Netherlands Navy has ordered a total of 20 NH90NFH aircraft, today's event marks the first delivery of a naval NH90NFH variant to a customer.

Photo : Piet Sinke ©

The Dutch, French, Italian, Norwegian and Belgian navies have ordered a total of 111 NH90 NFH naval helicopters which will give operators a dramatic improvement in operational capability and mission effectiveness, thanks to the outstanding technology incorporated in to the NH90.

The NH90 NFH variant is primarily designed for autonomous Anti-Submarine Warfare (ASW) and Anti

Surface Warfare (ASuW) missions.

The comprehensive mission equipment packages allow a wide range of additional missions to be performed including Search and Rescue (SAR), maritime patrol, vertical replenishment, troop transport, medical evacuation and amphibious

support roles. The helicopter is designed for embarked operations to be performed by day and night in adverse weather conditions.

Due to its weight and dimensions, the deck-lock system, the deck traversing system and the automatic blade and tail folding system, it can operate from small frigates even in high sea states.



Photo : Piet Sinke ©

The NH90 is the most successful European helicopter programme ever. A total of 529 firm orders have been placed by 19 armed forces in 14 countries including France, Germany, Italy, Portugal, The Netherlands, Sweden, Finland, Norway, Greece, Spain and Belgium in Europe, as well as Australia, Oman and New Zealand overseas and 44 NH90 helicopters are already in service today.

The NH90, developed in the TTH utility transport and NFH naval versions, proves the ideal solution to meet requirements from many potential additional customers worldwide for a large number of missions. The delivery is a key event that paves the way to the operational entry in service of the NH90 in its naval version. This is also a strong message addressed to potential worldwide customers that the NH90 NFH has arrived on the scene.

The NH90 programme is managed by NAHEMA (NATO Helicopter Management Agency) representing France, Germany, Italy, The Netherlands and Portugal, and by the NH Industries industrial consortium comprising Eurocopter (62.5%), AgustaWestland (32%), and Fokker Aerostructures (5.5%). **Source : DefenseTalk**

SECNAV Announces Name of LPD 26, USS Murtha

The secretary of the Navy (SECNAV) honored the legacy of the late U.S. Representative John Murtha by declaring April 23 that the Navy's 10th San Antonio-class amphibious transport dock ship, **LPD 26**, will bear his name.

The announcement was made at John P. Murtha Johnstown-Cambria County airport in Johnstown, Pa., a town Murtha held close to his heart.

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SECNAV Ray Mabus was accompanied by Joyce and Donna Murtha, Speaker of the House Nancy Pelosi, U.S. Representative Norm Dicks of Washington and U.S. Representative David Obey of Wisconsin.

"John Patrick Murtha served our country his entire adult life," said Mabus. "Both in uniform as a Marine and in the halls of Congress, he dedicated himself to the United States of America."

Murtha's service began when he joined the Marine Corps in 1952 and served in the Korean War. He also saw service in Vietnam in 1966, a tour that earned him the Bronze Star with Valor device, two Purple Hearts and the Vietnamese Cross of Gallantry. Murtha retired from military service as a colonel in 1990. He had 37 years of active and Reserve service.

Murtha represented Pennsylvania's 12th Congressional District from 1974 until his death in 2010. In his position as the chairman of the House Appropriations Subcommittee on Defense, he oversaw appropriations for the Department of Defense, which included the Air Force, Army, Marine Corps, Navy and the intelligence community. He was a driving force for the Navy's shipbuilding program, providing necessary funds to grow and maintain the fleet and preserve the industrial base.

"Throughout his time in Congress, Jack Murtha remained a Marine. He always did what he thought best for our country and he championed the interests of service men and women." said Mabus.

The future **USS John P. Murtha** will transport and land Marines, their equipment and supplies and will support amphibious assault, special operations or expeditionary warfare missions for a projected 30 years.

"She will serve as a visible symbol of the freedoms Chairman Murtha held dear, and his example will live on in the steel of that ship and in all those who will serve aboard her." said Mabus. **Source : US Navy**



The German Frigate **F 213 AUGSBURG** seen arriving in Malta – **Photo : Anthony Chetcuti ©**

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No Singaporeans affected by Batam shipyard riot

Singapore's Foreign Ministry said no Singaporeans have been affected by the riot that broke out at a shipyard in Batam on Thursday afternoon. However, it will continue to monitor the situation. Thousands of furious Indonesian factory workers set fire to cars and dockyard buildings on Thursday after an Indian company executive called them "stupid", police and media reports said. Nine people were reportedly injured when about 5,000 workers went on the rampage at a factory belonging to PT Drydock World Graha in Batam city, a special economic area south of Singapore, police said. Around 400 police officers were called to the scene and they evacuated 41 unidentified foreign staff from the seaside factory in boats.

Up to 20 cars were set alight, along with a warehouse and two other buildings belonging to the company. Local police commander Leonidas Braksan addressed the crowd through a loudspeaker and appealed for calm. "I am on your side. I want you all to keep working well. Your families are waiting for you and your salaries at home," he said, according to Antara news agency. He said any foreigner who had insulted Indonesia should leave the country, bringing cheers from the workers who also sang the national anthem and other patriotic songs. "The workers spontaneously burned cars as they felt offended and angry after a company executive, who is an Indian national, called Indonesian people stupid," national police spokesman Zulkarnain told AFP. "The situation is now under control and we escorted the protestors outside the company's complex." The shipyard, owned by a Dubai conglomerate, has been temporarily shut.

Source: CNA/AFP/al

Bangladesh: 30pc cash incentive sought to boost shipbuilding facilities

Shipbuilders sought a 30 percent cash incentive to boost shipbuilding facilities to fetch large-scale export order as buyers of developed countries are now focusing on Bangladesh for small ships. The size of global ship export market now stands at 400 billion US dollar and Bangladesh can easily obtain one percent of the export order equivalent to US \$ 4b if the sector gets cash incentive, say top shipbuilders.

"Local shipbuilders have proved that they can build quality seagoing vessels by receiving export order at cheaper price. The shipbuilding industry now deserves 30 percent cash incentive to let the sector grow faster," said Dr Abdullah Hel Bari, president of Association of Export-Oriented Shipbuilding Industries of Bangladesh (AESIB) in an exclusive interview with BSS.

All the country's nine shipbuilders have received export order of 38 small and large vessels worth 600 million US dollar with a December 31, 2013 deadline, he said adding the shipbuilders are not in a position to receive more export orders due to dearth in adequate shipbuilding infrastructure. Referring to neighboring India, the AESIB president said the country's shipbuilding industry is now enjoying a 30 percent cash incentive for five years for the second time although

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India's shipbuilding performance is not as good as Bangladesh. There is an ample scope to transform the country's huge human resources into skilled manpower by imparting them with training on shipbuilding to boost the export-oriented industry, said Bari, also chairman of Ananda Shipyard and Slipways Ltd (ASSL), one of the leading local shipbuilders.

Describing the potentials of Bangladesh's shipbuilding industry, he said an easily trainable workforce, low labour cost and higher human input are among the main points of attraction by the foreign buyers. He stressed the need for adopting modern technology for automatic cutting steel sheets as the existing manual system takes huge time. He congratulated the government for considering shipbuilding as a thrust sector and said despite that the sector is deprived of a number of facilities. ASSL chief put forward a set of recommendations including launching the Bangladesh Bank proposal of refinancing scheme worth 2.0 billion, scrap the bank guarantee system, exempt L/C (letter of credit) conformation costs and loan as working capital at lower interest rate.

Echoing the Bari, chairman of Western Marine Shipyard Ltd (WMSL) Md Saiful Islam said there is no other alternative to adopt green technology of Liquid Natural Gas (LNG) instead of high speed diesel to have less green house gas emission.

Bank interest rate should be kept at nine percent from the existing 12 to 13 percent, he said and the country's shipbuilding standard could be upgraded through technology transfer. Islam described the newly formed shipbuilders association as a 'good platform' and said that will give a further fillip to the industry. Talking to the news agency, Prof Khabirul Haque Chowdhury, a former head of Naval Architecture and Marine Engineering of the Bangladesh University of Engineering and Technology (BUET), said foreign buyers are now looking for Bangladesh's shipbuilding potential instead of competing India, China and Vietnam especially for less labour cost and maintaining delivery schedule. Listing a number of shipbuilding facilities given in India including a 30 percent cash incentive, duty free import of raw materials and shipyard, the expert said Bangladesh can follow India for enriching its promising industry. Bangladesh is now receiving orders of oceangoing vessels and ferries from as many as 20 countries mainly Denmark, the Netherlands and Germany, Prof Chowdhury said and recommended appointment of councilors having shipbuilding expertise in missions abroad of the designated countries and shipbuilding advisers here to deal with buyers. "I see the shipbuilding industry's potentials that someday will thrive like the booming garment sector, the number one foreign exchange earner of the country," hoped Prof Chowdhury. **Source: The Nation**



The TSHD **ORANJE** seen operating at the Maasvlakte II project – **Photo : Marijn van Hoorn ©**

India's ABG Shipyard books cement carrier orders

India's ABG Shipyard has secured orders for construction of three 20,000 dwt cement carriers for Associated Bulk Carriers Pte. Ltd., (Singapore). Associated Bulk Carriers is a joint venture of Thailand's Precious Shipping and Singapore's PFS Shipping. The joint venture is building the cement carriers to perform long term time charters already signed by Precious Shipping with Ultratech Cement Limited, Mumbai, India.

According to a stock exchange announcement by ABG Shipyard, the order is worth US\$ 85.5 million.

Samsung heavy wins US\$500 mln deal to build nine oil tankers

Samsung Heavy Industries Co., South Korea's No. 3 shipbuilder, said Thursday that it has won a US\$500 million deal to build nine oil tankers. Under the deal with a Greek shipping firm, Samsung Heavy will deliver the 115,000-ton vessels by July 2012. Samsung did not reveal the name of the buyer. Samsung Heavy said it may receive an additional order from the shipping firm to build three more vessels. The shipbuilder has won deals valued at \$2.5 billion so far this year, with its order backlog reaching \$42 billion. It is targeting \$8 billion worth of orders for the year.

Source: Yonhap



The **ANTAEUS** seen passing Spijkenisse assisted by 2 KOTUG tugs – Photo : Lia Mets ©

KSEW bestirs itself to undertake shipbuilding projects

After a decade-long gap the international ports and shipping entities have started turning up to Pakistan's shipyard which is said to have bestirred itself to undertake shipbuilding projects of the maritime sector. Also, the local port operators, like Karachi Port Trust (KPT), are out to re-establish their shipbuilding partnership with the Karachi Shipyard and Engineering Works (KSEW) to promote indigenous shipbuilding.

According to Managing Director KSEW, Vice Admiral Iftikhar Ahmed Rao (Retd), at present at least three foreign vessels, flagged by Turkey, Holland and Yemen, were under repair at Karachi Shipyard. He was talking to Business Recorder after a keel-laying ceremony which was held at KSEW on Friday for two pusher tugs and one dredge tender being built by the Shipyard for KPT.

Chairperson KPT Nasreen Haque performed the keel-laying ceremony, which was well attended by officials from KPT, Port Qasim Authority, Pakistan National Shipping Corporation, KSEW and others. According to other KSEW officials, the three foreign repairable vessels, which include a Turkish bulk carrier **M/v Goloz**, Yemeni naval craft and a Dutch general cargo ship, had called at Karachi Shipyard after a span of 10 years.

"We hope to re-establish our construction activities with this yard to promote indigenous shipbuilding," KPT chief Nasreen Haque earlier told the ceremony as a chief guest. Under the said partnership the KSEW is at present constructing two pusher tugs for KPT, each having 16.89-meter length, 5.59-meter breadth, 2.51-meter depth, 55 tonnes displacement and two-meter draught. Karachi Shipyard, which, according to Rao, is now fully capable of undertaking shipbuilding projects of entire maritime sector after upgradation, is also constructing a dredge tender for KPT.

With a 19.11-meter length the vessel would have 8.46-meter breadth, 2.75-meter depth, 125 tonnes displacement and 1.70-meter draught. The KPT chairperson was happy to declare the revival of decades-old partnership with the KSEW, which, she said, had built some 55 crafts of various types for her organisation since 1959.

Haque said: "We would like to see this continuity of hard work in future as well which could lead to early harbour trials and deliveries of these marine crafts to KPT in the coming year." Karachi Shipyard is scheduled to do the harbour acceptance trials of the two pusher tugs next year on April 27 and May 25. While the harbour acceptance trial of dredge tender is scheduled to take place on June 23, 2011.

The sea acceptance trial for the under construction vessels would be conducted on 6th of May, 7th of June and July next year. Giving credit to a highly-motivated workforce of the Shipyard in his welcome address, the KSEW managing director said while the construction of F-22P Frigate was in full swing, the STUS for Pakistan Navy was at the finishing stage. **Source : Imran Farooq**

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World Bank adds US\$90 million to programme to dredge Vietnamese sewers

Local news sources report that the World Bank has agreed to give another US\$90 million to a major Ho Chi Minh City sewer project, the deadline of which has been extended for another 18 months.

The new deadline for completion of the Nhieu Loc – Thi Nghe project is now next December. The new funds have bumped the project's total investment up to nearly US\$290 million.

According to the director of the project's management board, Phan Hoang Dieu, the bank increased the loans because the project has been adversely affected by construction material price hikes since it was launched in 2001. Other technical difficulties have also arisen since construction began.

The city canceled its contract with China State Construction Engineering Corporation (CSCEC), which had been contracted to construct the project's package No. 10, last month, which meant more money would be needed to hire a new contractor, Dieu said.

CSCEC has been blacklisted by the World Bank for its involvement in a corruption scandal in the Philippines.

The project, which includes the dredging of the Nhieu Loc-Thi Nghe Canal and the building of a hydraulically integrated sewer system, was first scheduled for completion in 2007. But the deadline was postponed until last December and then this June due to slow progress. **Source : Dredging News Online**

ILLFATED MAERSK MIAMI ARRIVED IN JEBEL ALI



The **MAERSK MIAMI** towed to pilot station Jebel Ali by tug **Smit Langawi** with Smit Salvage Team on board after engine room fire off Goa, India and safely docked at Jebel Ali Port by pilot **Capt. Roger Ebelthite** with the assistance of 6 harbour tugs on 22 April 2010 6pm. **Photo's : Johan de Bue**

MOT FASE 3 OP TV RIJNMOND

Woensdag 21-4-2010 is **rtv-rijmond** langs geweest op de MOT om een verslag te maken over de activiteiten rond MOT Fase 3, het verslag is donderdag 22-04-2010 uitgezonden tijdens het nieuws van rtv rijmond!

Zie onderstaande links om het verslag van MOT Fase 3 te bekijken.

<http://www.rijmond.nl/Homepage/Nieuws?view=/News%2FDefault%2F2010%2Fapril%2FGrootste%20lieterminal%20ter%20wereld%20wordt%20nog%20groter>

http://www.youtube.com/watch?v=6RRakC5h0mA&feature=player_embedded

GazFlot charters four Deep Sea Supply's vessels, to operate in Sakhalin



The **SEA JAGUAR** seen in Malta - Photo : Wim Kosten – www.maritimephoto.com (c)

Deep Sea Supply, an offshore services operator has won contract to provide for Russian GazFlot four supply vessels, **Sea Jaguar**, **Sea Ocelot**, **Sea Eagle 1** and **Sea Hawk**, the Norwegian company's press release said. The time-chartered anchor handling tugboats will be operating for 160-175 days in the Sakhalin region. The contact cost was not disclosed.

Gazflot, a 100% owned subsidiary of Gazprom, was established in 1994 to participate in the exploration and development of oil and gas deposits on the continental shelf of the Russian Federation.

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Reefer super pool agreed

Two of the top operators of conventional reefer ships are getting together to create a super pool of about 80 vessels.

The new venture Hamburg Reefer Chartering brings together Laskaridis and Seatrade tonnage and marks a further significant consolidation of the market. The new super pool will focus on vessels in the 140,000-cbf to 356,000-cbf range and be approximately twice as big as its nearest competitor in this sector.

Hamburg Reefer Chartering will control 80 of the 380 vessels in its size range although there are about 1,100 conventional reefers overall. Hamburg Reefer Chartering is a co-operation between the Alpha Reefer Pool and Seatrade and gets underway from the start of May.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 115

Joint operation of the vessels is expected to yield significant costs savings and improve commercial competitiveness.

All commercial activities of the pooled vessels will be handled by Hamburg Reefer Chartering.

A joint statement from Alpha and Seatrade said the new venture “will be in a position to further optimise scheduling, improve utilisation, availability and quality of tonnage on the market and overall improve operational efficiencies and the scope of services on offer.”

The Greek Laskaridis group and its related Lavinia Corp run the Alpha pool through FSC Frigoship Chartering with other members including Klaipeda based Limarko Shipping and JSC Ships Service, Riga Transport Fleet and JSC Yugreftransflot of Sevastopol.

Netherlands based Seatrade is by some way the world’s biggest operator of pure reefer tonnage. Seatrade director, Yntze Buitenwerf, characterized the new pool deal as a further step in the consolidation of the conventional reefer market that has seen the number of operators halve from more than 20 over the last decade.

Buitenwerf said consolidation was only to be expected as newbuildings were not on order and the operating costs of smaller vessels were only slightly less than that of large 600,000-cbf reefers.

The industry had finished a difficult high season with zero poultry exports from the US to Russia, smaller fruit shipped from Argentina and Chile as a result of frosts, fish exports from the Falklands down and larger vessels moving into sectors that were previously the preserve of smaller reefers, he added.

Buitenwerf said Hamburg Reefer Chartering would be a totally separate set up with its own staff under Wolfgang Zielke of Alpha, who has been appointed managing director. **Source : Tradewinds**



Above seen the 1991 built general cargo ship **ARCTIC SEA** leaving Valletta, Malta on Wednesday 21st April, 2010 piloted by Pilot Capt. Ian Pace Bardon after being sold to GREAT LAKES FEEDER LINES ULC of CANADA.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

<p>Navingo Maritime & Offshore Career Event 2010 28 april 2010 - Beurs - WTC</p>  <p>Dus je zoekt een beetje afwisseling?</p> <p>GLOBAL SHIP DELIVERY & CREWING</p>	<p>BEZOEK ONS OP STAND R110-111</p> <p>Avontuur vind je op zee. Maar écht avontuurlijk is het pas bij Redwise.</p> <p>MONSTER VANDAAG NOG AAN OP: ONWIJSWERK.NL</p>  <p>Redwise</p> <p>info@redwise.nl www.onwijswerk.nl</p>
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OLDIE – FROM THE SHOEBOX



Photographed on 29 April 1961 sailing from the port of Durban, South Africa, is the Royal InterOcean Lines (KJCPL) vessel **TJIMENTENG** with the steam tug **JE EAGLESHAM** just leaving her side, having taken off the pilot.

Photo : Shipphoto International, Durban ©

The **TJIMENTENG** (6 904 grt) was launched 4 September 1941 by Harland & Wolff Ltd, Belfast, and completed as the motor vessel **EMPIRE SYDNEY** for the Ministry of War Transport. In May 1942. She was allocated to the Dutch Government in 1943 and renamed **VAN DER HELST**, managed by Java-China-Japan Lijn (JCJPL), Netherlands. In 1946 she was purchased by Koninklijke Java-China-Japan Lijn (KJCPL), Netherlands, and renamed **TJIMENTENG**. After about 17 years service with KJCPL she was sold in 1963 to "Diamandis" Eidiki Anonymos Naftilaki Eteria, Greek flag, and renamed **DIAMANDIS**. She was eventually sold to Spain for scrapping, arriving at Cartagena on 20 January 1970.

.... PHOTO OF THE DAY



A milestone celebration cake given to us by Pearl Jumairah project staff upon reaching 6 million M3.

On behalf of crew of **Volvox Iberia**, **DMS Harrier**, **DMS Blackbird** and **HAM 318**

Thanks to Maurits, Godfried, Peter and all other project staff.

Photo : Crew HAM 318 ©

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