

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 191



Number 191 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 10-07-2010**

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**A yacht is seen getting discharged by the DELTAGRACHT at Tahiti
Photo : Els Kroon (c)**

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World Cup showdown between airline alliances



The crew of HAL's **RYNDAM** seen supporting the Dutch soccer team

Dutch airline KLM scrambled to put on extra planes to South Africa after the Netherlands reached the World Cup final, as airline alliance bosses limbered up for their own superjumbo clash. Last week's victory over Uruguay put Netherlands in the July 11 final for the first time since 1978, provoking a clamour from people desperate to join an army of orange-clad Dutch fans. KLM's website was quoting 4000 euros for an economy ticket leaving on Friday and returning on Tuesday, but seats were available for about 1450 euros with a longer stay. The closing stages of the competition mirror a showdown between the world's three major airline alliances, each of which has a flag carrier.

representing one of the remaining teams. KLM is part of the Skyteam alliance together with sister airline Air France. The two airlines merged in 2004.

Iberia is part of the "oneworld" global airlines club together with its planned merger partner British Airways and Germany's Lufthansa is part of the Star Alliance alongside South African Airways. KLM said it would add four flights offering a total of 1,000 seats to Johannesburg, three from Amsterdam and one from Paris.

KLM partner Air France already operates the Airbus A380 superjumbo daily from Paris to Johannesburg and could bring in another 250-seat Boeing 777-200, a spokeswoman said. **Source : defenceweb.co.za**

Transnet cadet lost overboard from Safmarine ship

Safmarine says that it is deeply saddened by the death on one of its ships of a Transnet National Ports Authority cadet, Akhona Felicity Geveza (19), who disappeared over the side of the **SAFMARINE KARIBA** shortly before the vessel arrived in the Croatian port of Rijeka. Geveza, a South African national doing her cadet ship training on the Safmarine vessel, was found to be missing at around noon on the 24 June. A search was begun and two hours later her body was discovered in the water by Croatian police.



The **SAFMARINE KARIBA** – Photo : Piero Corona (c)

On the following day as the **Safmarine Kariba** departed the port, a memorial service was held onboard and as the vessel approached the area where her body was found, the vessel stopped to allow the crew to lower a floral wreath into the water. The ship's horn sounded and a minute of silence followed in respect of the deceased.

Safmarine says that it has been cooperating with the relevant authorities which include the Croatian police, Transnet, the South African Maritime Safety Authority (SAMSA) and the UK MAIB (Maritime Accident and Investigation Branch).

The company also dispatched its Antwerp-based Director: Fleet Management to join the ship in Port Said in order to conduct an additional internal investigation into the matter, in conjunction with the designated person ashore managing crew matters from the Maersk Line Technical Vessel Organisation.

"As Safmariners we are all very shocked about the sudden, tragic loss of Ms Geveza. This is a very difficult time for the family of the deceased, the rest of the crew and for Safmarine as a whole and as vessel owners we are committed to working with Transnet in providing support and assistance to those directly affected by this tragedy," the company said. **Source : ports.co.za**

From the bridge of Deltagracht (7)

Tahiti in 14 hours

By Els Kroon

What do you do when you have only 14 hours to spend on one of the most beautiful and highly imaginative islands in the world? The mooring, preparations for discharging the yachts and the welcome ceremony on board took already four precious hours. On my way to the gangway I was confronted with the discharging of the first and biggest yacht. It was such an impressive sight that I had to get it on film first. In between I had to rush to the Papeete Tourist Office as it was weekend and many commercial shops and offices close early on Saturday. At the same time right in front of the **Deltagracht** spectacular canoe races started bringing hundreds of canoes on the water as part of the annual Heiva celebrations. While saying goodbye to the very friendly and helpful local photographer Werner Bringold, I met radio

reporter Daniel Ubertini who brought to my attention that the super sailing yacht **Erica XII**, which attracted our eyes immediately after we entered the harbor, explored the Polynesian islands last week with very special guests. The newlywed Princess Victoria from Sweden and her husband Daniel Westling spent their honeymoon on board, strictly watched over by their own security group. They just left on a private jet before the start of the first canoe races the day preceding our arrival. Still gazing at the amazing dark blue 90 meter yacht, that turns out to be Dutch built not even a year ago, another eye catcher entered the harbor.



It was the **Ti'a Moana** of Bora Bora Cruises, preparing for a solar eclips trip which will take place on July 11 around the 76 atolls of the Tuamotu Archipel, 300 km northeast of Tahiti. In between the starts of the vario us canoe races, some canoes holding a team of 16 men or women, capable of reaching 11,5 knots, I joined the ship's agent Patrick Bredin for a short trip to the Taina Marina, Tahiti's biggest marina, an extension of the Port Autonome of Papeete. Taina Marina, situated at a ten minutes drive to the west recently upgraded and extended her facilities adding new docks for mega yachts and a new fuel station. There are also two restaurants, a scuba dive club and deep-sea fishing boats for rent.

A few hours later I unexpectedly returned to the marina, this time approaching from the sea side on board MV **Ammonite**, which had just been discharged from the Deltagracht. I met Captain Mike Rennie during the loading in West Palm Beach. In Papeete he offered me the ride which I couldn't resist. **Ammonite's** Australian owner soon will board his yacht for the scheduled sailing along the Society Islands Moorea, Huahine, Bora Bora and Raiatea, and further west to Cook Islands, Samoa, and Fiji to end up in New Zealand for Christmas. I envy Captain Mike and his wife Karen, but at the same time I know their dream job isn't always what it seems to be but just a full time hard labor job. After saying goodbye to Mike and Karen I returned to Papeete, just in time to buy some souvenir necklaces, made of Tahiti's famous mother-of-pearl. At the dock I was able to take the last shots of the discharging of the Papeete based yacht **Miss Kulani** on which we all kept an eye from the bridge during dozens of days at sea.

When we left Tahiti, exactly at 20.00 a big empty space was to be seen from the bridge. Unfortunately it was dark and rainy when we went out to sea, so the moon even couldn't grant us a glimpse of the amazing hill tops of the neighbor island of Moorea, which have been covered with clouds all day. We'll have to wait to some other time to see the island's full remarkable shape. As advised by the pilot and the harbor master, I threw one of my tiare leis into the water, assuring my comeback again. Five years ago I did the same when I left, never ever expecting to visit the remote island on the other side of the world again. The ancient gods of the Maohi which are devotedly honored in many Marae - holy places- must have noticed my lei, drifting out to sea and decided to let me return. Although short, it again was a memorable visit.



A Whale gets go ahead for further tests

The **A Whale**, the 319,869 dwt ore/oil carrier converted into a giant skimmer, is to undergo another week of testing. It will be making use of additional equipment fabricated by Buck Kreihs Marine Repair LLC, New Orleans. "We are pleased to report that the US Coast Guard has just approved the request of TMT Offshore Group to continue to collect oil and to make modifications designed to improve the effectiveness of the vessel," Bob Grantham, spokesman for TMT Offshore, said today.

"We will remain in the MC252 area, our current location, for the purposes of conducting one additional week of intensive testing in close coordination with the US Coast Guard and other elements of the Unified Area Command," he continued. "After we report our findings, the Coast Guard will conduct an independent assessment."

The news that **A Whale** is to undergo further evaluation comes after National Incident Commander Admiral Thad Allen said in a briefing yesterday that the initial tests of the giant ship had been "inconclusive."

Mr. Grantham noted today that, since the **A Whale** arrived in the Gulf last week, "we have faced difficulties in performing a good test of her capabilities. The ship encountered rough seas for effective skimming, being deployed for testing at the very time almost all other skimmers had to head to port. We faced engineering challenges that needed to be addressed."

"We have already made mechanical and operational changes designed to adapt to the conditions we found in the Gulf, he said. "We designed, fabricated and installed an innovative new system of conduits to direct oily water from the vessel's intake jaws to its tanks. This system was fabricated by one of the most experienced regional marine repair hands, the Buck Kreihs shop from right here in New Orleans. In short, one of the most sophisticated cargo ships built by Hyundai in South Korea was adapted to the oily waters of the Gulf by Louisiana ingenuity." "While the new conduits worked to greatly increase the intake of oily water into the **A Whale**, the officers and crew of the A Whale also developed new tactics to improve effective skimming in rough seas. Utilizing her great size and maneuverability, **A Whale** was able to create substantial lee areas downwind of the vessel. These navigational windbreaks allowed relative calm on the leeward side of the vessel to collect more oily water."

"We are releasing some video today from testing over the last two days that shows A Whale taking in large quantities of oily water, thus demonstrating there is great promise in our approach," said Mr. Grantham. "Even with these innovations now complete, there is more work to be done," he continued. "TMT is dedicated to making improvements in the A Whale so that it can be a frontline asset in fighting oil spills."

Mr. Nobu Su, the owner and chief executive officer of TMT said: "If anything has been learned from the Macondo incident, it is that rapid deployment of large, maneuverable skimming capacity can provide an effective and organic oil spill mitigation solution in the immediate aftermath of an offshore spill. We appreciate the offer of the U.S. Coast Guard and the U.S. Navy to work closely with their experts on developing what we believe will be the state-of-the-art in rapid oil spill containment. Working with our allies in the Coast Guard, Navy, and elsewhere, we intend to do our level best to ensure that that capacity will be available now and in the future."

See also : <http://www.youtube.com/watch?v=cYXrMoYTJPK&feature=related>



The **NORGAS SOROMA** seen passing Terneuzen at the Westerscheldt river - Photo : Cees de Bijl ©

Deepwater drilling gets more time

The Centre on Thursday announced a three-year moratorium on deepwater drilling that would apply to 30 blocks from January 1, 2008, to December 31, 2010. "The Cabinet Committee on Economic Affairs (CCEA) on Thursday approved the grant of a drilling moratorium of three years to all deepwater blocks where drilling commitments are pending as on January 1, 2009," Home Minister P. Chidambaram said.

"The main objective of the drilling moratorium dispensation is to enable the contractors to meet the drilling commitments under various contracts, which have been adversely affected on account of world-wide shortage in availability of deepwater rigs since 2007 due to the then prevailing high crude oil prices," an official statement said.

Of the 30 blocks, Oil and Natural Gas Corporation has 16, Reliance Industries Ltd 13 and Italy's Eni one. The three firms can now meet their drilling commitments during the extended period. ONGC and RIL could not complete the

commitments they made to win exploration blocks under the New Exploration Licensing Policy (NELP)-V due to a global shortage of deepsea drilling rigs in 2008. "With grant of drilling moratorium, the objective of accelerated exploration of hydrocarbons in the country would be accomplished, which may lead to new discoveries of oil and gas. The proposal will be implemented immediately and the contractors will be asked to complete the drilling commitments during the moratorium period of three years," he added.

Meanwhile, CCEA has also granted approval for withdrawal of ONGC overseas arm, ONGC Videsh Ltd., from a gas block in Trinidad and Tobago after its partner Lakshmi N. Mittal walked out of the project. ONGC-Mittal Energy Ltd., the joint venture of OVL and Mittal Investment Sarl, had in 2007, won offshore block, which is estimated to hold in-place reserves of 2-trillion cubic feet of gas, beating Britain's Centrica plc. But last year, MIS, the holding company of the Mittal family's interest, decided to exit the project because of the global economic meltdown.

"Considering all aspects of the situation and the then depressed markets, OVL came to the conclusion that in the absence of MIS, it would not like to continue on a 100 per cent standalone basis with an estimated expenditure of \$304 million," Mr. Chidambaram said OMEL had 65 per cent interest in the block, while Trinidad and Tobago's state-owned oil firm, Petrotrin, had the remaining stake. OVL tried to get an international energy firm as partner but did not succeed, so it had no option but to exit the block after incurring an expenditure of about \$1.05 million. **Source : The Hindu**

YES THE HAN MU 318 IS PREPARED



Despite the TSHD **HAN MU 318** is flying the Chinese flag, as can be seen above the crew is ready for the soccer final!
HOLLAND – SPAIN

Fire on Maersk ship under control

Container still burning after two days, but efforts to keep it in check appear to have worked. A fire on board a Maersk container ship anchored off the Malaysian coast has been contained, the company reports. A company spokesperson said, however, that they were not certain when the fire, now in its second day, would be put out entirely.

Maersk spokesman Michael Christian Storgaard said the ship's crew and crews from nearby ships were working to cool containers surrounding the fire in order to prevent it from spreading. A crew specialising in putting out fires on ships was reported to be on its way to the ship, which has a capacity of over 8,000 shipping containers.

None of the 21 crew members of the **Charlotte Maersk**, including its Danish captain or the two other Danes on board, were injured in the fire. It is not known why the fire broke out Wednesday afternoon but terrorist involvement is not suspected. The fire is believed to have started in the cargo area at the front of the ship. Maersk declined to comment on the contents of the burning containers, but said that the smoke was not toxic. **Source : Copenhagen Post**



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Hellas: Ship owners grab 166 ships for a total of \$5.5 billion in first half of 2010 says Cotzias

The month of June proved to be a record breaking one for Hellenic shipowners' investments in the second hand market, as they snatched a total of \$1.34 billion for the acquisition of 44 dry bulk carriers, according to figures compiled by N. Cotzias Shipping Consultants. This record number of agreements led them to first place so far this year. According to the report, during the first half of the year, Hellenic shipping interests have acquired a total of 166 units (both wet and dry), against 135 of the Chinese ship owners. Hellenic ship owners have so far spent a staggering \$5.5 billion, if one considers the difficult market conditions, particularly in terms of financing. By contrast the Chinese have invested \$2.2 billion.

Cotzias noted that "the Greek fleet has increased by 11.7 million dwt carrying capacity while the Chinese acquisitions have given them 9.5 million extra deadweight. June 2010 was a weird month. Dry bulk freight levels have decreased by 45% while ship prices have held strong. The ongoing ship sale activity was strong, and it is worth noting that the Hellenic buyers were the ones that dominated the market as they have spent more than \$1.35billion usd for 43 ship purchases in June 2010 alone. They have spent 3.55billion usd in these first six months, and have acquired 134 ships. We are curious to see how the market will behave following the near crash we are experiencing in the freight market. Will ship prices follow the collapse in the indices, will ship prices become more realistic and pose some good investment opportunities for the cash investor? Will good deals enter in to the dry bulk secondhand market? We are waiting anxiously to see how long will the suppressed freights last and how quickly prices will readjust" commented the shipbroker.

Nevertheless, for the first time since April 2009, the Hellenic shipowning community has returned at the top of the tables, in terms of second hand market acquisitions. Cotzias mentioned that it is interesting to note that up until last month, China was leading with 117 purchases as opposed to 89 for the Greeks. Off course if it wasn't for Peter Georgiopoulos it would have still been the usual Chinese dominance scenario, but thanks to his 24 units plus 6 for Technomar and 5 for Newlead Greece has performed a record number of dry bulk purchases of 44 units in one month only, and that has never been seen in the past" he said. Meanwhile, despite an almost seven week fall of the dry bulk indices and rates and despite the fact that most ships are looking for cargoes that just aren't there, prices remain very expensive, ranging higher from 15% and up to 35% compared to one year ago (depending on age and size of each vessel). "What is strange enough is that the prices have not fallen a single cent! Why? Is it the volatility that has increased in the freight markets, that is keeping everyone comfortable that whatever downhill we may be experiencing

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 191

right now, will be shortlived and will be offset soon by an equivalent if not larger and more rapid increase in the freight market that will eventually lead to once more higher ship prices? Well that could be everyone's wishful thinking scenario, but in practical and realistic terms could not be applied. Why? Because as we mentioned last month, there was an anomaly in high freight rates, a booming shipping industry and the world economy still collecting its pieces. How could we have a healthy shipping market, when the world economic fundamentals still suffered?" wonders rightfully Cotzias. Commenting on the current state of the freight market, the broker said that price agreements between iron/ore exporters/producers and importers are there and since July 1st China will have to agree to more expensive price per ton, for the imported iron/ore. "So China has clearly opted to alter the quantities imported and shipped into China, by choosing to consume domestically produced iron/ore instead. Falling commodity prices have also affected the shipping markets. Traders choose to postpone commodity quantity purchases as the falling commodity price in itself dictates that if you don't need it right now... leave it for later as you will buy it cheaper... and by creating an "artificial scarcity" in the freight market by putting practically "no cargoes" out there, they will also reduce their subsequent transportation costs", states Cotzias, ending his analysis by warning that it's a charterer's market and will remain so for a long time. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**




Above seen the newly painted **Hellas Liberty**, in the port of Piraeus, July 7th

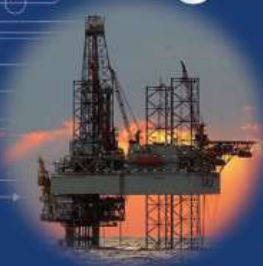
Photo : Roald Einan o/b M/V Crystal Serenity ©

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NAVY NEWS



The **A 960 GODETIA** seen arriving in Zeebrugge – Photo : Jasper van Raemdonck ©

China / Taiwan – Naval Activities

July 5, 2010: The Chinese navy held live fire exercises in the Yellow Sea (the area between China and North Korea), apparently to protest U.S./South Korean naval exercises in the same general area. The last time China held live fire exercises up here was in 1996.

July 4, 2010: A Chinese destroyer and frigate, moving through international waters, passed Okinawa, headed east. This is the second time this year that Chinese warships have been spotted doing this. These two sightings are believed directed more at Vietnam, which has been using fishing boats to confront Chinese patrol boats found in the vicinity of disputed islands. But China is increasing the time its ships spend on the high seas. This can be seen by the use of four month tours on the anti-piracy patrol off Somalia. The sixth batch of ships recent departed. The Chinese considers this patrol duty as an excellent training exercise.

June 25, 2010: After nine years of investigation and prosecution, a court acquitted six former Taiwanese naval officers of bribery charges. This was part of an investigation into the payment of bribes to insure that a French firm got a contract to build six frigates for Taiwan. These were built in the early 1990s, but a navy officer was murdered in 1993, and many believed it was to prevent the exposure of the corruption. The chief suspect fled the country, and

remains at large. But \$520 million, the bulk of the bribe money, was found in a Swiss bank, and frozen until the missing Mr. Wang can be arrested and tried.

June 21, 2010: Despite a \$930 reward, the Taiwanese navy has still not recovered a practice torpedo one of its submarines lost during training exercise ten days ago. The torpedo remained attached to the sub, via a cable, after it was fired. But the cable unexpectedly broke. It was hoped that the reward would encourage fishermen, and other mariners, to be on the lookout for the missing torpedo (which is worth a lot more than \$930.)

Source [strategypage](#)

Greek Hovercraft Die Young

Greece is retiring two of its four Zubr class hovercraft. These vessels entered service between 2001-5. One came from Ukraine and three from Russia. They are expensive to maintain, and spare parts have been difficult to obtain. Because of this, at one point recently, only one of the Zubrs was fit for service. So, to solve the spare parts problem, and save money, two of the Zubrs are being retired early.

Meanwhile, China is buying four Zubr hovercraft from Ukraine. The 555 ton watercraft were developed by the Soviet Union during the 1980s. But when the Soviet Union dissolved in 1991, three years after the first Zubr entered service, the shipyard that built the Zubrs went to Ukraine, where it was located. After years of marketing the Zubr, Ukraine finally got its first export sale, to Greece, in 2000. Russia helped out with this by providing three of the four Zubrs. Before the Greek sale, only four Zubrs were in service (two in the Russian Navy, and two in the Ukrainian.) These craft are expensive. The Greeks paid \$50 million each for four of them. When the Chinese order is completed in the next three years, there will be 12 Zubrs in service, if the spare parts problems can be solved.

The Zubrs can carry about 150 tons of cargo, including tanks (three of them). Alternately, ten smaller armored vehicles can be carried, or trucks, or up to 500 troops. The big advantage of the Zubr is that it moves over coastal waters at speeds of up to 110 kilometers an hour (nearly a hundred kilometers an hour sustained.) Range is about 480 kilometers, mainly because a craft like this consumes enormous quantities of fuel. Armament consists of a 30mm autocannon for defense against anti-ship missiles, and two quad launchers with SA-N-5 anti-aircraft missiles (with 6,000 meter range.) Zubr is also designed to carry 140mm unguided rockets, or up to 80 naval mines. Zubrs have a crew of 31, and usually stay at sea for less than six hours per sortie.

The Chinese are buying two Zubrs to be built in Ukraine, and another two built in China, with the help of Ukrainian engineers and technicians. Apparently the Chinese are buying, licensing or stealing the Zubr construction technology. China is paying about \$80 million each for their Zubrs. China has a long coast, and the Zubrs will have plenty to do. The Zubrs will be something else for Taiwan to worry about, and would come in handy if the communist government in North Korea collapsed, and China wanted to rush in forces to seize ports along the west coast of the Korean peninsula. Source : [strategypage](#)

Germany Debates Steep Cuts in Aircraft, Ships

According to an internal working paper, the German military might retire large numbers of planes, helicopters and ships as well as reduce buys of new weapons. According to a July 7 report by the German newspaper Bild, this could save up to 9.3 billion euros (\$11.7 billion) over the long run.

The 23-page paper, "[Prioritization Material Investments - Recommended Actions](#)," would affect all services and many major defense projects. However, a Defense Department spokesman said no decisions have been made.

"This paper is only a basis for upcoming discussions in the department and parliament," he said. He pointed out that Defense Secretary Karl-Theodor zu Guttenberg would reserve the right to amend the paper. The paper itself suggests retiring 15 of 86 Transall transport planes immediately and reducing the planned purchase of its successor, the A400M.

The paper also calls for the immediate retirement of 100 of 185 Tornado fighter jets and the scrapping of the last tranche of the Eurofighter, which contains 37 planes. Defense Department experts also suggest scrapping the Taileron UAV being developed by EADS in favor of immediate procurement of the Saateg AA medium-altitude, long-endurance UAV and an advanced version of the Heron UAV.

While the future of the tri-nation Medium Extended Air Defense System had been subject to discussion, the new paper does not suggest it be abandoned. According to media reports, the Bundeswehr might also buy only 80 instead of 122 NH90 type helicopters and cut new tiger attack helicopter buys by half from 80 to 40. The paper recommends the German Navy retire eight frigates, 10 fast-attack boats and 21 Sea King helicopters over the medium and long term. At the moment, it owns 21 Sea Kings, 10 fast-attack boats and 15 frigates. The number of new F125 expeditionary class frigates also could be reduced from four to three.

While ThyssenKrupp Marine Systems, one of the members of the consortium to build the F125, did not want to comment, an EADS spokesman said no decisions had been made. "We are convinced the constructive dialogue will continue and that research and development will always be protected and considered," the spokesman said.

Source : Defense News



Navy ship's paint is toxic with lead, says expert

A former navy warship earmarked for sinking off Avoca, on the NSW central coast, is thought to contain tonnes of lead despite claims by the Minister for Planning, Tony Kelly, that paint on the ship was lead-free.

Evidence presented to the Administrative Appeals Tribunal by a US naval engineer and ship disposal expert, Werner Hoyt, revealed that some interior surfaces of **HMAS Adelaide** are covered in red paint which is thought to contain lead. A meeting of experts concluded the ship could contain up to 11 tonnes of lead. Samples of the paint will be tested and the results will be available when the hearing is reconvened on July 16.

A federal government inspection of the ship before a sea-dumping permit was issued did not raise any concerns about the paint. "The Adelaide is the first - as the navy put it - the first environmental ship," Mr Kelly told the ABC in March. "It was painted with different paints. There were no PCBs in the paints and no lead."

Yesterday a spokesman for Mr Kelly said the government will abide by the decision of the tribunal. "[But] the NSW government remains committed to working with the central coast community which has been trying to create an artificial dive site and local tourist attraction for close to 10 years," he said.

The state government's barristers have argued that even if there is lead on the ship the environmental risks are low due to the lead's chemical composition. However, lead in water can create toxic levels of lead in fish which are then consumed by people, said Peter deFur, a toxicologist who gave evidence to the tribunal. Dr deFur said he had worked on two cases of lead poisoning through fish consumption, one in fresh water and one in sea water.

The National Pollutant Inventory lists lead as a toxic substance which affects the nervous system and can cause paralysis in the fingers. High levels of lead can damage the brain and kidneys, and cause miscarriages. It is also believed to lead to learning difficulties and reduced growth in children.

Dr Mariann Lloyd-Smith, an adviser to National Toxics Network, said there was no safe level of lead. "Lead is very persistent in the environment and accumulates in soils, sediments and living organisms, including marine mammals and fish." She said the lead content in marine paint is very high, sometimes more than 50 per cent.

Five former Australian naval vessels have been sunk in Australian waters to create dive sites since 1997, but no long-term studies have been carried out on sediment around the vessels. The ship was due to be sunk off Avoca on March 27 but was halted after sustained lobbying from the No Ship Action Group. **Source : Sydney Morning Herald**

It's up to us, says Collins class submarine boss

THE Australian Submarine Corporation has "no god-given right" to design or build future submarines. ASC builds the beleaguered Collins-class submarines, and chief executive Steve Ludlam says it has to prove itself worth y of new contracts. Mr Ludlam defended the Collins submarines as "world-class" in a speech in Adelaide on Friday, but said ASC had to be competitive to get a slice of the navy contract to design 12 new vessels, estimated to cost about \$36 billion.

"We have to recognise that people from offshore will be interested in providing (the submarines) and we have to beat them," he told an Australia-Israel Chamber of Commerce lunch. "We've got no god-given right -- we've got to prove ourselves in a competitive environment."

The federal government has announced the new submarines will be built at the Techport common-user facility in Adelaide, home of ASC, regardless of who wins the tender. The race is now on to secure the design contract, with the Defence Department confirming last month it was investigating off-the-shelf designs from four overseas companies.

"We will not earn the right to design and build a future submarine or frigate until we prove ourselves and perform in an exemplary manner," Mr Ludlam said. "We've got to get our Collins submarines right before we are ready to take on this multi-billion-dollar project."

"If we don't achieve production and maintenance efficiencies from AWD (air warfare destroyer) and Collins respectively, then nobody is going to believe we deserve to undertake another project." South Australian Premier Mike Rann has been among those lobbying to win the design centre, expected to create between 400 and 600 jobs.

Mr Ludlam, who joined ASC in November, rejected descriptions of Collins-class submarines as "failing" and "troubled". "This is a view in Australia, but it's not a view held around the world." **Source : The Australian**

SHIPYARD NEWS

Maritime



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Tugboat town SIBU in Sarawak



As could be seen last week in the newscippings the editor visited Sibu in Sarawak (Borneo) for yard trials with AVRA's latest newbuilding named **NORTHWIND**, this place is the place to be for people who are intererested in tugboats, so far you can see you see tugs under construction and fitting out all in several stages, the yards are situated 60 km !! upstream along the Layang river.





AVRA's next tug, named the **SOUTHWIND** seen under construction in Sibü
All above photo's : Piet Sinke ©

57.5m flybridge ketch with amenity and pace



Photo : Harm Jongman ©

At the **Royal Huisman** yard in Vollenhove the **TWIZZLE** left the building hall for further transportation to Harlingen. This elegant, 57.5m flybridge ketch is a noteworthy project for **Royal Huisman**. It is the yard's first yacht completely styled, inside and out, by the talented team of Redman, Whiteley Dixon – with interior décor from Todhunter Earle Associates. Naval architecture by Dubois Naval Architects represents another long-anticipated first for the yard; and

this is Royal Huisman's first flybridge sailing yacht. **Twizzle** is a stimulating project because the owners are central to this talented team, bringing their own ideas (particularly in technology and design) and significant experience (yachts they have owned include a 47m Perini Navi and a 55m Feadship) to the process, adding challenge and momentum.

The vision is to create a high-performance sailing yacht with the comfort and amenity of a motor yacht. To this end Dubois have reduced wetted surface and set a swing keel within the 3.8m draft fixed keel. Lightweight composite materials are widely used in the rig and in components above the waterline whilst optimised beam and 120 tons of internal ballast secure stiffness and stability. The rig, with its 62m mainmast set to clear Panama's Bridge of the Americas at low water, will carry 1,780 m2 of sail.



Photo : Harm Jongman ©

Justin Redman and his group have shaped a graceful flying bridge that combines a stylish profile with airiness and light below. Together with Emily Todhunter they have defined an interior with owners' and guests' accommodation abaft the engine room and crew forward. A central dining area and saloon are situated amidships above the engine room with the main galley on a mezzanine deck and the pilothouse on a raised deck. **Source : Royal Huisman**

Scandinavian ferry is converted to floating hotel vessel

A former Scandinavian ferry is being converted to a floating offshore hotel vessel at Fredericia Skibsværft. The ferry is the Turkish **Cesme**, which was purchased by the Danish company C-bed Ltd, a fully owned subsidiary of the Monjasa Group at Fredericia. After the conversion the ferry will be timechartered and operate as a floating accommodation hotel for service personnel engaged in a windfarm project.

The former Swedish ferry **Wind Solution** is already engaged in the project as a floating hotel vessel. Cesme was built in 1974 at Åbo as Prinsessan Birgitta for Rederi AB Ragne. She operated for Sessanlinjen. Then the vessel came under the possession of the Stena Group and was renamed to **Stena Scandinavia**, operating on a number of services. In 1990 it was sold to Norway Line and became **Venus**, sailing on the Bergen-Newcastle run. In 1994 it was swapped with DFDS' **King of Scandinavia** and got that name under Danish flag. In 2002 it was sold to Turkey and renamed **Cesme**. The ferry will change name to **Wind Ambition** when the timecharter contract with C-bed is activated.

Source : ShipGaz

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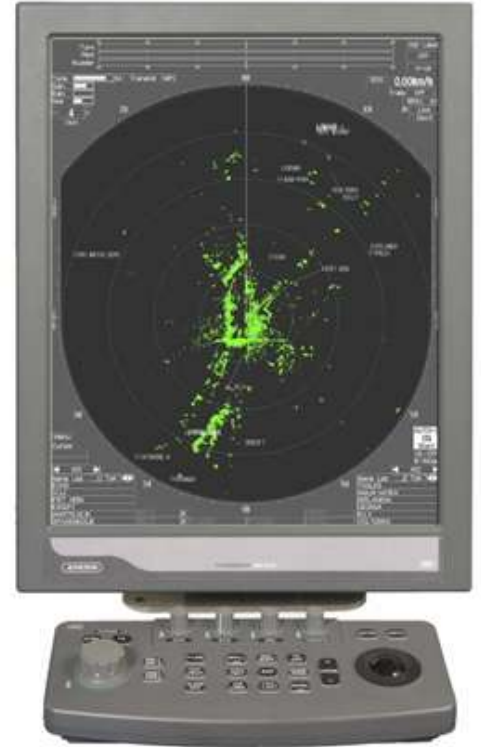
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- Alpha BNWAS Bridge Watch Alarm system
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For more information about Alphatron Marine, please contact Alphatron Marine at +31(0)10 453 4000 or e-mail Alphatron at deepsea@alphatronmarine.com

China Merchants gets nod for Sri Lanka terminal

A deal to build a container terminal in an expanded Colombo port will be awarded to a China - Sri Lanka consortium within 'two to three weeks' Treasury Secretary P B Jayasundera said. Sri Lanka's listed Aitken Spence and China Merchant Holdings, a state-run port operator were the only bidder for the terminal concession in July 2009 when the world was reeling from an economic slump and shipping traffic. "Right now we are about to issue an LOI (letter of intent) on the development for Colombo port," Jayasundera told an economic forum organized by the Ceylon Chamber of Commerce Wednesday. "The concession agreement has been finalized." **Source : Seatrade Asia**

Concern for ship workers

The International Transport Workers Federation is concerned for the welfare of crew aboard a "flag of convenience" ship in Newcastle port after complaints of dangerously long work hours and untreated injuries. The Liberian-flagged ship Columbia is docked at Newcastle's grain terminal. Federation national co-ordinator Dean Summers said the vessel's captain had refused to let him inspect the crew accommodation area.



He spoke to the crew of 15 Filipinos, a Ukrainian and Bulgarian, who complained of low wages and excessive overtime. "They've been working for 48 hours straight," Mr Summers said. "It's an absolute disgrace." He arranged for two crew to have treatment for injuries. One had been "cracked" over the head by a wire or rope that had come apart about a month ago, and also had a lump on his neck. The other had a gash to his leg. The rest of the crew were still aboard, but were expected to eventually be permitted ashore when the ship underwent fumigation.

The ship arrived on Tuesday, according to shipping records, and is believed to be bound for Bangladesh. Mr Summers said he was trying to get a response from its owners, the German-based Orion Bulkcarriers. John Vassos, a Melbourne-based managing director of Oldendorff Shipping, which has chartered the Columbia, said his company kept at arms-length from federation disputes with owners of ships. "It's a minor issue and we expect it will be sorted out," he said. "It's immaterial in relation to the cost of delaying a ship." Mr Summers said it was an example of why the federal government should expedite the introduction of the International Labour Organisation's Maritime Labour Convention, which would help Australia police the industry. The Australian Maritime Safety Authority inspected the vessel on Wednesday and said no defects were found. **Source : Garry Luxton**

More incentive to ship fruit exports through Maputo Port

Opening new opportunities for the increased shipment of SA citrus out of Maputo Port, the Department of Agriculture Forestry and Fisheries (DAFF) was last week granted conditional approval for phytosanitary inspections to be conducted at the Maputo Port terminal. The inspections commenced on July 1.

"Citrus previously routed to Durban for phytosanitary inspection purposes can now officially be routed through Maputo. This development presents further possible opportunities for citrus routed through Maputo to markets where phytosanitary inspections are required," said John Edmunds of the Tzaneen-based Citrus Growers' Association.

Source : cargoinfo.co.za

AMEC secures engineering and maintenance services contract for two Bluewater FPSO vessels

AMEC, the international engineering and project management company has signed a two-year contract with Bluewater Services UK Ltd to provide engineering and maintenance services for two FPSO (floating production and storage offloading) vessels, currently leased to operators in the North Sea. The value of the contract has not been announced.



The two vessels are the **Haewene Brim FPSO**, which has been based on the Shell UK Exploration and Production's Pierce field in the North Sea since early 1999, and the **Aoka Mizu FPSO**, which was recently deployed on the Ettrick field for Nexen Petroleum.

Photo : Jaap Been ©

AMEC's facilities engineering team will assist in managing and executing the engineering and maintenance services from the company's office in Aberdeen, the company's

asset support centre. The contract award builds on AMEC's extensive global FPSO experience which stretches back almost 40 years. Landmark FPSO projects include Woodside Energy's Enfield FPSO offshore Australia, ExxonMobil's **Kizomba A & B** FPSOs offshore Angola and Shell's **Bonga** offshore Nigeria. AMEC also has a successful record of engineering support services contracts in the North Sea.

"I am delighted that Bluewater have chosen AMEC to deliver this work," said John Pearson, Managing Director of AMEC's Europe & West Africa business. "Our formidable FPSO experience and specialist expertise has been instrumental in securing this contract. Bluewater is a new customer for AMEC and we are looking forward to building a mutually beneficial relationship with them well into the future." Source: AMEC

Anchor Ship Investment May Buy First Iron-Ore Vessels on Chinese Demand

Anchor Ship Investment Co., Japan's largest ship-fund manager, said it may spend part of a planned 200 billion yen (\$2.3 billion) fund on its first dry-bulk vessels in anticipation of a rebound in Chinese iron-ore demand.

The company plans to start raising money for the new fund in September, President Hajime Tsuji said in an interview in Tokyo yesterday. The new investment vehicle may make an average annual return of 10 percent a year over 10 years, he said. Anchor Ship plans to add dry-bulk vessels even as the Baltic Dry Index, a measure of commodity-freight rates, suffers its longest decline in almost five years because of a glut of ships. The fund expects a revival as China's economic growth spurs demand for steel to make cars, buildings and railways.

"China's growth indicates that demand for transportation from Australia and Brazil will increase," Tsuji said. "We don't know if we can make money over three years but over 10 years we should be able to make a 10 percent average annual return."

The company owns 10 ships, including container vessels, very large crude carriers, a chemical tanker, a car carrier and a liquefied petroleum gas tanker, Tsuji said. The ships are leased to Japanese lines, including Nippon Yusen K.K., the nation's largest shipping line by sales. The new fund may lease vessels to overseas operators, he said.

Anchor Ship raised just less than 200 billion yen for its first fund, which it started in May 2007, Tsuji said. He declined to comment on the fund's performance. The Baltic Dry Index fell for a 27th straight day yesterday in London, dropping 2.8 percent. The index has declined 47 percent during its losing streak, which is the longest since August 2005.

Imports of iron ore in China, the world's biggest buyer, declined from a year earlier in both April and May, according to customs data tracked by Bloomberg. In the first five months, the tally rose 8.4 percent to 262 million tons.

The nation's economy may grow 9.5 percent this year leading a 3.3 percent expansion in the global economy, according to the World Bank. **Source: Bloomberg**

Maher invests in Nova Scotia port terminal

The developers behind a \$350-million large-vessel container terminal in Nova Scotia are heralding a new partnership with New Jersey's Maher Terminals as an important step in getting the financial backing to make their newly minted "Maher Melford Terminal" a reality.

Maher will become a shareholder and the operator of the facility when it opens, tentatively slated for early 2013. The financial terms of the agreement were not made public, but a Maher spokesman described it as "meaningful equity stake" yesterday.

Maher contributed \$60-million in 2007 to the development of the terminal at the Port of Prince Rupert, B.C., which it also operates. "This [Maher Melford] terminal will, in many ways, be an East Coast version of Prince Rupert," said Paul Martin, president of Melford International Terminal Inc. (MIT), the privately held group behind the development.

But unlike Prince Rupert, which has been focused primarily on moving goods to and from Asia, primarily from China, the Melford terminal, located about 300 kilometres northeast of Halifax, will concentrate on goods from Europe, as well as, India and Southeast Asia through the Suez Canal.

Halifax is 1,800 nautical miles closer to India than any West Coast port, and the Melford site is about six hours closer by sea to Europe than Halifax.

In its first phase, the new terminal is expected to be able to handle 1.5 million twenty-foot equivalent containers (TEUs) a year. It would be positioned between Halifax, which handled 344,000 TEUs in 2009, and the Port of Vancouver, which handled 2.1 million TEUs. The major selling point for the new terminal, however, is the deep waters of nearby Port Hawkesbury, N.S., which seldom ice, and can accommodate the larger container vessels that the ports in Halifax or nearby Sydney, N.S., cannot, said Richie Mann, Melford International's vice-president of marketing.

But the new terminal has faced numerous delays and is still short of its funding requirements, he acknowledged. Mr. Mann said he hoped having a world-class operator such as Maher on board will help attract investors.

"This enables us to go forward in an aggressive manner to put the long-term financing in place," he said in an interview yesterday. Of course, another challenge will come in the form of competition.

Both Halifax and nearby Sydney have plans to dredge their own harbours to accommodate some of the big container ships Melford hopes to attract. There is little wonder why. A recent study by InterVISTAS Consulting Inc. estimated the new Port of Prince Rupert was contributing \$280-million in gross domestic product to the regional and provincial economies and had created 2,700 jobs since it opened three years ago.

Sydney hopes to be able to accommodate at least 1 million TEUs in the first phase of its own terminal project after the dredging work, said Jim Wooder, Sydney Marine Group chair. But the \$38-million dredging project has yet to receive the \$19-million in federal funds it is seeking, he added.

"There's 15.7 million TEUs in the North Atlantic port range up for grabs," Mr. Wooder said. "I don't know how much more capacity is going to be required, but it certainly looks like there is going to be more." **Source : financialpost**

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Mombasa port faces dock strike

First it was an 18-day port and railway strike in South Africa. Now it looks as though it could be Kenya's turn, as thousands of dock workers in Kenyan ports prepare to go on strike unless their demands are met. At issue is a dispute over a house allowance promised to the labour force. Kenya's dock workers trade union says the Kenya Ports Authority (KPA) has reneged on a 2008 agreement that would see workers receiving housing allowances by the following year.

"The payment was to take effect in early 2009, but the KPA management and some officials in the Department of Transport decided to ignore the pledge," said the union's secretary-general, Simon Sang.

Sang revealed that the union has declared its intention of going out on strike unless their demands are met and says that an official 21-day strike notice had been issued to the KPA. The union had also written to the Prime Minister, Mr Raila Odinga asking for his intervention. In the meantime workers have embarked on a work to rule procedure where they do only what is essential in their duties.

"It's the KPA's failure to fulfil its promises that is the cause of this go-slow which is why we are asking the Prime Minister to intervene," he said. Kenya's dock workers number about 5,000 and if they embark on a strike the effect on the port of Mombasa will be every bit as serious for East Africa as the recent South African strike was for not only the ports affected but the country as a whole. In the port of Durban Transnet is still dealing with the backlog, more than a month after the strike ended.

KPA's acting managing director Gichiri Ndua responded by telling the union that those participating in the go-slow will be dealt with in line with existing employment regulations. It's been intimated that any attempt to strike would be seen as an act of sabotage. As the KPA management and workers come face to face over claims of broken promises, another problem at the port revolves around the slow approval of manifests, which importers say is resulting in an increase in landed costs because of increased storage time.

Shippers say the problem has worsened in recent weeks ever since the Kenya Revenue Authority issued an instruction to the effect that manifests could only be approved through the port authority, which has led to delays of up to two weeks. **Source : ports.co.za**



The **CMA CGM CHRISTOPHE COLOMB** seen in Southampton – **Photo : Krispen Atkinson ©**

New investors for Fjord Line

The Norwegian ferry operator Fjord Line will be increasing the company's share capital by NOK 300 million (approx. €37 million) as part of the funding package for two new cruise ferries. The new shares will be acquired by the current majority shareholders, Frode and Ole Kjetil Teigen, and 11 new investors.

"The positive reaction to our offer of participating in Fjord Line's capital increase shows that many investors share our faith in the future of the ferry operator Fjord Line on the cruise ferry market between Norway and the European Union," said the company's chairman, Peter Frølich.

Fjord Lines' share capital is presently around NOK 231 million (approx. €28.5 million). The majority shareholders are the brothers Frode and Ole Kjetil Teigen, who together hold 83.5 per cent, and Bernt Mykjåland, who holds 7.4 per cent, with the remaining 9.1 per cent being held by 3,309 shareholders. Frode and Ole Kjetil Teigen joined Fjord Line as shareholders in 2007 and are now investing a further NOK 192.5 million (approx. €23.8 million) in the company. In

addition, 11 new investors from western Norway are investing a total of NOK 107.5 million (approx. €13.3 million), taking the company's total equity to a good NOK 531 million (approx. €65.6 million). The present small shareholders also have the option of purchasing new shares to secure their stake as well as being able to oversubscribe by up to NOK 20 million (approx. €2.47 million).

The capital increase will be discussed and passed at the extraordinary general meeting on 16 July 2010. The nominal value of each share is NOK 10. First Securities and Pareto Securities are overseeing the emission of the new shares.

At the beginning of 2010, Fjord Line's equity amounted to NOK 209 million (approx. €25.8 million). The company this year signed a contract with the Bergen Group Fosen shipyard for two new cruise ferries, which will be delivered in 2012. Fjord Line has secured long-term financing for the two ships through contracts with Eksportfinans, GIEK (Guarantee Institute for Export Credits) and the company's banks.

"The capital increase will give Fjord Line the necessary financial flexibility to cover the period from the introduction of the new cruise ferries until the vessels start operating commercially. Our figures indicate strongly that ferry operations will make a profit both in 2010 and 2011, which creates a good basis for attractive shares. In the long term, we aim to float the company on the stock market in order to strengthen the liquidity of our shares and give us better access to capital for future investments," said Frølich.

Tsakos Energy Navigation Announces the Delivery and Charter of Aframax Tanker Uruga Princess

Tsakos Energy Navigation Limited announced the delivery and charter of the 105,000 dwt DNA-afamax tanker **Uruga Princess** from Sumitomo Heavy Industries in Japan, the final newbuilding in a series of eight ordered in 2004. Upon delivery, the vessel entered a minimum 30-day repositioning voyage with the oil trading arm of a major financial institution. "We are pleased to welcome the final vessel in a series of eight DNA-afamax, the first of which was ordered in Sumitomo six years ago. We are grateful for their exceptional and innovative engineering," said Mr. Nikolas P. Tsakos, President and CEO of TEN. "The DNA-afamax class vessels are high specification vessels with enhanced operational versatility and have widened our customer service capabilities. The previous seven vessels have performed excellently and have been attractive assets to the chartering community. We are confident that the Uruga Princess, built to the same high-standards of its sister vessels, will perform equally well and contribute to our bottom line." Mr. Tsakos concluded, "Operating a fleet of modern tankers positions TEN well for the future. We remain optimistic that TEN will benefit from an expected improvement in market dynamics."

TEN's pro forma fleet consists of 47 vessels of 5.0 million dwt. TEN's operational fleet consists of 45 vessels all of double-hull design of which 22 are ice-class. TEN's remaining newbuilding program includes two suezmax tankers totalling about 316,000 dwt. TEN's balanced fleet profile is reflected in 23 crude tankers ranging from VLCCs to afmaxes and 23 product carriers ranging from afmaxes to handysize; complemented by one LNG.

Source: Tsakos Energy Navigation Limited

New manager for Maersk in Australia

A.P. Moller-Maersk Group has appointed **Nicolaj Noes** as the new Maersk Line Country Manager for Australia. Nicolaj will be responsible for the development and implementation of strategy in Australia, overseeing sales, operations and customer service and will assume his role from 2 August 2010 in Sydney. He takes over from Soren Houman, who will transfer back to Denmark to assume a new position within the A.P Moller – Maersk Group.

Nicolaj will report to Jesper Praestensgaard, chief executive for Maersk Line Asia Pacific, who said, "We are very pleased to have Nicolaj join our team. I am confident he has the leadership qualities, business acumen and creativity needed to further build on our strengths in Australia." Nicolaj has previously been route director for Maersk's Oceania trade and has experience dealing in the UK, China, and the US markets. **Source: SeatradeAsia-online**



The **AWOBASAN** seen moored in Cape Town – Photo : Aad Noorland ©

Port workers refuse to work under new private operator

Cargo handling in Chittagong port remains suspended since Thursday morning as the workers refused to work in the bulk cargo berth which was scheduled to be handled by a private operator from today. The workers assembled at the berth number 8, chanted slogans and refused to work under the private operator Pancharag Udayan Sangstha in front of the CPA chairman commodore RU Ahmed this noon. M/S **Pancharag** was due to unload 522 metric tons of machinery of a power grid station from the Antiguan flag vessel MV **Panthera** imported by the state-owned Bangladesh Power Grid Company Ltd.

The special-type heavy machinery carrier berthed at the jetty number 8 of Chittagong port, the prime maritime port of the country, was scheduled to unload 57 crates of power grid machinery and leave the port berth for unloading another five heavy crates at the New Mooring Container Terminal (NCT) by Thursday night. The sacked workers belonging to pro-Awami League dock workers forum in the Chittagong Port demanded employment by the CPA "as per commitment of the shipping minister" and said they would obstruct cargo handling by the private operators unless their jobs are restored. The port chairman went to jetty number 8 to formally hand over the charge of cargo handling to Pancharag, a private operator in the port, which was offered the job as the lowest bidder through open tender. The CPA chairman was engaged in hectic meetings with the concerned berth operators, dock workers' leaders and senior port officials till filing of this report at 7.30 pm but could not reach any consensus. This correspondent tried to contact him over phones repeatedly but to no effect. CPA secretary Syed Farhad Uddin, however, told the FE that the problem was expected to be resolved by night and the cargo handling might resume after the meeting with the concerned quarters.

"There is no major demand of the workers. They only wanted the rotation of workers be maintained in one serial. It will be solved by night," Farhad said. Berth operators and master stevedores alleged that some people entered the peaceful handing over ceremony and started to throw up chairs and tables in pursuance of their demands creating an unruly situation. "Some 150 to 200 unruly people stormed the berth and chanted various slogans against the berth operators just when the CPA chairman was about to hand over the charge to the private bulk cargo operators in an informal ceremony," chairman of Master Stevedores Association (BMSA) AHM Monzur Alam told the FE this afternoon. Rafiqul Anwar Babu, director (operation) of the private berth operator M/S **Pancharag Udayan Sangstha**, which got the contract for cargo handling in the berth number 8, said that the workers were so violent and aggressive that the operators themselves became a bit scared. "They have decided not to work just when we have booked the workers

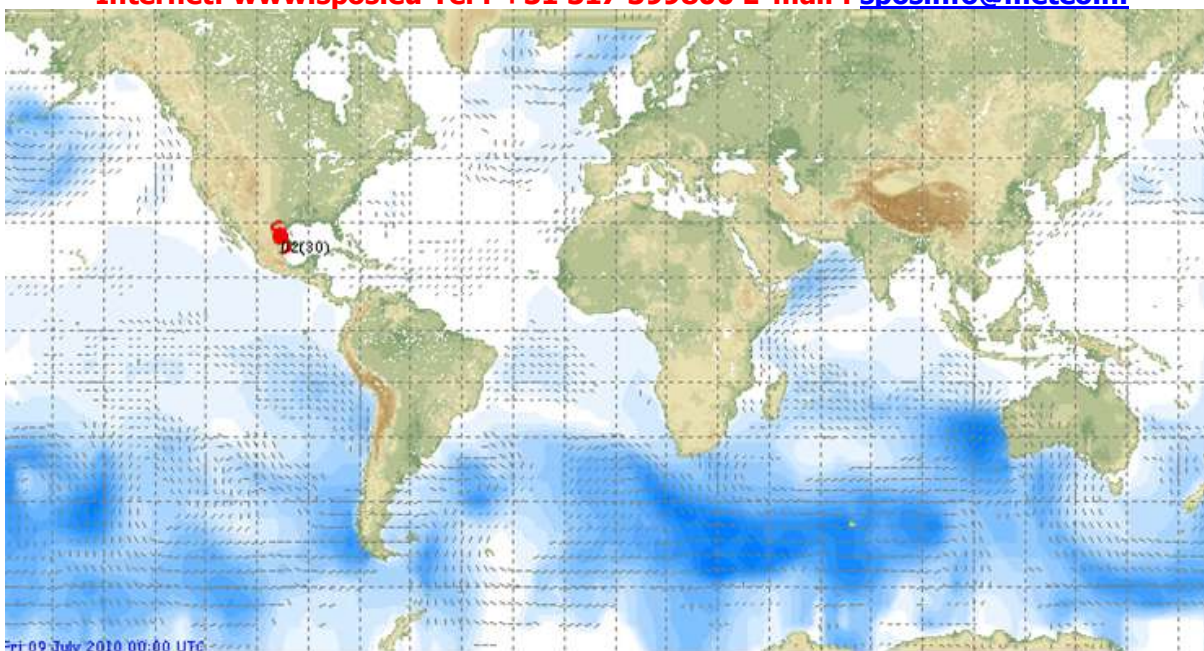
and started work. They attacked all on a sudden and their demands were contradictory to the tender schedule we purchased and quoted price," he said. "We have gone through the tender clauses and found their demands are not in the tender schedule. Had there been such clauses we would have quoted price twice than the existing one," he said. M/S Pancharag is one of the six berth operators which got the job of handling cargo in one of the general cargo berths at the price of Tk 24.00 million for three years. **Source: The Financial Express**

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The **CMA CGM CHRISTOPHE COLOMB** seen in Southampton – Photo : Andrew McAlpine ©

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