

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 164



Number 164 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 13-06-2010**

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ROLLDock's ROLLDock SUN seen anchored at Singapore Western Working anchorage
Photo : Piet Sinke (c)

EVENTS, INCIDENTS & OPERATIONS

ROLLDOCK SUN IN SINGAPORE



January 8 of this year, the Dutch flagged 140 mtr long **ROLLDOCK SUN** was handed over to RollDock Shipping after the completion of successful sea trials in Mumbai India. The vessel which was built at the Larsen & Toubro yard in Hazira (India) immediately set sail for her first contract consisting of 7 voyages with large modules from Sattahip Thailand to Singapore.

The **ROLLDOCK SUN** is the first in a series of identical sisters that will all have three loading modes - lo-lo, ro-ro and flo-flo.



They are equipped with two heavy lift LIEBHERR cranes each of 350 tonnes lift capacity and 700 tonnes lift capacity when working in tandem.



The ramp, which is adjustable in height so it can cope with different quay heights, can accommodate pieces with a unit weight of up to 4000 tons, the hold which is measuring 116 x 19 x 7.5 mtr is seen left

The submerging system allows a water depth of 6,20 m in vessel's dock hold.

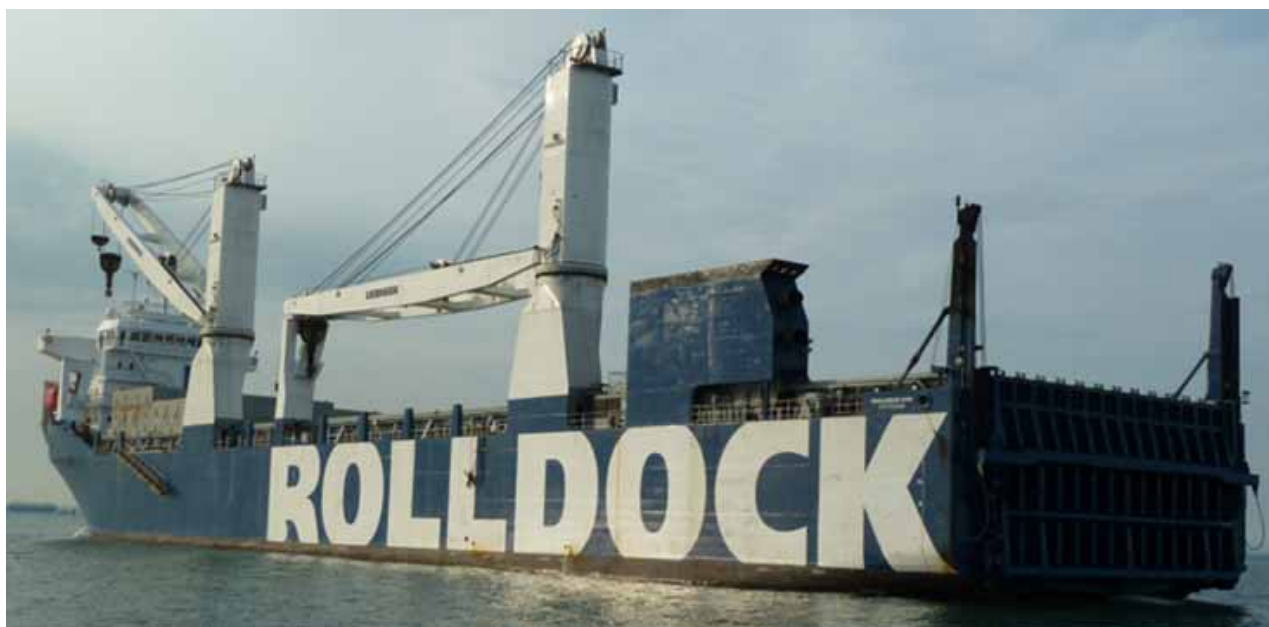
The vessel is powered by 2 x 450 kW Wartsila 9L32 mainengines with a total output of 12.240 hp driving each 1 CPP.

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As can be seen on the right the wheelhouse is well equipped with the most modern navigation equipment, as well the **SPOS weather system** supplied by **METEOCONSULT** (The Netherlands)



Left seen the control panel for the loading/unloading operation, the **ROLLDock SUN** was in Singapore for stores, bunkers and crewchange, in continuation the vessel departed for Visakhapatnam in India for her next assignment.



All photo's : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

www.rolldock.com

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KOTUG's latest fleet addition the **RT ADRIAAN** arrived from Cape Town in Rotterdam

Photo : R & F vd Hoek – Lekko ©

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Fish industry skeptical to Barents delineation deal

The fish industry in Murmansk fears that the Russian-Norwegian deal on the delineation of the Barents Sea will deprive Russian fishermen of vital fishing grounds in the area. While Norwegian authorities hope that the historic delineation agreement will be ratified and come into effect within a year, the Russian fish industry believes another 10-15 years of negotiations are needed to settle all aspects of the agreement, Rossiiskaya Gazeta reports.

The historical agreement signed by Norway's Jens Stoltenberg and Russia's Dmitry Medvedev in April this year implies a sharing of the 175,000 square kilometer area in the Barents Sea into two equal parts. With the agreement in place, the so-called Grey Zone Agreement from 1978 is cancelled. That agreement regulated fishing in a big area stretching over both Norwegian and Russian waters and gave both countries' fish industries access. The Grey Zone Agreement was renewed annually and fishing in the area was regulated by both parts in the Joint Fishery Commission.

Representatives of the industry in Murmansk now express concern that Russian trawlers with the new agreement will be unable to operate in areas where they traditionally have been doing good catching. General Director of the

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Northern Union of Fish Industrialists, Vasily Nikitin, says to RG.ru that the new agreement must document not only the border line, but also the conditions for the fish industry.

Also Vyacheslav Zilanov, Vice President of the All-Russian Association of Fishing Companies, argues that Russia and Norway now need to agree on how to divide the area. -There are aspects about which we significantly disagree. However that does not mean that we are unable to agree about an important issue like the division of the Barents Sea, he says. At the same time, he argues that the regulations which currently are being applied by the Norwegians in the area, and especially in the waters around the Svalbard archipelago, are discriminatory against the Russians. The Russian fish industry interests are now submitting input to the authorities. According to Vadim Sokolov from the Murmansk regional Fishery Committee, proposals regarding the new agreement have already been submitted. He also says that the Federal Fishery Agency has established a working group with members from regional authorities, the fishing fleet and fisheries organizations, and that the recommendations from this group "must be an integral part of the agreement".

Also on the Norwegian side, parts of the fish industry are skeptical towards the new Barents Sea deal. Leader of the Norwegian Association of Fishing Boat Owners, Audun Maråk, says to Fish.no that "Norway has little to celebrate" and that the Norwegian-Russian agreement favors the Russians. **Source : BarentsObserver**



Seen at Aarhus Friday in heavy rain is the brand new **FITNES**, which was delivered from Sietas in Hamburg in the beginning of May. - **Photo : Bent Mikkelsen ©**

BIMCO at Posidonia 2010

Greece and the Greek shipping community have once again opened their doors to a record-breaking attendance. This year, 1,850 exhibitors from 87 countries and more than 17,000 trade visitors from all aspects of the maritime industry walk, talk and meet at the 30,000 m2 which forms this year's multi faceted frame for Posidonia. This year also, BIMCO has a strong presence, the delegation being spearheaded by the President, Robert Lorenz-Meyer, and Secretary General Torben Skaanild. The strong presence is of course reflecting the importance for BIMCO of its large Greek membership.

The BIMCO stand contains an abundance of information and has had a wide range of visitors e.g. students looking for information, BIMCO members dropping by and potential members enquiring about what we do. During the week, various Chief Officers will be available. Below is a list of the different departments represented, when they will be there, and what areas of interest are being covered. Visitors can simply come by the stand or e-mail/call the specific Chief Officer and make an appointment. Chief International Affairs Officer Mr. Michael Lund covers fair

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treatment of seafarers, ratification of international conventions e.g. The Rotterdam Rules and in IMO, BIMCO's shipping analysis work and BIMCO advocacy in general. He will be at the BIMCO stand on Tuesday 8 June 2010 afternoon, most of Wednesday 9 June 2010 and the morning of 10 June 2010.

Chief Maritime Security Officer Mr. Giles Noakes covers security and piracy issues. He will be at the BIMCO stand on Wednesday 9 June 2010 during the afternoon, most of 10 June 2010 and the morning of Friday 11 June 2010. Chief Documentary Officer Mr. Grant Hunter covers e.g. NEWBUILDCON, SHIPMAN 2009 and a selection of clauses – piracy, slow steaming, risk assessment, etc. He will be at the BIMCO stand on Thursday 10 June 2010 afternoon, most of Friday 11 June 2010. Chief PR Officer Mr. Peter Grube is covering marketing and media and will be at Posidonia the whole week. **Source: BIMCO**



Above seen the Marshall Islands registered container ship **Italia** departing the Port Chalmers container terminal on the 12th of June 2010. The vessel has a gross tonnage of 37209, and was built in 1991. **Photo : Ross Walker ©**



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SKorea recovers possible debris from fallen rocket

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A South Korean navy ship on Friday recovered what is believed to be debris from a rocket that apparently blew up shortly after liftoff, as experts tried to find the cause of the latest setback to Seoul's space ambitions.

The rocket carrying an observation satellite to study global warming and climate change likely exploded 137 seconds into its flight on Thursday and is believed to have fallen into the sea some 292 miles (470 kilometers) south of the space center.

The South Korean navy plans to deliver the recovered parts to the country's state-run Korea Aerospace Research Institute for analysis, said Pyun Kyung-bum, a spokesman of the Ministry of Education, Science and Technology.

He also said South Korea will closely consult with Russia in picking up other fragments. The first stage of the Naro rocket was designed and built by Russia and the second by South Korea.

The two countries plan to quickly form a joint committee to determine the cause of the failure and discuss whether to launch a third rocket, according to the ministry. The blastoff at the coastal space center in Goheung, 290 miles (465 kilometers) south of Seoul, was the country's second launch of a rocket from its territory.

In the first attempt last August, the satellite failed to reach orbit because one of its two covers apparently did not come off after liftoff. The rocket on which it was carried functioned normally, so South Korea saw that launch as a partial success. Since 1992, South Korea has launched 11 satellites from overseas sites, all on foreign-made rockets.

Thursday's launch was delayed a day because fire retardant suddenly sprayed Wednesday from three nozzles set up near the launch pad to extinguish any blaze.

Education, Science and Technology Minister Ahn Byong-man said Thursday that South Korea will begin preparations to announce a new launch date as soon as the cause of the latest failure is determined. **Source : AP/Google**



The **BERGE PACIFIC** seen arriving and swinging in the Caland canal before berthing in front (bow to bow) of the **BERGE STAHL** at the EECV terminal – **Photo : Rik van Marle (c)**

NAVY NEWS

Rs18-cr naval goods go missing from Mumbai

The Ghatkopar police have registered a case of cheating and criminal breach of trust against a transport company owner and a truck driver who allegedly did not deliver a consignment of naval goods to Kochi in January this year. According to the police, spare parts of defence aircrafts and ships worth Rs18 crore have gone missing.

Goods like aircraft and ship's spare parts sealed in 203 wooden boxes were booked in a truck number MH-11-AL-63 by the transport company, Messrs Marks Food Transport, from the Naval

Stores at Ghatkopar for delivery to Kochi. According to the statement by officials from the Naval stores at LBS Road in Ghatkopar, the consignment never reached its destination in Kochi. The headquarters of the Southern Naval Command is located at Kochi and one of the country's biggest ship-building companies —Kochi Shipyard — is located there.

It is not yet clear whether the spare parts were those of a new aircraft and ship or belonged to old ones.

According to the police, officials from the Naval stores said there was a departmental inquiry conducted regarding the case after which they finally registered the police case on Friday.

The main accused has been identified as Mahendra Shah, 55, while the driver is unidentified. Police have launched a manhunt for the accused. When contacted, the defence spokesperson in Mumbai said he had no information about the case. **Source : DNA India**



Above seen the 1977 built Los Angeles-class submarine **USS MEMPHIS (SSN-691)** arriving in Willemstad (Curacao)

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

Russia presses demands for high-tech French warships

Negotiations on most ambitious bid to reach out to Russia have stumbled

Russian Prime Minister Vladimir Putin met with President Nicolas Sarkozy on Friday as Moscow pressed demands that French warships it wants to buy should come with high-tech equipment. The sale of the **Mistral-class** assault ships is widely seen as France's most ambitious bid yet to reach out to Russia, but negotiations have stumbled, notably over Moscow's demands for a transfer of technology.

The deal would be the first sale of advanced military hardware to Russia by a NATO member country.

Speaking in central Paris at the opening of a big exhibition showcasing Franco-Russian cooperation, Putin said France and Russia must work together to keep their competitive edge in science and technology.

"The world is going through a difficult time and we have to stand together to remain competitive," Putin said at the event, standing alongside Prime Minister Francois Fillon. "In scientific and technological areas, we must unite our efforts," he said before heading to the Elysee palace for talks and lunch with Sarkozy.

Putin told AFP in an interview on the eve of his visit that a deal on the Mistral, now under negotiation for more than five months, is possible only if the vessel comes equipped with cutting-edge technology.

France has said it will not lump sophisticated navigation systems and other sensitive technology into the deal for the ships, that cost about 500 million euros (\$600 million) each. "For us the most important thing is to buy technology. That is the future," reiterated Russian Industry Minister Viktor Khristenko on Friday.

The sale of the Mistral warships, which can carry 16 helicopters and a 750-strong landing force, has also run into complications over Moscow's insistence that three of the four vessels be built in Russia.

"For us, this deal is interesting only if it is accomplished with a parallel transfer of technology," Putin told AFP.

Russia's neighbours in the Baltics and Georgia, along with the United States, have raised objections over the sale but France has countered that Russia must be treated like a partner and not a threat in Europe. There have been concerns that the warships could be deployed in the Black Sea, where tensions are high following the 2008 war between Russia and Georgia and among ethnic Russians living in Ukraine's Crimea region.

Russia's military chief of staff, General Nikolai Makarov, said in Moscow this week that the vessel could be used to patrol waters near Pacific islands that are the subject of a long-running dispute with Japan. The Russian leader met with his former French counterpart, Sarkozy's predecessor Jacques Chirac, first thing on Friday and was to have talks later with the head of French oil giant Total, Christophe de Margerie.

Two other major French energy companies are involved in Russian-led projects to bring gas to Europe: EDF in the South Stream gas pipeline and GDF in another known as North Stream. The prime minister is leading a delegation of top businessmen from Russian aerospace, energy and transport who will be looking at prospects for new partnerships during a series of round-table discussions.

Putin last held talks in France in November and President Dmitry Medvedev was warmly received during a state visit in March that yielded a string of deals in energy, transport, aeronautics and aerospace.

The countries also cooperated in pushing through fresh sanctions this week against Iran over its suspect nuclear programme. Deputy Foreign Minister Sergei Ryabkov on Friday said Russia will comply strictly with the sanctions, but did not make clear whether a controversial planned sale of S-300 air defence missiles to Iran would go ahead.

Source : dailystar.com.lb

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CANALE 2010 EXERCISE

CANALE 2010, the bilateral Italo-Maltese aero-naval exercise, returns to Maltese waters and airspace this year, between Friday 11th June and Friday 18th June, 2010. The aim of **CANALE 2010** is to promote co-operation and peace in the Mediterranean Region, with particular emphasis on strengthening the cooperation between the “5+5 Initiative” partners in the Mediterranean area. Exercise activities will focus on Maritime Search-and- Rescue (SAR) and Maritime Law Enforcement (MLE) combined operations.



Above seen the Armed Forces of Malta (AFM) Vittoria Class SAR Boat **MELITA I** leading the ships that are participating during Canale 2010 Exercise - the Italian Navy Comandante class OPV **MM COMANDANTE ADRIANO FOSCARI P 493**; the French Navy Grebe Class OPV FS **GREBE P679** and in the background the Algerian Navy salvage ship MRA **EL MOURAFIK 216**.

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

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Navy to christen its newest 'San Diego'

The amphibious transport dock ship San Diego floats at Northrop Grumman Shipbuilding's Ingalls shipyard in Pascagoula, Miss.

For the fourth time, a Navy ship will be named for this little corner of the world.



The amphibious transport dock [San Diego](#) will be christened this morning in Pascagoula, Miss., the next step in the long journey toward its namesake city.

The 684-foot ship will be delivered to the Navy in 2011 and is expected to arrive at its home port of San Diego late next year or in early 2012.

The \$1.3 billion vessel has a challenging reputation to uphold. A prior Navy craft named [San Diego](#)

achieved fame in World War II, when it engaged the enemy 34 times and never lost a sailor.

The skipper of the new [San Diego](#) feels the historical weight on his shoulders. "It's a tough task to follow that kind of military record, but we're going to give 'em one hell trying," said Cmdr. Jon Haydel, 40, a Houston native. "We're working to get their spirit and fighting capability instilled in the crew of this ship."

In recognition of its service, the World War II-era [San Diego](#), a light cruiser, was chosen to be the first Allied warship to enter Tokyo Bay at the war's end. Later, it sailed to San Diego, where it has retained a special place in the hearts of maritime and history buffs. "The ship itself participated in a whole lot of operations in the Pacific without ever being damaged. Then it steams triumphantly into San Diego Bay. All of those cement the history of a ship in people's memory and endear it to them," said Ray Ashley, chief executive of the [San Diego Maritime Museum](#).

A group of aficionados raised more than \$1 million to install a monument to that ship on the [San Diego](#) waterfront in 2004. At the ribbon-cutting ceremony, the Navy announced that it would name another ship [San Diego](#). A cheer went up from the World War II vessel's crewmen assembled there. One of them was George Horton, who served as coxswain on the cruiser after it was commissioned in 1942. Now 85, Horton remembers how close the crew became, like brothers. "It was a brand-new ship when we went aboard. Eighty percent of (the) men had never been to sea before," said Horton, who now lives in Utah. "Most of us, all of us, never thought we'd come back."

His health didn't allow him to travel to Mississippi for the christening today. But for the commissioning, Horton is determined to return to San Diego — the town that threw a homecoming parade for him and his shipmates when they returned from the war. "I can't walk, so I have to be in a wheelchair. But I'm going to be there," he said. Horton's ship was considered a looker, with exquisite lines. The new [San Diego](#) has a unique look as well. Following the trend in modern naval vessels, it's sleek, with few angles, allowing for a smaller radar footprint on the seas. In addition to its 363-person crew, it can hold up to 800 Marines and their trucks and aircraft. Naval tradition holds that a ship named after a city carries memorabilia from that town.

Haydel said his vessel isn't yet outfitted with its **San Diego** gear, but its officers are thinking that the mess decks, where sailors eat, will have images of Balboa Park, Old Town or the Gaslamp Quarter. Besides the World War II cruiser, two other previous ships have borne the name **San Diego**: an armored cruiser sunk off the coast of New York during World War I and a combat-stores ship commissioned in 1969 and retired in 1997.

Source : **San Diego Union Tribune**

Indian Navy creating a new base for nuke submarine

The navy is coming up with a secret base on the east coast, under the code name **Project Varsha**, to berth its upcoming fleet of nuclear submarines. India's first indigenous nuclear-powered submarine, **INS Arihant**, under project Advanced Technology Vessel (ATV), was launched for trials last year at the Visakhapatnam-based ship building centre (SBC). **Arihant** is still undergoing its criticality certification at the SBC. The navy has plans to build five more such nuclear-powered submarines at SBC. The defence ministry also took over the Hindustan Shipyard Limited (HSL) in Visakhapatnam last year from the ministry of shipping, so that it could use HSL's facilities and infrastructure to build the submarines.

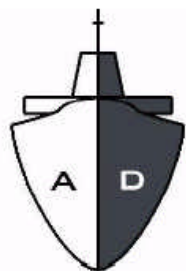
The new base, **Project Varsha**, will have special features to ensure safety of the submarines and the personnel onboard for maintenance. According to a source, the government would be taking the help of some other countries for the huge project as it required special fitments and attachments made of special material.

Located about 200 kilometres around Visakhapatnam at an undisclosed location, the base would be on the lines of the Chinese nuclear submarine base in Hainan island, the source said. The base will have accommodation and other facilities for the officers and men posted onboard. The base would accommodate other submarines and ships if required, the source said, as a lot of vessels due for induction in the near future were facing space constraint.

Refusing to disclose the cost of the project and whether there would be any special facility for missiles, a source said, "Not sure when it would be ready. It might take time as it's a special project and meant mainly for nuclear submarines." Source : **DNA India**

SHIPYARD NEWS

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ABG Shipyard, Sierra Leone in bauxite mining venture

An Indian firm has partnered with a local company to mine bauxite in northern Sierra Leone, an area with over 300 million tonnes of proven reserves of the valuable rock, the local partner said today. The Sierra Leone Exploration

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Mining Company (SLEMCO) and Indian ABG Shipyard company will begin mining in the northern town of Port Loko, 120 kilometres from the capital Freetown.

"Extensive studies indicated that the area has over 300 million tonnes of proven bauxite reserves," said Mohamed Sesay, chairman of SLEMCO. The first phase of the joint mining venture will cost over USD 50 million. "Plans are well ahead to construct a 400 million dollar plant to extract aluminium from the bauxite," said Sesay.

He said the mine would provide jobs for 20,000 youths. Mineral Resources Minister Alpha Kanu said "683 kilometres of bauxite have been discovered in the district and 131 million tonnes of bauxite are expected to be mined in the first phase of the operation".

Bauxite is a rock which is an important aluminium ore, making it highly valuable due to the large range of products made from aluminium. Aluminium is the most commonly used light weight metal, used to make anything from cars and planes to soda cans, cooking utensils and construction materials. A highly pure form is used in CDs and electronics. **Source : India Times**

Launching Charles Darwin



On June 11th, 2010, twenty three months after placing the order, the trailing suction hopper dredger '**Charles Darwin**' was launched at the shipyard Construcciones Navales del Norte in Sestao (Spain). The godmother of the ship was Charlotte Putz-De Nul, daughter of Mrs Ghislaine De Nul, sister of Jan Pieter De Nul and Dirk De Nul, Directors of the company.

This new ship has a capacity of 30,500 m³ and with her limited draught of only 12 m and her length of 161.5 m, combined with 3 thrusters of 1,350 kW each, the vessel is very suitable to operate in shallow or confined waters. With a

relatively low propulsion power of 2 x 10.800 kW, the speed in open sea will still be 16 knots. This is the result of an optimized design of the hullform of the vessel and the use of specially designed propeller nozzles. This results in a low fuel consumption and lowered emissions. When the vessel sails with only 5 m under the keel, the speed will still be 14.1 knots.

Two suction pipes, equipped with submerged dredge pumps of each 3,400 kW are installed. Double-walled, electrically driven shore discharging dredge pumps with a total power of 15,000 kW will enable discharging the load at a high rate, over long distances.

Delivery is expected by the end of 2010. At the same shipyard, the TSHD '**Leiv Eiriksson**' was delivered. The '**Leiv Eiriksson**' is the sister vessel '**Cristóbal Colón**', the largest trailing suction hopper dredger in the world.

Source : jandenu1

Greek clients the target of Cosco Shipyard

Cosco Shipyard Group Co, the ship repair unit of China's Cosco Group, plans to increase the number of projects for Greek clients to almost a third of its order book this year. Greek ship owners currently provide a quarter of the company's order book and the aim is to raise it to 30 per cent this year, Steven Zhang, deputy manager of Cosco Shipyards' repair and conversion department, said in Athens on Tuesday at the Posidonia Shipping Exhibition, according to an e-mailed statement from the event's organisers.

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Cosco Shipyard repaired and converted 400 international vessels last year. 'We believe that these volumes will be maintained for 2010,' Mr Zhang said. Cosco also plans to open another shipyard this year, he said. Last year, Greek-owned ships accounted for the second-largest merchant fleet in the world after China. **Source: Bloomberg**



3 x AHTS where ordered by **Edison Chouest** in Gdansk (Poland) which are named the **Water Buck**, **Reed Buck** and the latest one is the **Bush Buck** above seen ready for trials.

Photo : John Barendrecht - www.Barendrechttrading.nl ©

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Above seen the ms [Zaandam](#) riding high near the Queen Charlotte Islands (West Canada)

Photo : [Captain Fred Eversen - Master ms Amsterdam \(c\)](#)

Beira Port Dredging to Start in July

Mozambique's publicly owned ports and rail company, CFM, has announced that the emergency dredging of the access channel to the port of Beira, the berths and the turning basins, as well as land reclamation work for the future Beira coal terminal, will begin in July.

According to a CFM press release published on Friday, this work is budgeted at about 43 million euros (52 million US dollars). Of this, 23 million euros will take the form of a loan from the European Investment Bank, 10 million will be provided from CFM's own funds, and a further 10 million is a grant from the Dutch ORET fund.

When the dredging is complete, the depth of the access channel will have been restored to a minimum of eight metres below Chart Datum, and 9.2 metres below in the "Macuti Bend", described as the critical part of the channel. The width of the channel will be between 135 and 200 metres.

This will allow Beira once again to receive vessels of up to Panamax size (i.e. 60,000 tonnes), and will be able to service its clients safely 24 hours a day. The release notes that currently "the port can only receive vessels of up to 30,000 tonnes, and only during day-time, thus imposing severe constraints on the transport chain and hampering port operations".

The international tender for this work was won by the Dutch company [Van Oord Dredging and Marine Contractors](#). The work will be supervised by CFM itself with the assistance of a Dutch consultant company, DHV.

CFM says it will receive financial support from the Dutch embassy in Maputo to cover half the cost of this technical assistance. [Source : AllAfrica](#)

First images of port dredging revealed

DREDGING work in the River Thames will create the UK's most prolific port - operating around the clock, day and night. Essex County Council was shown images of Trailer Suction Hopper Dredgers in the River Thames that will create a 300m wide channel for DP World's £1.5billion superport at Shell Haven.

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It is the first time these images of the land - stretching for 2.8km - have been shown. DP World gave presentations to councillors at Benfleet Methodist Church, in High Road, on Monday.

Xavier Woodward, communications manager of DP World London Gateway, said: "We will increase the tidal window, which should be the greatest in the UK. "The dredge will allow the channel to be deepened by approximately three metres and the majority of the dredge material will be used to reclaim land for the port."

Owned by the Dubai government, the DP World project is largest of its kind in the UK. DP is currently dredging to a depth of 14.5-metres at the inner channel and 16.5m at the outer channel. The estuary at the moment is around 11m deep.

The majority of dredging will be carried out between London Gateway and Shoeburyness. DP started dredging in March and will have machinery on site for three to four years. **Source : YellowAdvertiser**



The PSV **NSO FORTUNE** seen delivering materials to Allseas **AUDACIA** off Trinidad
Photo : Robin de Gijzel (c)

Containership Company upgrades transpac service

The Containership Company is to upgrade its Taicang, China – US West Coast service with three vessels chartered from Danaos. Start-up boxline TCC has chartered three 3,000 teu capacity vessels from Danaos for one year, with two one options. The vessels will be deployed on its Great Dragon service currently served by five ships. "The existing weekly schedule will be maintained and updated accordingly as the new vessels are phased in," TCC said.

Source: seatradeasia

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Above seen the [Caroline Essberger](#) seen moored at the Wilhelmina kade (Holland Amerika kade) in Rotterdam
Photo : Michel Kodde (c)

NYK to collaborate with A.P Moller-Maersk on developing environmental technologies

In their efforts to reduce the impact of shipping on the environment, NYK and A.P. Moller-Maersk have agreed to share ideas on emission-reduction technologies and initiatives. Exchanging knowledge in these areas aims to enable more cost-effective solutions and more efficient implementation of measures required to reduce CO₂, NO_x and SO_x emissions and other environmental impacts. To provide a classification society perspective and competence on technology solutions and risk management, Det Norske Veritas (DNV) will be part of the knowledge-sharing process.

The companies will exchange ideas mainly in the following areas:

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1. Energy-efficiency technologies, including waste-heat recovery and air lubrication.
2. Emission-abatement technologies including emission-cleaning systems, systems for operations using low-sulfur fuel, and systems for ballast-water treatment.
3. Alternative fuel, including LNG and fuel cells, as a replacement for heavy fuel oil.
4. Vessel-operation measures, including super-slow-steaming operations, to reduce air emissions and increase fuel efficiency.

In addition to the above, technological exchanges among the companies will be promoted in a number of other fields. NYK, A.P. Moller-Maersk and DNV continue to take initiatives to safeguard the environment by developing environment-friendly vessels and ensuring energy-efficient operations.

1 Waste-heat recovery

A system to reduce fuel consumption and emissions by generating electric power using the hot exhaust gases emitted by a vessel's engine.

2 Air lubrication

An energy-conservation system that reduces the frictional resistance between a vessel's hull and the seawater by means of air bubbles or air film generated by supplying air under water along the hull.

3 Systems for operations using low-sulfur fuel

Specific measures are required for extended ship operations using low-sulfur (distillate) fuel, including special piping and cooling systems. This will reduce air pollutants significantly when compared with operations using heavy fuel oil without any abatement measures. As an alternative, emission-cleaning systems will be investigated.

4 Systems for ballast-water treatment

System to eliminate non-native, invasive and exotic live species present in ballast water, which is carried in tanks to maintain a vessel's strength and stability during voyages.

5 Super-slow-steaming operations

Operating a vessel at a super-reduced speed by lowering the engine's rpm as far as possible, while continuously monitoring the engine's operating limitation, to attain a significant reduction in fuel consumption. **Source: nykline**



The **AQUAGLORY** seen arriving in Rotterdam-Europoort – **Photo : Fred Vloo (c)**



Ship-breaking: Points, counterpoints and a focal point

Although countries such as Thailand, South Korea and Taiwan, much before their current state of prosperity, decided to phase out ship breaking on grounds of sustainability, the debate continues in Bangladesh as some consider this 'industry' vital for "development" and hence instead of shifting to other readily available alternatives as has been the case with the vast majority of countries round the world, they seek to make ship breaking "safe and environment friendly".

In the process the government rather than seeking to resolve basic issues, is relying heavily on the factually inaccurate and misleading claims of the ship breakers even to extent of saving forests by resorting to breaking the ships! Advocates of ship breakers in the government seem to have no time to ascertain how other countries of the world continue to survive and "develop" without their own iron ores and without reliance on ship-breaking, to inquire into why barring a mere five countries, all others (including Thailand and Taiwan) have closed down ship breaking instead of trying to make it "environment friendly", why developed countries not blessed with iron ores but having the best technology to dismantle ships, are not doing so. Neither is there the willingness on the part of the government to find out why the price of iron goes up in Bangladesh despite having the largest scale of ship breaking in the country. Have the price of flats remained low or within the buying capacity of "middle class "because of the "noble" service of the ship breakers?

Has any government agency ever attempted to ascertain the standard of steel that ship breaking provides? Has there been any effort from the government to undertake a neutral and credible cost benefit analysis of this "industry"? For some, no surprises here, the calculation may be simple- when a ship costs Taka 300 million and a life, if lost, costs only Taka 0.1 million (one lakh), the urge to engage in ship breaking is powerful and the government instead of punishing polluters, proposes "zoning" for "ship breaking" as it is an "emerging growth industry"! The ship breakers initially gave only two main reasons for the industry to survive- "supply of iron" and "employment generation". They claimed that the industry provides 80% of the total iron demand of the country. This is wrong. Although in the year 2009, the supply of iron by the ship breakers went really high, documents of the customs department clearly show that the industry supplied around 0.8 million (8.0 lakh) metric tons of iron in 2005, around 1.2 million (12 lakh) in 2006 and around 0.6 million (6 lakh) from January, 2007- July, 2008 against the total iron demand of 30 lakh metric tons. The ship breakers themselves in a statement published in almost all leading dailies made it clear that they supply only 25-30% of the iron demand of the country whereas the rest is met by import from other sources.

In same statement, ship breakers categorically asserted that they do not supply 80% of the iron demand. The ship breakers and their allies in the government also could not justify more than 3, 500 direct employment in the industry. If the question is about the workers of the re-rolling mills, the answer is simple. The re-rolling mills do not need ship-breaking for their survival, they simple need "iron" and that is importable, as is case with almost all other countries. The cry of the ship breakers for the workers can be negated without further argument if people watch the documentary "iron eaters" that shows how exploitative the multimillionaire ship breakers are against their famine-struck ultra poor labourers! By the way, the documentary was filmed in a yard that is supposed to have best working condition of all the yards!

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The ship breakers are clever indeed! When the environmentalists and development workers rebutted their pleas on employment and iron supply, they have started giving new arguments in favour of the industry. Now they claim that since the ships bring old furniture that is sold at lower prices, it has not only managed to create a market for "old furniture" but has saved the forests from being chopped down! For those who may not know, the entire ship breaking yard has been established in an area that once had coastal mangrove forests. Again, the countries of the world who have the most dense forests have not required a ship breaking industry to protect their forests. According to the ship breakers, this industry needs to stay as it provides various parts and generators to other industries. It can't be emphasized more that instead of getting the parts and generators from ships that are more than 25 years old, the customers should be encouraged to look for new parts and generators that will survive longer and give better services. It is hard to appreciate how these kinds of arguments sell when even brand new generators hardly serve for five to six years. Needless to say we live in "amazing Bangladesh".

As they claim, the ship breakers pay a revenue of Taka 7.0 billion (700 crore) to the government. If the government decides (and for God's sake, let it do so) to switch to alternatives, this amount shall not go down. Even today, taxation on scrap and billets stand higher than taxation on ship scraps. Hence alternatives will not only save the coastal environment and the helpless labourers, but give the government higher revenue, if that is what it only cares about! Following protests from people engaged in the shipping business the ship breakers appear to have given up their claim that they feed the newly emerging ship building industry with raw materials. While due to specifications provided by the buyers, there is hardly any chance to use the redundant materials of old scrap ships in the process of building new vessels, the Ministry of Shipping is yet not convinced that such claims of the ship-breakers do not hold much water. The last and the most "irrefutable" argument of the ship breakers remain to be the payment of "bank loans"! Their recent claim is that they have 42 precious ships lined up in our coastal area and the import of all these ships involves huge amount of money of public and private banks. So if not for the iron or for the famine-struck workers of the north or for the ship breakers, they should be allowed to be in for saving the banks from 'huge' losses. Did we not hear recently that the Governor of Bangladesh Bank has warned the banks not to give any credit to any polluting industry? As countries of the world expect five have closed down their ship-breaking industry, it is mortifying to note that our Ministry of Shipping is testing the feasibility of expanding it further to Kuakata or Borguna and in the process serving the death rites to the world's largest mangrove of the Sundarbans.

It is also shocking to note that the same ministry is trying to become focal point of ship-breaking and for that has sent out a tactical letter to the cabinet. When the highest court of the country has rebuked the ministry for misinterpreting its order, will the government reward it with something that demands utmost transparency and objectivity? If asking question is not wrong, then what has "ship-breaking" got to do with "transportation" or "shipping", may we ask? Although patriotic and productive forces like farmers do not call for strikes, in the last few months, the ship breakers went on strike more than once. The reasons were two fold. Although they submit pre-cleaning certificates, they can't submit such certificates from authorized agents and hence the Import Policy Order developed following the order of the Court has to be amended. Second, the directives of the court to obtain clearance certificate prior to breaking of ships has to be compromised with as they can't meet the directives of the Department of Environment (DoE). While in the first instance the ministries concerned bowed to the pressure of the ship breakers and amended the law of the land, in the second instance the 11-day long work abstention has been withdrawn, God knows on what assurance! The ship breakers want a year for complying with the directives of the DoE. Fair enough, but till then they have to refrain from breaking ships as otherwise year long "business as usual" by them may cost as many as 34 young lives! If the supporting ministries allow this to happen then the assumption on our part is straight forward. The supporting ministries will take the responsibilities of their decision and consequent casualties. For many of us, the better option for the government is to make use of the Essential Commodities Act, 1956 and issue necessary directions on the ship breakers (whom a government report of 2008 found to be operating in syndicate) to import required amount of iron, process the same and supply it at fair and equitable prices to people.

Let us be decisive now. There should be no further expansion of ship breaking as proposed by the Ministry of Shipping. The government should strictly regulate the industry on the basis of "rules" and not "policies" as the latter is not enforceable. The focal point for "regulating" the industry should not be any single agency, rather a team including the Ministry of Environment and Forest (as this ministry if the focal point of the Basel Convention that still regulates ship breaking and following the EU countries, can be made the focal point in the IMO convention which is yet to come into effect), the Ministry of Labour Welfare (as the industry inherently poses severe hazards to the workers) and if needed, the Ministry of Industry.

In any event, it can't be the Ministry of Shipping as it has no jurisdiction to deal with "industry", "environment and pollution of soil, water and air" or "labour welfare" either under the rules of business or under national and international law and has by now lost its neutrality on the issue. **Source: The Financial Express**



The **MILTIADIS M II** seen outward bound from Rotterdam-Europoort – **Photo : Fred Vloo (c)**

Esimit Europa 2, the World's Fastest Yacht, Officially Launched in Cannes

The highly anticipated Esimit Europa 2 (<http://www.esimit.com/>) yacht has been introduced to the global audience at its christening ceremony, which was attended by numerous business leaders and project supporters. The 30-meter long and 44-meter high giant is the fastest yacht in the world. Under the patronage of Jose Manuel Barroso, the President of the European Commission, the yacht is building upon its 15-year tradition of connecting European nations. Speaking at the launch ceremony, Slovenian Igor Simcic, the yacht's owner and **Esimit Europa** project General Manager, outlined the team's goals, which will compete in the 5 most prestigious European regattas as an ambassador of the European Energy movement.

The 26-member crew will man one of world's most advanced yachts. The plan is to achieve an overall victory in all attended regattas. "Nothing in the **Esimit Europa** project is left to coincidence. Representing the entire Europe is a great honor and a great responsibility. I am glad that the yacht has become a symbol for the united Europe, a symbol that is sorely lacking. Each victory will therefore strengthen the pride in being a European and we will not be ashamed to raise the European flag as we cross the finish line," briefly explained Igor Simcic.

"15 years ago, the **Esimit Europa** project symbolically connected border cities and regions and the idea that seemed utopian at the time became reality with the expansion of the European Union. Today is the time for a new dimension - a Pan-European dimension. I am honored that the idea is supported by a company as reputable as Gazprom, one of the largest energy companies in the world. I am sure that through closer relationships between EU countries and Russia, this continent would represent an important global force that would lead in technology and development, creating a better and brighter future to its residents," added Simcic.

Esimit Europa 2 yacht also launched as an ambassador of the European Energy online movement (<http://www.european-energy.org/>), a Facebook application for environmentally aware individuals, who use the social network to change consumer habits. The application is also connecting people, who want to act to make our planet cleaner, and the user community reached 2,000 members within one month of its launch.



Biglifts **ENCHANTER** seen enroute Antwerp – Photo : Henk de Winde (c)

Ferry port offices plan

A DERELICT building will be bought to be used as offices for Ferry Port staff. Portsmouth City Council says it can't reveal what it will spend on the former Eberhardt Sign Writers HQ, on Prospect Road, but The News understands it will cost at least £750,000. It can afford the purchase as the Port's new terminal project, nearing completion, will come in under budget.

Council leader Gerald Vernon-Jackson, said: 'The project has progressed more quickly and cheaply than we expected. By buying the building, we're redeveloping and improving an unused property.'

Port staff were to share office space with Brittany Ferries, but the firm's decision to move services from Poole to Portsmouth means it needs more offices than expected. Including the building, the project will cost £16.167m, still well below the budget of £16.84m. **Source : Portsmouth.co.uk**

A total of 725 jobs could go at troubled SeaFrance

SEAFRANCE is proposing to cut 725 jobs in a last-ditch effort to save the troubled ferry company. The proposed job losses, which are more severe than those previously suggested, were put to a high-level meeting today and it is understood the proposal will be agreed.

Within the last few minutes the company's managing director in the UK, Robin Wilkins, told the Dover Express the plan is the only way to secure a viable future for the business.

He said: "We have put a revised plan to the comité d'entreprise which calls for 725 position in France and on board to be withdrawn. I understand that's going to be accepted by the unions."

The French operator, which runs service between Dover and Calais, has been suffering from damaging financial difficulties for some time. Ultimately a subsidiary of the French railway operator SNCF, the firm has sought subsidy to recapitalise the business but this is dependent on a rescue plan being agreed. **Source : thisiskent**

NYK CAR CARRIERS SEEN IN SINGAPORE



NYK's **GRACEFUL LEADER** seen slowly approaching Pasir Panjang Car terminal, awaiting the departure of the **GARNET LEADER** (below)



The **GRACEFUL LEADER** was moored in front of the **SENTOSA LEADER**



Above seen the **DORADO LEADER** moored in Pasir Panjang (Singapore)

All photo's : Piet Sinke (c)

Above photo's can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



Above seen the [ECL Challenger](#) enroute Rotterdam June 8th - Photo : [Annette Barendregt](#) ©

Port is celebrating £50 million storage deal with Subocean

Bosses at Great Yarmouth's £50m outer harbour are celebrating after they signed a major contract with a leading offshore company. Harbour owner and operator EastPort UK has signed a long term deal with the Edinburgh-based Subocean Group to allow the Scottish company to set up a workshop and equipment store at the harbour at Yarmouth port.

The move will see the subsea cable installation company use both the harbour and riverside facilities to store parts for its offshore wind farm operations and client base. Subocean, which was first formed in 2005, employs 100 people with a turnover of £100 million from the rapidly expanding renewable energy sector.

The company's offshore wind projects include Lynn and Inner Dowsing, Robin Rigg, Rhyl Flats, Thanet and Greater Gabbard. John Sinclair, managing director of Subocean, said: "Yarmouth is a key region for Subocean in terms of supporting our operations including our work on all our marine renewables projects in the south east.

"Our base at EastPort UK enables us to additionally establish a spare cable and parts depot from which we can deliver smarter and more cost-effective solutions for Subocean and our clients."

Eddie Freeman, CEO of EastPort UK, said the agreement between the two companies confirms that the port and outer harbour had the expertise to play a vital role in the renewable energy sector.

"We are delighted that Subocean has chosen EastPort UK as its base for marine renewables on the south east coast of the UK and are looking forward to working together to ensure Yarmouth and the region benefits from the rapidly expanding offshore wind sector.

"Subocean is a forward thinking, progressive company who have consolidated their oil and gas expertise to become a leader in the renewable energy sector. "Yarmouth has been England's number one offshore support port in the southern North Sea for more than 45 years and as such has built up relevant skills, knowledge and a diverse supply chain that is equally ready to service the renewable industry."

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Yarmouth's port, which has been privately owned since May 2007, has seen the investment of some £100 million to create a new deep water outer harbour facility to complement its existing river port.

The outer harbour became operational at the end of January and although no container vessels have docked yet to unload, it has been visited by other vessels such as the **Svanen**, **Deep Cygnus**, **Seven Sisters**, **Bibby Topaz**, **Normand Mermaid** and the Subocean-chartered **Polar Prince**.

Earlier this year Gorleston-based **Seajacks** agreed to make EastPort UK the home port for two self propelled jack up vessels. **Source: EDP24**



Above seen June 4th the **Arklow Rally** preparing to load shredded scrap metal in Inverkeithing, River. Forth (Scotland) - **Photo : Iain Forsyth (c)**

GC Rieber Shipping Acquires Seismic New Buildings

GC Rieber Shipping has entered into agreements to acquire the two high capacity seismic new buildings **532** and **533** currently under construction at Factorias Vulcano in Spain. The total investment will be about NOK 850 million and will be financed through a combination of equity and mortgage debt. **NB 532** is expected to be delivered in Q3 2010, while **NB 533** is expected to be delivered in Q3 2011.

NB 532 and **NB 533** were conceptually designed by **GC Rieber Shipping**, and originally ordered by Arrow Seismic in 2006. Ownership of the new buildings was transferred to PGS in 2007, when PGS acquired Arrow Seismic. PGS' subsidiary Arrow Seismic cancelled the contracts for **NB 532** and **NB 533** in March 2009 and August 2009 respectively due to delays.

The investment is part of GC Rieber Shipping's fleet renewal process and strategy. "We have recently agreed to sell the 2001 built subsea vessel "**Polar Queen**" to Acergy with a net cash effect sufficient to cover most of the equity required. The divestment of "**Polar Queen**" and acquisition of **NB 532** and **NB 533** results in a more equal balance between the segments subsea and marine seismic", says CEO in GC Rieber Shipping, Sven Rong, and adds: "The price

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level for the investment in **NB 532** and **NB 533** is considerably lower than comparable vessels, which is expected to represent a competitive advantage".

NB 532 and **NB 533** are designed for optimal high capacity (12-14 streamers) marine seismic operations with a strong focus on safety, optimised towing and a maximum speed of 20 knots. Higher transit speed will increase vessel revenues, while lower fuel consumption will reduce vessel environmental impact and operating cost. Overall, the vessels are expected to be among the most cost efficient in the industry.

The acquisition of the vessels will be financed through a combination of equity and mortgage debt. GC Rieber Shipping has obtained loan commitments from DnBNOR covering 60% of the total investment. **Source: GC Rieber Shipping**



The **VB TROUVILLE** seen in the port of Brest - **Photo : Jan Plug (c)**

	<ul style="list-style-type: none">• Crewing Solutions• Global Ship Delivery <p>www.tos.nl</p>
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http://www.tos.nl/en/companies/ship_delivery



The view of pilot **Rik van Marle** from the wheelhouse of the **ELLY MAERSK** whilst arriving in the Europa harbour in Rotterdam, over starboard side seen several sheerlegs discharging the **WEHR WESER** (see newscippings yesterday) and over Portside several other Maersk vessels moored , as can be seen not really much space left to pass

Photo : Rik van Marle , ciao !

Landing facilities delay Severn Link

Due to the delay in establishing landing facilities and an overnight lay-over berth in Swansea, original plans to commence services for the Severn Link Ferry in the spring of 2010 have now been postponed.

Geoff Metcalf, Managing Director of Severn Link said, "This is bitterly disappointing but, unfortunately out of our control. Although both ferries are up and running and have undertaken sea-trials without appropriate landing facilities we clearly cannot operate or be granted a full licence by the Maritime and Coastguard Agency (MCA)".

Services are set to run between Ilfracombe and Swansea and, following the unprecedented level of interest, planning for further services between Cardiff / Penarth, Ilfracombe and Minehead is well underway. But no services can run until appropriate, MCA approved landing facilities and an overnight lay-over berth, which acts as the company's official operating point, have been completed at Swansea.

Geoff Metcalf said, "Swansea City council are working closely with Severn Link to ensure some landing facilities will be available to launch the service, although not exclusively to Severn Link, but as part of their overall development plans. Severn Link would like to thank Swansea City Council for their ongoing support. We have been offered a temporary berth from August, but this is so late in the season, that by the time the MCA have had chance to do their final checks and we've run our trials from this point, we will be well into the autumn. So, while it is possible that we may be able to run some limited trial services it is with huge regret that we will have to postpone the full launch until next year."

Assuming that permanent facilities will be made available by early next year, it is therefore likely that both the Swansea-Ilfracombe and other routes will launch at the same time. Geoff continued, "We've had a remarkable response from the public and from businesses on both sides of the channel. We would like to thank everyone for their enormous support and enthusiasm and assure you that we are all working as hard as we can to bring even a limited or restricted service to fruition as soon as possible. In the meantime, we're continuing to work with investors, local authorities and the Welsh Assembly Government to put into place the necessary inshore infrastructure at Swansea and on the other projected routes so we can run a fully comprehensive service in 2011."



The **SD SHARK**, **SD SEAHORSE**, **RT MAGIC** and the newbuilding **RT ADRIAAN** seen moored in Rotterdam-Europoort Photo : Jan Oosterboer (c)

A total of 725 jobs could go at troubled SeaFrance

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The French operator, which runs service between Dover and Calais, has been suffering from damaging financial difficulties for some time. Ultimately a subsidiary of the French railway operator SNCF, the firm has sought subsidy to recapitalise the business but this is dependent on a rescue plan being agreed. **Source : thisiskent**

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A barge loaded with the hull of a newbuilding yacht passed Spijkenisse – Photo : Lia Mets (c)

900 TON CRANE MAKES FIRST LIFT

PORT WELCOMES NEWEST ASSET



Barnhart Crane & Rigging Company began providing heavy lift barge crane services to cargo customers at the Port of Mobile. In the company's first lift, the new 900T heavy lift crane transloaded to barge a 102 metric ton down coiler machine from Grieg Star Shipping's vessel the **M/V STAR GRIP**. The lift operation took place at the Alabama State Port Authority's Pier 2 terminal

Stevedore services were provided by CSA Stevedoring and Nord-Sud Shipping Inc., served as the vessel agent. Barge and transporter services were provided by Interstate Transport and the freight forwarder was UTC Overseas, Inc. "This heavy lift crane is now well positioned to significant benefit to shippers at both public and private terminals," said Alabama State Port Authority Director & CEO, Jimmy Lyons, "The crane will attract new business into the port and better serve our heavy lift market over neighboring ports."

The Alabama State Port Authority partnered in January with **Barnhart Crane & Rigging Company**, as one of the largest heavy lifting and heavy transportation companies in the United

States, to provide turnkey heavy lift and transport services from ship to site. "We are extremely pleased to have this service here and underway. Barnhart is committed to providing the Port Authority's customers and others along the Gulf Coast with a broad range of new heavy lift and heavy transport services," said Barnhart's Jeff Latture, Senior Vice-President for Sales & Marketing. In addition to the barge mounted crane operations, Barnhart offers project cargo

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customers a variety of on-carriage options including barge, rail and storage. This range of services truly makes the Port of Mobile a turnkey option for project cargo.

Barnhart Crane & Rigging, established in 1969, is a leading national supplier of heavy lifting and transportation solutions, and operates its Memphis Heavy Lift Terminal featuring 1,250 Ton derrick crane. The company, with 23 locations across the United States, provides logistics, machinery moving and plant relocations. Barnhart's Quality Management System is certified to the ISO 9001:2008 international standard and has been registered since 2000. The Alabama State Port Authority, headquartered in Mobile, Ala., owns and operates Alabama's public deepwater port facilities at the Port of Mobile. The Port of Mobile currently ranks 10th largest U.S. seaport in total volume. The Authority's container, general cargo, bulk and heavy lift facilities have immediate access to five Class 1 railroads, two interstate systems, and nearly 15,000 miles of inland waterway connections.

Source : Alabama State Port Authority Barnhart Crane & Rigging Company



The **SEA ECHO** with in the backgrounds HAL's **EURODAM** seen moored in Warnemunde

Photo : Ronald de Bloeme (c)

CMA CGM offers seafarers Grand Ecole masters course at Euromed

MARSEILLES-based French shipping giant CMA CGM has announced the September launch of its new seafarers' masters programme in maritime ship management in partnership with the famous Euromed school.

This is an addition to CMA CGM's first training programme in 2003 with this one aimed at seafarers and former seafarers who wish to improve their knowledge of management and international trade. Over the years, CMA CGM has developed partnerships with the Grandes Ecoles (HEC, ENSTA, Normandy Management School, Le Havre University, IGS) and especially those in the Provence and Marseilles (Euromed, ENMM, IAE of Aix en Provence, IEP of Aix-en-Provence).

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CMA CGM has created several training programmes in partnership with Euromed and ENMM including MBA and MSc programmes in maritime management for its own employees. "The objective is for the company to be a reference in the shipping industry and our partnerships with the Grandes Ecoles help us to achieve this level of excellence," said CMA CGM human resources chief Thierry Billion. **Source : Schednet**



Serco's **SD VICTORIA** seen departing from the builders, Damen in Galati – **Photo : via Han Nannings**

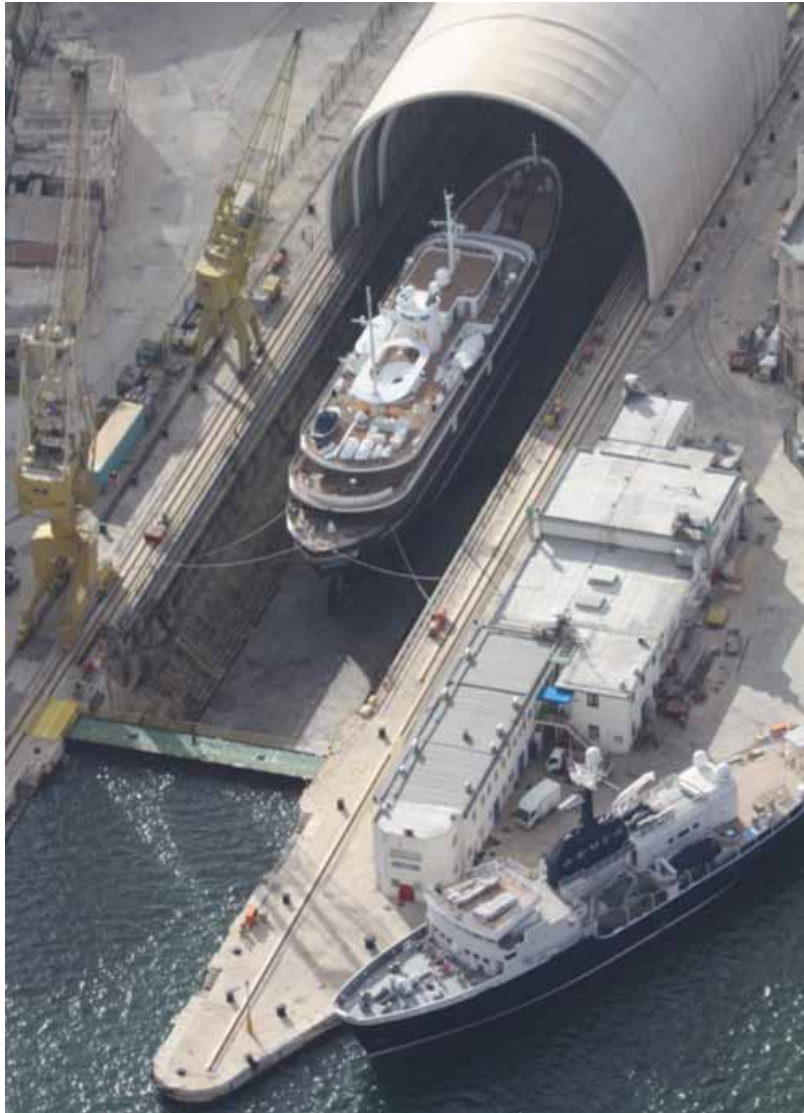
OLDIE – FROM THE SHOEBOX



The 1990 built **S.S. Dagmar**, (2.159 BRT) seen in the "Velser Kom" heading for the IJmuiden locks. Mid 1956.
Owner: A. Karlsson, Mariehamn, Finland.

Archive: Capt. Ronald R. Jansen ©

.... PHOTO OF THE DAY



Above seen 2 former Dutch vessels, the **AKULA** (formerly Dutch Pilot Cutter **FOMALHAUT**) and the **SHERAKHAN** drydocked (formerly the Dutch training ship **PRINSES MARGRIET**) at the Malta Super Yacht Services on Wednesday 2nd June, 2010.

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

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

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-

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HEAVY LIFT

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