

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 151



Number 151 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 31-05-2010**

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

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>15PS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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ITC's SIMOON seen arriving in Willemstad – Curacao
Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

EVENTS, INCIDENTS & OPERATIONS

Spectaculaire entree van USCGC Eagle in Curacao

Door : Els Kroon



De **USCGC Eagle**, het historische opleidingsschip van de Amerikaanse Kustwacht passeerde vrijdag rond 9 uur in de ochtend de havenhoofden van Willemstad voor een vierdaags verblijf. Aan boord zijn 216 bemanningsleden waaronder 70 vrouwen, volgens commandant **Eric Jones**, die een select groepje bezoekers en journalisten welkom heette nadat het 90 meter lange schip had aangelegd aan de Matheywerf. De aankomst leverde spectaculaire beelden op, maar verliep niet geheel vlekkeloos, ondanks de assistentie van de slepers **Jaro II** en **Ocoa** die het "Tall Ship" naar binnen begeleidden. Kade en schip leden echter geen schade.



De **Eagle** is in 1936 in Duitsland gebouwd op de Hamburgse werf Blohm & Voss, waar ook de beroemde "**Bismarck**" van stapel liep. De Bismarck volgde met bouwnummer 509 de **Eagle** -toen "**Horst Wessel**" genaamd- op, die de originele koperen plaat met "**Schiff 508**"

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goed in ere houdt. In 1959 was het schip ook in de haven van Willemstad tijdens een zomercruise. Hoewel het bezoek werd gecoördineerd door het Amerikaanse consulaat zagen medewerkers van de Stichting Sail Curaçao twaalf jaar lobbyen om de **Eagle** naar Curaçao te krijgen eindelijk bekroond. De **Eagle** kwam vrij onverwacht naar het eiland omdat een bezoek aan Caracas was afgelast.



Els Kroon samen met 2 Amerikaanse Navy officieren, terwijl het schip bijna de kade ramt bij het aanleggen

Van zaterdag tot en met maandag houdt het schip open huis van 10.00 tot 18.00 uur. Dinsdag om 10.00 uur kiest de Eagle weer het ruime sop, bij genoeg wind met een deel van het ruim 2.000 vierkante meter zeiloppervlak in top. Vrijdag moest het schip bij gebrek aan wind op de motor binnenvaren.



The "**Captains coffin**" seen onboard the **Eagle**

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newsclippings may reach you irregularly**

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POSH-Semco's Pollution Control vessel **SALVIXEN** seen operating in Singapore waters - **Photo : Piet Sinke (c)**
above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct
link <http://www.flickr.com/photos/33438735@N08/show/>

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Baby from Cruise Ship

A newborn had a pretty wild ride in just the first few hours of life. She was born on Carnival Cruise Ship, **Paradise**, off the coast of San Diego on Thursday. Both she and her mom needed medical attention, so a U.S. Coast Guard crew motored out to get them with a doctor on board. The 41-foot life boat transported the woman, her mother and the baby girl to Kaiser Zion Hospital in San Diego.

For those keeping score, that's cruise ship; motor boat; ambulance to the hospital. This kid's destined for action movies. **Source : nbcсандiego.com**

Government should step in on harbour dredging says Canadian MP

The federal government should do more to protect fishermen in Malpeque Harbour, says a Member of Parliament from Prince Edward Island in Canada.

Wayne Easter, MP for Malpeque, said the government should step up efforts to ensure the harbour is dredged in a timely manner. According to CBC, dozens of fishing boats had trouble getting into the harbour on Tuesday and some were stranded on a sand bar.

The area has a constant problem of shifting sand. It requires regular dredging, which has not been done yet this year. "The agreement that is supposed to be in place is when there is a problem, the dredge will be there," said Easter. The Malpeque Harbour Authority says the dredging equipment that's supposed to be in Malpeque is in Covehead Harbour.

Easter said the lack of dredging exposes fishermen to the risk of accidents, loss of profit and damage to fishing gear. He said island fishermen have enough to worry about with poor prices and they should not also have to contend with damage caused by shallow water. **Source : Dredging News Online**

Singapore still battles oil slick after tanker, cargo ship collision



A large-scale cleanup effort was launched by Singapore's Maritime and Port Authority soon after the 57,017-ton tanker **MT Bunga Kelana 3** and the 15,272-ton bulk carrier **MV Waily** collided Tuesday about 13 kilometers off Singapore, resulting in more than 2,500 tons of crude oil leaking into the sea. So far the oil slick has spread to some Singapore shores, staining some of its beaches and forcing authorities to close several popular beaches to the public.

Photo : Jelle (c)

The oil slick has also threatened a marine nature reserve on the coast of a small offshore island and has been seen in Malaysian waters.

Louis Ng, executive director of the Animal Concerns Research and Education Society, said the oil slick has wiped out almost all the inter-tidal species at the affected

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beaches. He added volunteers have so far rescued more than 200 small marine animals covered with oil, including hermit crabs and starfish, but many others perished. The MPA has deployed 25 specialized boats and nearly 200 personnel to contain and disperse the oil slick.

The MPA added the spill has not affected shipping in the Singapore Strait as it has not been in the shipping lanes so far. The worst oil spill Singapore's history was in 1997 when two oil tankers collided and spilled more than 10 times as much crude oil as has leaked out in this incident. **Source : Breitbart**



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Iskes **BRENT** and **GINGER** seen "sisterly" off Ijmuiden - **Photo : Marcel Coster ©**

Narcotics found hidden in cargo container at port

Two Toronto men have been arrested after a shipment of ketamine was discovered by Canada Border Service Agency officers hidden among cargo landed at the Port of Vancouver. Ketamine is a legally manufactured veterinary drug that is known as Special K" or "K" on the street and can produce hallucinations, said RCMP Sgt. Mark LaPorte. LaPorte said ketamine has also been used as a date rape drug. Customs officers found the shipment of 352 kilograms of ketamine hidden among other goods in a shipping container on May 3. Both are facing charges of importing ketamine, possession of ketamine for the purpose of trafficking and conspiracy to import. **Source : Canada.com**

Chinese tailwind may help Greeks weather storm

For George Procopiou, the founder and chairman of Greek tanker operator Dynacom Tankers Management Ltd, attracting foreign investment from countries including China could help Greece weather the current debt crisis which has sent shockwaves throughout the euro zone. And his profession - shipping - offers a good start to move Greece and China in that direction, he said.

Chinese shipping heavyweight China Ocean Shipping (Group) Company (COSCO) had already said it would go ahead with investments in Greece's largest port of Piraeus despite the crisis, and it would not be long before Chinese banks, which are keen in expanding shipping-industry loans, to come and promote in Greece, said Procopiou. His confidence in the Sino-Greek business partnership is also fully reflected in the orders he has been making from Chinese shipyards since 2005 - a combined fleet of 32 ships, mostly oil tankers, reaching a total investment of \$2.3 billion.

After attending the ceremonies that saw four oil tankers named and delivered in two Chinese cities on Monday and Tuesday, Procopiou said so far 18 vessels had been delivered in China and the rest were to be finished by the middle of next year. "If we add the total number of the ships (I ordered) in China, including those to be delivered, it is comparable to that in Japan or South Korea . This is impressive as we started with Japan much earlier," he said. "We are open and willing to explore ways for permanent cooperation. It's our business plan to have long-term relationships with the Chinese companies," he said, adding that he felt proud that the company could be a part of the huge development and success story in China.

Figures released by the Ministry of Industry and Information Technology (MIIT) in January this year showed China has overtaken the South Korea as the world's largest shipbuilding nation as Chinese shipbuilders outpaced South Korea competitors in both new orders and orders in hand. China's shipbuilders received 26 million deadweight tons (DWT) in new orders last year, down 55 percent from a year earlier. But they received 61.6 percent of new orders worldwide in 2009, much higher than that of the South Korea.

There are also signs that Chinese shipyards are starting to recover from the economic meltdown. Liu Haijin, general manager of New Times Shipbuilding Co, Ltd, one of the largest private Chinese shipyards located in Jingjiang, Jiangsu province, said new orders at the yard had been growing amid warming market sentiments. "We didn't receive any new ship order in 2009, but since the beginning of this year, we have got 20 orders and our order book is now full until the end of 2012," said Liu, adding that the price of vessels is also starting to climb up. Upbeat on the outlook for the industry, Liu said the company would push ahead with its plan to float shares in Singapore. "The best time to invest is when the cycle is on the low side," said Procopiou. "Now ship value is almost half of what it used to be, so it's a good time for expansion for both ship owners and banks. **Source: China Daily**



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HSE action brings spotlight on offshore health and hygiene

Health and safety chiefs have taken formal action against rig owners in the North Sea after they were found to have insufficient bacterial control systems to handle potential risks to staff. Inspections by the Health and Safety Executive identified a lack of control of Legionella bacteria in hot and cold water supplies offshore.

Consultant microbiologist Dr Carole Devine, an expert in health and hygiene at offshore specialist Intertek Commercial Microbiology, says operators and rig owners must factor monitoring and treatment of potable water supplies to ensure the safety of staff and contractors. Legionella can be found in water in any situation, and it is not unusual for "positive" samples to be returned – with Legionella management and risk assessments needed to prevent the bacteria from thriving in water systems.

Owners, operators and managers are legally required to appoint someone responsible for managing the issues, and to ensure that risk assessments are carried out to inform a scheme of prevention or minimisation and that reviews take place regularly. "Microbiological risks such as Legionella are a major issue for the offshore industry, as supplies are first transported from land to installations such as those in the North Sea, before being used," says Dr Devine.

"Legionella has the potential to seriously compromise hygiene and the health of staff working offshore, in much the same way as occurred at public facilities such as swimming pools and whirlpool baths, which have been the focus of issues in the past.

"Water might be safe at the source, but as soon as you store and transport any volume of water, by way of tank or through a pipe network it is open to contamination and/or influence from microbiological organisms, which can lead to issues such as Legionella. "You have to ensure that your system is inhospitable to Legionella – and therefore safe for consumption and use, particularly with facilities such as showers and sprinkler systems." Microbiological mitigation systems can deal with other pathogenic risks such as E. coli, Salmonella, Listeria, Campylobacter and Cryptosporidium. Intertek Commercial Microbiology works across the energy industry worldwide both on and offshore and also provides health and hygiene systems to leisure and other business sectors. **Source : Offshore shipping online**

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The **MARE SUPERUM** seen in Rio Grande – Photo : Marcelo Vieira (c)



New shipping lane opens as ice melts

The interest towards shipping between Europe and Asia across the Arctic Ocean is increasing. This autumn the first shipment of iron ore is planned to go from Kirkenes, Norway, to China through the Northern Sea Route.

- Already today the possibilities for transporting considerable amounts of goods through that corridor are great, says advisor at the Norwegian Barents Secretariat Oddgeir Danielsen to Sveriges Radio.

Last summer two German transport vessels sailed the Northern Sea Route without assistance from ice breakers, and climate scientists believe that it will become even easier to use the lane as global warming makes the area free of ice in longer periods. Kirkenes is preparing to ship iron ore from Sydvaranger's mines to China through the Northern Sea Route, Danielsen says. – If this test turns out to be a success, more transport vessels will come, he adds. **Source :** Barents Observer

A Giant London Port Project Falls Foul of Thames Fishermen

After decades of rehabilitation, the Thames Estuary, downriver from London, is widely acknowledged as one of the cleanest metropolitan rivers in the world. But the arrival of a massive dredger in March to cut a deep-water channel for a planned container port has raised fears that toxic residues, long buried in the riverbed, could be released back into the water.

The port project, known as the London Gateway, is stirring a cocktail of emotions among people who depend on the river for their livelihoods and pleasure. The suction dredger is extending and deepening an existing shipping channel

to a minimum depth of 17 meters, or 56 feet, at low tide — the first step toward developing the planned £1.5 billion, or \$2.2 billion, port complex. Foundations for the port are being built 40 kilometers, or 25 miles, east of London in what is now a brown, marshy, landscape dotted with aviation fuel tanks and pipes. The site, along a three-kilometer riverfront, will redevelop 600 hectares, or 1,500 acres, of existing land together with reclaimed land built up from the dredged material.

Designed to be able to receive the largest container vessels now afloat — ships more than 300 meters long, capable of carrying 22 containers side-by-side — the port could process 3.5 million containers per year when operating at full capacity and would boast the largest logistics park in Europe, creating as many as 36,000 new jobs in an area of high unemployment.

Underlining London Gateway's economic importance, the Port of London Authority, which recently announced an 18-year low in the annual volume of trade that it handles, predicts that the new facility will help the volume to bounce back above 50 million tons from 45.4 million tons last year. Despite a 14 percent drop in cargo handled in 2009, London is still Britain's second-biggest port, behind Grimsby/Immingham, and the largest for nonfuel cargoes.

For the moment, however, London Gateway, owned by the heavily indebted Dubai company DP World, is confirming the go-ahead of only the £400 million dredging and reclamation part of the project, expected to take as long as four years to complete. It declines to say when it expects the port to open for business. Simon Moore, London Gateway's chief executive, said, "We are looking for tenants now for the logistics park," but the start of cargo handling at the port would be "subject to market demand." The company, he said, is "hoping the world economy will pick up."

DP World, which inherited the project when it took over P&O ports in 2006, originally scheduled completion by 2010 but quickly mothballed development as the global economy soured. Its decision to restart work while still enmeshed in complex debt negotiations has surprised some critics, who question whether it has the financial strength to respond to unforeseen environmental problems.

Controversy over the potential environmental impact dogged the project even before DP World took it over. First proposed in 1999, the project languished on the drawing board for 11 years as its promoters strove to fend off critics in a vehemently fought public inquiry and to show that it met the requirements of increasingly strict British and European environmental laws. Draconian measures to restrict effluent discharges into the Thames over the past 50 years have revitalized the estuary, which now provides habitat for 117 different species of fish and attracts seals, porpoises, eels, crabs and even sea horses, according to Natural England, which advises the government on environmental issues.

DP World says that environmental protection is high on its agenda and that it has embarked on a £50 million mitigation program which so far has removed millions of reptiles, including highly protected great crested newts, by hand from the site to new habitats — one of the largest such projects ever undertaken. **Source : New York Times**

NAVY NEWS

Northern Fleet to get helicopter carriers first

Russia's Northern and Pacific Fleets will be the first to get new helicopter carriers of the French Mistral class. Russia has reached the final stage in the negotiations with France on purchase of four Mistral helicopter carriers, RIA Novosti reports. The first two carriers will be deployed in the Northern and the Pacific Fleet, says Minister of Defense Anatoly Serdyukov. — We now understand that these vessels are needed in the Northern and Pacific Fleet, he said.

Read also: [Russian Navy going French](#)

According to the minister, Russia is in pre-contact talks on purchase of helicopter carriers with three countries — **Spain, the Netherlands** and **France**. The first vessel will be built abroad, the two next ones with the help of Russian shipbuilders, while the full construction of the fourth vessel would take place in Russia. **Source : Barents Observer**

SINGAPORE SEA WOLF CLASS RETIRED



above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

Years the backbone of the Singapore navy, and after years patrolling the Singapore straits the **SEA WOLF class** (FPB 45) GUIDED MISSILE PATROL CRAFT are now decommissioned, (above seen the class leader **P 76 SEA WOLF**, with sister on the inside) the six units with a length of 44.9 mtr of this class were designed and built in the seventies by Lurssen (Germany) and Singapore Technologies and were the heavy armed units of Singapore navy, equipped with 2 or 4 RGM-84C Harpoon SSM launchers, 2 Gabriel I SSM launchers, 1 57-mm 70-cal. Bofors SAK-57 Mk 1 DP; 1 2-round Simbad point-defense SAM system and finally 2 single 12.7-mm machine guns.



Above seen the **P 77 SEA LION** patrolling the Eastern Anchorage during the eighties

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Powered by 4 MTU 16V538 TB92 diesels each driving 1 propeller, with a total output of 14,400 bhp the patrol vessel could reach a top speed of 35+ knots !

	In Service		In Service
P 76 SEA WOLF	1972*	P 79 SEA TIGER	1974
P 77 SEA LION	1972*	P 80 SEA HAWK	1975
P 78 SEA DRAGON	1974	P 81 SEA SCORPION	29-02-1976

*** = Built at Lurssen yard in Vegesack (Germany) the remaining are built at Singapore Technologies**

Below seen the **P 78 SEA DRAGON** and sister on the inside seen laid up at Changi Naval base last week during the Navy Open days , awaiting their faith !! sale, scrap or target ?



All photo's : Piet Sinke (c)

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

Five foreign navies sending ships for centennial

22 ships, parade of 8,000 sailors mark rare fleet review next month

The first fleet review in Canadian waters took place July 16, 1958, when 32 ships from Canada, the United States and the United Kingdom anchored in the waters of Royal Roads. Princess Margaret inspected the ships from aboard the HMCS Crescent for 40 minutes as part of the celebration for B.C.'s centennial year. Thousands lined the shores for the Spectacle.

A dozen ships from five foreign navies will steam into local waters in June in a show of respect for Canada's navy on its 100th anniversary. Esquimalt and Colwood will host the Canadian Naval Centennial Pacific Fleet Review June 9-14, with events including an 8,000-strong parade of sailors in Victoria, aerial displays over the ships and inter-navy matches of soccer, ball-hockey and other sports.

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Gov. Gen. Michaëlle Jean will inspect 22 Canadian and foreign vessels anchored in the waters between Esquimalt and Metchosin's Albert Head from on board the **HMCS Algonquin**. The U.S navy alone is planning to send five ships, including the 333-metre **USS Ronald Reagan** aircraft carrier. Japan and New Zealand are each sending two ships.

Canadian navy spokesman Lt. Paul Pendergast said it's no small thing for frigates and destroyers from across the Pacific to travel so far for the event. "It's really halfway around the world with hundreds of sailors in navy ships that cost as much as \$1 billion," he said. Lt.-Cmdr. Kevin Kirkwood said it's a distance that would strain the ranges of even Canada's big ships.

"I crossed the Atlantic in the **Huron**," he said, referring to the Canadian destroyer he navigated during the 1982 crossing. "We had to single shaft on one engine [to conserve fuel]." He adds Canadian ships crossing the much larger Pacific Ocean must refuel part way in the Aleutian Islands between eastern Russia and the Alaska mainland.

The vast distances underline the respect of countries sending ships to this year's fleet review, he said. "It's important for Canadians to see that we have a navy that is respected around the world."

Fleet reviews are relatively rare events planned for equally rare occasions. Recent examples include the 60th anniversary of China's navy last year and the bicentennial of the Battle of Trafalgar in 2005. The last review of Canada's Pacific fleet was 25 years ago during the navy's 75th anniversary. It involved 24 ships from Canada, the United States, Australia and New Zealand.

Jean will not be the only dignitary in attendance. Representatives from various levels of government will be joined by two Canadian admirals as well as senior naval officers from the United States, France and India, a navy spokeswoman said.

Robert Huebert, a professor of political science at the University of Calgary and co-editor of *A Nation's Navy: In quest of Canadian Naval Identity*, says the strong international attendance underlines the legacy of Canada's long-standing Pacific naval presence. "One hundred years of independent existence is much longer than most other navies around the world." **Source : Times Colonist**

The Canadian Navy's Pacific Fleet will mark the Canadian Navy Centennial with an International Fleet Review June 9 to 14, 2010. Thirteen ships from the Indo-Pacific Region are expected to gather at the Royal Roads anchorage in the approaches to Esquimalt Harbour.

Foreign ships which will participate are the :

HMAS NEWCASTLE	Australia
FS PRAIRIAL	France
JDS ATAGO	Japan
JDS AKEBONO	Japan
HMNZS ENDEAVOUR	New Zealand
HMNZS TE KAHAKA	New Zealand
USS RONALD REGAN	USA
USS CHOSIN	USA
USS SAMPSON	USA
USS FORD	USA
USS FREEDOM	USA
USCGC ALERT	USA

Three Russian flag carriers gathered in Vladivostok



The flag vessels of three Russian Fleets have gathered in the eastern port of Vladivostok to prepare for the largest Russian navy exercise in many years. The Northern Fleet's flag carrier the nuclear-powered missile cruiser "**Pyotr Veliky**" and the missile cruiser "**Moskva**" of the Black Sea Fleet have teamed up with the Pacific Fleet's cruiser "**Varyag**" to prepare for joint exercises in the Sea of Japan in June, television station Pervy Kanal reports.

The exercise Vostok-2010 will take place in the Sea of Japan in June and will be the biggest Navy drills in years.

"**Pyotr Veliky**" is the world's largest war ship, if aircraft carriers are excluded. It has a 600 men large crew. The cruiser left home base in Severomorsk in the end of March. Since then it

has sailed through the British Channel, Gibraltar, the Suez Channel, the Bay of Aden and the Indian Ocean, where it joined the cruiser "**Moskva**" for joint exercises.

Watch video about the flag vessels gathering in Vladivostok on Pervy Kanal [here](#)

Background information

The **Russian Northern Fleet** (Russian: Северный флот, Severny Flot) is an operational-strategic part of the Russian Navy. It is the youngest of the Russian fleet, established in 1933. The fleet's headquarters are in the closed town Severomorsk, where the main base and administrative centre for several bases located throughout the Kola Gulf are located.

The Northern Fleet is the most powerful of Russia's four fleets. About two thirds of all the Russian Navy's nuclear force is based there. The fleet consists of nuclear-powered missile and torpedo submarines, missile warships, aircraft carriers and anti-submarine ships. Russia's only operating aircraft carrier, "**Admiral Kuznetsov**", belongs to the Northern Fleet. The flagship of the Northern Fleet is the nuclear-powered large guided missile cruiser **Pyotr Veliky**.

In 2008, the Russian Navy resumed its presence on the world's oceans after several years of low activity. Northern Fleet vessels operated in the Atlantic Ocean, the Mediterranean and the Caribbean Sea. **Source : Barents Observer**

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The **ACERGY FALCON** seen moored in Brest – Photo : Jan Plug ©

Hyundai Heavy develops eco-friendly gas engine

Hyundai Heavy Industries has completed the test run of the newly developed high output eco-friendly HiMSEN gas engine H35G for the first time in Korea on 27 May.

The new gas engine can be used for ship propulsion and power plants and features 'Lean Burn' technology and is regarded as eco-friendly and highly efficient by reducing parts to make the engine lighter thus saving fuel. The new engine emits 20% less CO₂ than diesel engines, reduces NO_x emissions by 97% to reach world's lowest level of 50ppm, and improves engine performance 47%.



After the final endurance test, Hyundai Heavy plans to start full-scale production of the new engines from early next year which will give the company full production capacity of 780bhp to 13,600bhp diesel and gas engines.

Yoo Seung-nam, senior executive vice president of Hyundai Heavy Industries said, "The successful development of this high output gas engine will give Hyundai Heavy a technological competitive edge to further expand in the world engine market."

With 35% of global engine market share, Hyundai Heavy reached an aggregate production of 20 million brake horse power in 4-stroke engines in a world record time and expects to produce an aggregate 100 million brake horse power in 2-stroke engine for the first time in the world by September this year. **Source : The Motorship**

High-speed ferry ripped from moorings



STRONG winds ripped a valuable high-speed ferry from its moorings alongside **Austal's** construction facility in Henderson last week.

Tugboats were needed to secure the 102-metre aluminium trimaran, worth about \$100 million, after it broke its moorings in unexpected and extreme local weather about 3am. Austal sales and Australian operations director Andrew Bellamy said an investigation into the incident had started.

in February and has a top speed of 39 knots with capacity for up to 1165 passengers and 245 cars. The trimaran is an evolution of Austal's landmark 2005 trimaran ferry **Benchijigua Express**.

Source : Fremantle-Cockburn Gazette

ROUTE, PORTS & SERVICES



The **SIA** seen off Harwich – Photo : Andrew Moors ©

The BRAtt: Burchette Robert Allan Training Tug

The **BRAtt project** evolved from Ron Burchette's training programs for tug operators using radio-remote controlled scale models. Why not build a model that is large enough for the operator and instructor to ride on and learn in the same space frame of reference as the boat?



Forward, a relatively deep bow is augmented by a skeg that makes this an escort capable tug. When complete later this spring, the little tug will be able to provide real water training to aspiring assist and docking tug masters without taking an expensive full-size ASD tugs off the job.



The propulsion system on the BRAtt is scaled to proportionately represent the full size tugs. It begins with a pair of Cummins QSB5.9-230 HD engines, each delivering 225 hp at 2,600 rpm into engine mounted ZF280.1 gears with 1:1 ratios. To allow for further reduction below the engines 600 rpm idle, the gears have slipping clutches. Flexible Centa torsional couplings are installed between the engines and their gears. Additional flexible couplings are at either end of the drive shafts to reduce vibration and to accommodate any movement in the flexibly mounted engines. The Z-drives are Olympic Model HD3 with 2:1 reduction. The propellers are 25 3/4 inch stainless in stainless nozzles. Both the engines and the Z-drives are mounted with a five-degree angle upward to the stern. The 450 hp twin-engined tug is anticipated to deliver an 8000-pound bollard pull.

The BRAtt is a 25.6 ft by 11.8 ft aluminum-hulled training tug designed by Robert Allan Ltd, with the designer's distinctive double-chine hull form. Under the counter of the broad stern the hull tucks in quickly providing good water flow over the twin azimuthing drives located aft in the ASD manner.



The boat is fitted with a fully operational Braden hawser winch forward with the tow line passing through a polished stainless-steel staple.





Robert Allan Ltd.'s project manager Michael Burgess said, "We have tried to stay all aluminum for the piping and fittings. Where that is not practical, such as the staple on the bow, we have used stainless. The engine is isolated from the aluminum with stainless shims."

Left : Robert Allan with his latest tug design

Among the many interesting and innovative features of the BRAtt are the four bollards built to also serve as lifting points for the 16-metric ton vessel. The wheelhouse is fitted on resilient mounts to provide a lower ambient noise level in the training area. In operation there will be room for at most three people on the boat, but ideally just two. In addition to its training functions, the

BRAtt can serve effectively as a real tug, doing smaller towing, docking and line-handling duties, and other harbor tasks such as boom deployment. The BRAtt was unveiled at the **International Tug & Salvage Conference** in Vancouver recently. **Source : MarineLink**

Mr. Ken N Y Lo, Director of Cheoy Lee Shipyard of Hong Kong (left) and Evert G van Telling, Director of Redwise Marine Holdings from the Netherlands watch the BRAtt commissioning ceremony. Both firms have been licensed to build and supply BRAtt tugs for their areas



**All photos :
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The **Eptafoles** seen leaving Amsterdam. Photo : Nico Kemps (c)

South Africa looks at port operator overhaul

South Africa is considering privatising the operation of a container port, as it overhauls the private sector's role in moving vital exports, according to the head of the state transport company. Chris Lewis, acting chief executive of Transnet, which runs South Africa's ports, long-distance railways and pipelines, said the company would issue a statement on the potential for private-sector involvement in its activities. In particular, Transnet was looking at the possibility of bringing in an international company to manage container operations at the new port of Ngqura, near Port Elizabeth.

"We will be looking . . . to bring in an international terminal operator in some form and assess what benefits it brings," Mr Lewis said of the plans for Ngqura. Many customers believe a foreign terminal operator, such as Hong Kong's Hutchison Ports or Singapore's PSA, could improve the efficiency of South Africa's facilities, whose productivity lags behind international standards. There has been strong resistance to such privatisation from some trade unions, allied to the ruling African National Congress. Transnet suffered 17 days of strikes in the run-up to the June 11 start of the football World Cup. The company's larger union, Utatu, agreed on May 14 to end its strike, but another, Satawu, settled only on May 20. The strike has increased the number of calls from some customers for Transnet to allow more private-sector participation in its activities, which are vital for the competitiveness of the country's mining, fruit and motor industries. Transnet could not afford to finance from its own resources some of the most important expansions of South Africa's transport capacity, Mr Lewis added. They include improvements of the railway that transports coal from Mpumalanga, in the north-east, to the Port of Richards Bay.

"There are things where it's very unlikely we would be able to fund it," said Mr Lewis. "We're committed to finding the right solution for economic growth for those." Transnet would also be happy for the private sector to take over the operation of some lightly used regional freight lines. A similar scheme in the US - known as short-lining - has revived

some routes. But Mr Lewis warned it was "simplistic" to expect private sector involvement to make a big difference. "The experience from the rest of Africa has not been that it has been a panacea for all ills," he said of private-sector operation of container terminals. Mining companies were also wrong to claim that Transnet's operations were much less efficient than railways in western Australia, where many miners run ore-carrying lines. "The iron ore line stacks up against the best in the world," Mr Lewis insisted. **Source: Financial Times**

Hanjin expects main routes to turn profitable

HANJIN Shipping Co, South Korea's largest container line, expects a return to profit on its biggest routes as an economic recovery in the US revives demand for Asian-made goods. 'The bleeding will stop as of May,' chief executive officer Kim Young Min said on Wednesday in Hong Kong. 'We were losing so much money on transpacific trade.'

Hanjin has secured close to 90 per cent of its target for rates increases in new annual contracts and the company now plans to introduce peak-season surcharges about four weeks earlier than usual as demand rebounds. Industrywide traffic on transpacific routes may rise 10 per cent this year and even more quickly on Asia-Europe lanes, provided the European debt crisis doesn't spread to major economies such as Spain, Mr Kim said.

'Advance bookings are still high, which could mean we are seeing actual demand rising rather than just restocking,' said Um Kyung A, an analyst at Shinyoung Securities Co in Seoul. 'Rebounding US consumer spending is an encouraging sign.' Hanjin's vessels are about full on all routes, which is prompting the Seoul-based shipping line to consider expanding its fleet by more than a planned 6 per cent, Mr Kim said. The company's overall cargo volume increased 26 per cent in the first four months, he said.

Hanjin has signed about 90 per cent of its annual transpacific contracts, Mr Kim said. The company, along with AP Moeller-Maersk A/S, China Cosco Holdings and the 12 other members of the Transpacific Stabilization Agreement agreed to seek an increase of US\$800 per 40-foot container in the talks after price wars contributed to losses last year. Mr Kim is the current chairman of the group.

Hanjin, which carries about half its traffic across the Pacific, may levy a US\$400 per 40-foot container peak surcharge on transpacific cargos next month, Mr Kim said. Mediterranean Shipping Co plans to levy a US\$500 peak-season surcharge next month on shipments travelling to the US west coast from Asia, according to its website. The rate increases may help Hanjin make an operating profit at its container business from the current quarter, Mr Kim said. The business generated an operating loss of US\$8 million in the first quarter. Hanjin may post a net income in the third quarter, excluding the impact of exchange fluctuations on some costs, Mr Kim said.

To boost its finances, Hanjin Shipping is seeking to raise 254 billion won (S\$297 million) by selling 10.9 million new shares. The company has no plans for further offerings, Mr Kim said. The company has also agreed to sell a 49 per cent stake in a port terminal unit in Busan, South Korea's busiest port, to a group of local financial investors. The 200 billion won deal will likely close next month, he said.

Shipping demand still remains below 2008 levels, and the European crisis may undermine the rebound, Mr Kim said. Container lines have been adding capacity on Asia-Europe routes after a pick-up in demand allowed them to return to profit on the sector as early as at the end of 2009. 'The impact of Greece and Portugal has been relatively small, but what we're looking at carefully is what is going to happen in Spain,' he said. 'Spain is a major market in the Mediterranean as well as in Europe.'

Greece's public finances began rattling investors late last year, when the country more than tripled its budget deficit forecast for 2009 to 12.7 per cent of gross domestic product. The shortfall prompted European Monetary Affairs Commissioner Joaquin Almunia to say Greece's finances had become a 'concern for the whole euro area.'

'European woes have caused worries about another round of crisis although that hasn't yet shown in cargo traffic,' Mr Um of Shinyoung said. **Source : Bloomberg**



The TSHD **GEOPOTES 14** seen operating at the Maasvlakte II project - **Photo : Muhlis Cakir (c)**

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Nord Stream starts construction in Bay of Greifswald

Nord Stream AG has commenced preparatory construction for the pipeline in the Bay of Greifswald. Construction of the cofferdam, which was installed onshore in April, will be continued offshore. As will excavation work for the pipeline trench.

Dr Georg Nowack, Nord Stream Project Manager for Germany, stated, "These works constitute the timely beginning of the next important phase of construction activities in the German sector of the Nord Stream Pipeline. We are now creating the conditions necessary to begin pipe laying, as scheduled, at the end of June." Construction of the offshore section, which measures 550 metres, will require a temporary roadway on the eastern side of the cofferdam. The roadway is expected to be complete at the end of June.

Dredging of the pipeline trench will begin parallel to construction works on the cofferdam. Eight special excavators (two bucket excavators, three stilted excavators and three trailing hopper suction dredgers) will be used. Anchor tug boats, survey vessels, and transport barges will be used to support these efforts; with more than 40 ships in total.

Reusable excavated material will be temporarily stored in a pre-determined area east of Usedom. Similarly, the clay that is created will be brought onshore and later used, for example, to upgrade the ferry harbour in Sassnitz.

Nord Stream upheld its pledge to delay commencement of works until after the herring spawning season. The company request that users of the Bay of Greifswald first obtain up-to-date restriction information before undertaking a trip to the region. Information regarding exclusion zones can be accessed in marina bulletins, as well as online at www.elwis.de All restrictions are expected to be lifted by the end of the year. **Source : Gasworld**

Mitsui to expand capesize fleet 36%

MITSUI OSK Lines Ltd, the operator of the world's largest merchant fleet, will boost its capesize fleet by 36 per cent over five years as China's economic growth spurs demand for steel for trains, roads and bridges.

The Tokyo-based company will increase its fleet to 150 ships by the end of March 2016 from about 110 now, Naotoshi Omoto, general manager of iron ore and coal, said on Wednesday in Imabari on the island of Shikoku. Mitsui is adding ships, including iron ore and coal carriers, to take advantage of demand from China, the world's biggest importer of the steel ingredients. China imports iron ore from countries such as Australia and Brazil to sustain economic growth that was 11.9 per cent in the last quarter.

'China's demand is amazing,' said Mr Omoto. 'They are likely to increase their iron ore imports further.' Japan's most profitable shipping line is predicting net income of 60 billion yen (\$932.8 million) this fiscal year. Nippon Yusen KK, the world's second-largest ship operator, is forecasting a profit of 35 billion yen this fiscal year.

Kawasaki Kisen Kaisha, Japan's third-largest shipping line by sales, says that it would probably have net income of 18 billion yen this business year.

The Baltic dry index, a measure of prices paid to ship commodities, has risen 40 per cent this year as a rebounding global economy stokes demand. It rose 0.5 per cent to 4,209 in London trading on Wednesday. **Source : Bloomberg**

OLDIE – FROM THE SHOEBOX



SVEA's **WASABORG** – Photo : Coll. Kees van Huisstede

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RSS TENACIOUS (71)	-	SINGAPORE NAVY	RSS STALWART (72)	-	SINGAPORE NAVY
SWIFT RESCUE	-	SINGAPORE NAVY	RSS RESOLUTION (208)	-	SINGAPORE NAVY
RSS INTREPID (69)	-	SINGAPORE NAVY	RSS ENDEAVOUR (210)	-	SINGAPORE NAVY
RSS ENDURANCE (207)	-	SINGAPORE NAVY	RSS EAGLE-I	-	SINGAPORE NAVY
SEA WOLF (76)	-	SINGAPORE NAVY	SEA DRAGON (78)	-	SINGAPORE NAVY
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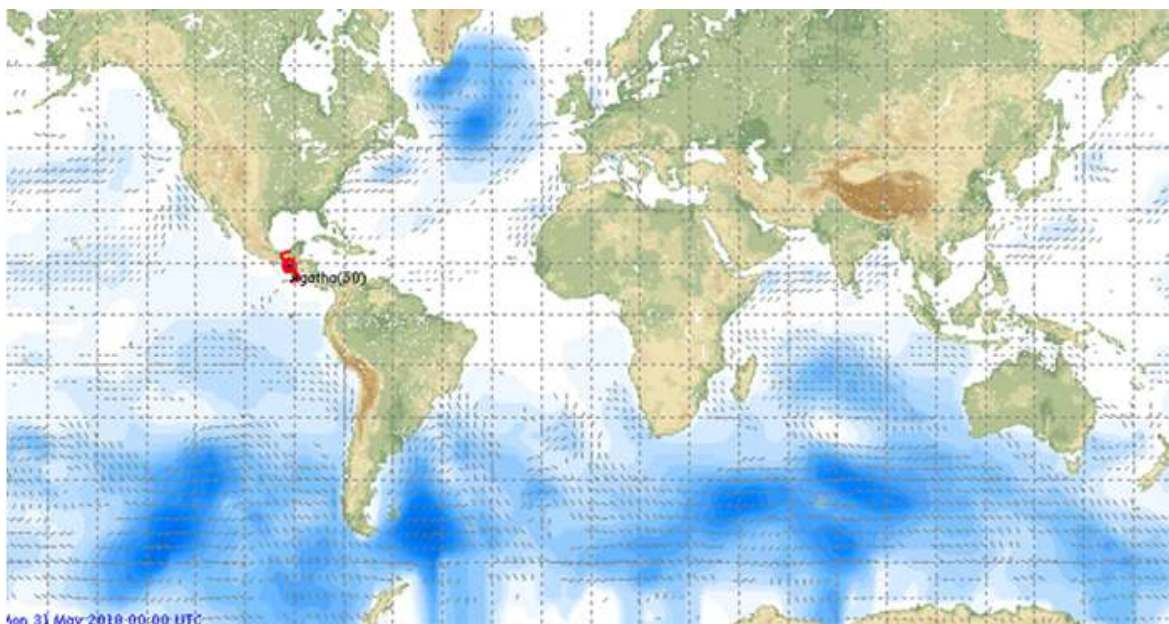
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.... PHOTO OF THE DAY



The **NEPTUNE MARINER** seen departing with the **OSLO** from Great Yarmouth
Photo : Paul Gowen ©