

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 091



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The QUEEN MARY 2 seen moored on the Mega-pier in Willemstad-Curacao

Photo : Els Kroon ©

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The **ORIANA** visited the port of Durban
Photo : Hugo Schuitemaker ©

Deeper Yangtze "a boost for shipping"

Shanghai Daily reports that the waterway at the mouth of the Yangtze River will be dredged to a depth of 12.5m by the end of next year to allow faster passage for more larger cargo ships.

According to the Yangtze Estuary Waterway Administration Bureau, the Yangtze estuary deep-draft channel, which is 92.2km long with a breadth of 350-400m, will allow third or fourth-generation container ships to enter Shanghai Port

under all weather conditions, after the dredging work is completed. Bulk carriers of up to 100,000-tons will be able to enter under tidal conditions. "We expect the annual passing capacity of large-scale ships to be 90,000 vessels after the dredging. The figure is below 70,000 vessels right now," said Zhou Falin, senior engineer of the waterway administration.

According to research by the Shanghai Harbour Group, the project added 80 billion yuan to Jiangsu's GDP between 2001 and 2005. **Source : Shanghai Daily**

Lough Neagh gets new lifeboat

A new lifeboat has been launched on Lough Neagh, the largest lake on the island of Ireland. There are now three lifeboats, crewed by volunteers, servicing the lake.



Lough Neagh is 30km long and 15 km wide. It is used for a variety of recreational and commercial activities and gets extremely rough, very quickly in windy conditions.

The new vessel, **Bungy-3**, cost €150,000 and received 75% grant aid, which came from EU funding, channelled through the Northern Ireland Department of Agriculture and Rural Development.

Five of the six counties of Northern Ireland, all but Fermanagh, have shores on Lough Neagh. It is the largest lake on the island of Ireland and among the 40 largest lakes in Europe. **Source : RTE News**

APM Terminals and Port of Rotterdam to Cooperate On R&D

Five year, global agreement to work toward improved productivity and efficiency, land utilization, environmental sensitivity and public awareness of the container terminal industry APM Terminals and the Port of Rotterdam Authority announce the signing of a five-year agreement of cooperation on research and development for innovation in global container terminal operations. Research projects will be undertaken worldwide under the auspices of the agreement, and will focus on container terminal environmental best practices, sustainability, safety, cargo security, cost reduction, intermodal movements, supply chain integration, and information management. The agreement covers global port projects; five projects per year at the current APM Terminals Rotterdam facility, which surpassed a 2.6 million TEU annual volume in 2007 and the future APM Terminals Maasvlakte II facility, construction for which is scheduled to begin shortly. The facility will launch a new generation of eco-friendly ports while serving as the company's flagship terminal for innovation and environment sustainability. **Source : MarineLink**

Grounded Sakhalin refrigerator Kurilsk brought afloat

The operation to bring afloat the Sakhalin transport refrigerator **Kurilsk** that ran aground in the Avacha Bay during a storm on February 28 has been completed on Kamchatka, a duty officer of the Russian Emergency Situations Ministry's main department for the Kamchatka territory told Itar-Tass.

The vessel was moved to the open sea on Sunday. The crew of 12 are feeling well. The ship is in working order.

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The **Kurilsk** ran aground together with another Sakhalin trawler – the **Korsar**. The second vessel with 10 crewmembers was brought afloat on March 26. Both ships were detained for the violation of fishing rules and are now staying in the Avacha Bay under arrest.

The operation to get them afloat was dragged out due to heavy storms raging near the Kamchatka coast in late February – early March. Then rescuers had to wash out the soil from under the ships' bodies to bring them afloat.

All the time when the vessels were aground their crews remained aboard. The situation was controlled by the Emergencies Ministry. Communication was maintained with the ships all the time. There was no threat to the environment of the bay on the shore of which Petropavlovsk-Kamchatsky is located. **Source : PortNews**



Estonia is first to sign Wreck Removal Convention

The Republic of Estonia has become the first country to sign, subject to ratification, the Nairobi International Convention on the Removal of Wrecks, 2007. The Ambassador of Estonia to the United Kingdom, His Excellency Dr Margus Laidre, signed the Convention on behalf of Estonia at IMO Headquarters in London on Friday, 28 March. The Nairobi Wreck Removal Convention was adopted in May 2007 and will provide the legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine environment.

The Convention is open for signature until 18 November 2008 and, thereafter, will be open for ratification, accession or acceptance. It will enter into force twelve months following the date on which ten States have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary General of IMO, Efthimios E. Mitropoulos. Mr. Mitropoulos welcomed the signature by Estonia and urged other States to follow suit, at the earliest opportunity, so that, "as intended, the Nairobi Wreck Removal Convention, once in force, can fill a gap in the existing international legal framework by providing the first set of uniform international rules aimed at ensuring the prompt and effective removal of wrecks beyond the territorial sea, thereby also contributing to the IMO goals of safe navigation and marine environmental protection."

This will be achieved in part by making the registered owner liable for costs of locating, marking and removing a wreck and by imposing an insurance requirement on ships of 300 gross tonnage and above to cover this liability. The new Convention also includes an optional clause enabling States Parties to apply certain provisions to their territory, including their territorial sea.

Although the incidence of marine casualties has decreased dramatically in recent years, mainly thanks to the work of IMO and the persistent efforts of Governments and industry to enhance safety in shipping operations, the number of abandoned wrecks, estimated at almost thirteen hundred worldwide, has reportedly increased and, as a result, the problems they cause to coastal States and shipping in general have, if anything, become more acute.

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These problems are three-fold: first, and depending on its location, a wreck may constitute a hazard to navigation, potentially endangering other vessels and their crews; second, and of equal concern, depending on the nature of the cargo, is the potential for a wreck to cause substantial damage to the marine and coastal environments; and third, in an age where goods and services are becoming increasingly expensive, is the issue of the costs involved in the marking and removal of hazardous wrecks. The Nairobi Convention attempts to resolve all of these and other, related, issues. **Source : imo.org**

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ALPHATRON

Hellenic shipowners top “Rich List” in 2008

Greek and Cypriot entrepreneurs’ fortune totaled more than 11 billion pounds by the end of 2007, according to the Sunday Times Rich List, compiled by Dr. Philip Beresworth. The sum is divided between 100 people of the Hellenic and Cypriot community, currently living in London. As expected, many of the participants in the list are ship owners, or investors in shipping sector in general. Half of the 10 richest Greek and Cypriot individuals included in the list have their principal interests in shipping. Besides Mr. Alkis David, who comes in first place with 1.5 billion pounds thanks to his multiyear activity in industry, Mr. Michalis Lemos, aged 52 and member of one of the most prominent Hellenic shipping families, occupies the second place, with a private fortune of 1.1 billion pounds. Mr. Lemos is the son of ship owner Konstantinos Lemos, who became involved in shipping prior to World War II. During the 50’s he entered the supertankers market and was regarded for many years as the third largest ship owners in Hellas, following Yannis Latsis and Aristotelis Onassis. He retired from shipping during the 80’s, investing his fortune in sectors like insurance and tourism. His son, Mr. Michalis Lemos, along with his two sisters, inherited this fortune after their father’s death in 1995.

Another notorious name of Hellenic shipping industry comes in third place of this year’s Rich List. We are referring to Mr. Filippos Niarchos, age 54, son of Stavros Niarchos, who was the main adversary of Aristotelis Onassis back in the 60’s and the 70’s. When Stavros Niarchos passed away, he left behind him an estimated fortune of 3 billion pounds. Mr. Niarchos is married to Victoria Guinness and is a renowned collector of works of art, among which are paintings of Pablo Picasso and Vincent van Gogh.

After selling tanker company Stelmar, Stelios Hadjioannou, founder of Easy Group, turned almost entirely in other endeavors, seeking to expand the “easy” business model. EasyCruise and EasyHotels are among the latest additions to the growing business areas that Easy Group is now active. Mr. Hadjioannou occupies fourth place with an estimated fortune of 812 million pounds.

Another well-known family name in shipping is that of Chandris. Mr. Yannis Chandris, age 58, comes in sixth overall place (and fourth among ship owners) with personal assets of 600 million pounds. Mr. Chandris lives in London and is also a British citizen, according to the Companies House records. He comes from a big shipping family, tracing its roots back in 1915, when Mr. Chandris’ grandfather commenced his business. By 1976, the family was the world’s largest cruise ship operator, in front of “names” like Cunard, P&O and Union Castle. Today, the family has large assets in real estate and properties in Great Britain, while in Hellas it is active in shipping and tourism-hospitality, through hotels. Other ship owners included in the list are Mr. Yannis Goulandris, age 79, with assets of 300 million pounds (10th place) and Mr. Achilles Kallakis, age 40, with 250 million pounds. The first woman in the list and also active in shipping is Fotini Karamanli, age 37, owner of AIM-listed Hellenic Carriers. Her fortune is estimated at approximately 47 million pounds. **Source : Hellenic Shipping News**



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Damen shipyards latest newbuilding **ZEIN** commenced yard trials

Photo : Cees Kloppenburg ©

Crowley Has Supporting Role in New James Bond film

Crowley Maritime Corporation's liner services group was recently contracted to play a behind-the-scenes role in the upcoming James Bond flick **Quantum of Solace**.

Crowley transported movie trailers, catamaran boats and other production equipment roundtrip from Port Everglades, Fla., to Panama where a portion of the movie was being filmed. The recent transport marks Crowley's recurring role in the James Bond movie franchise. **Source : MarineLink**

Vaarttoerisme Antarctica moet aan banden

Milieugroeperingen willen dat de scheepvaart in de wateren rond Antarctica aan banden wordt gelegd. De veiligheidsvoorschriften moeten aangescherpt worden, stelde de Coalitie voor de Antarctische en Zuidelijke Oceaan (ASOC) maandag. Deze groepering dringt er bij de Internationale Maritieme Organisatie (IMO) op aan hogere standaarden te stellen, ook voor cruiseschepen. „De IMO is het enige orgaan dat strenge standaarden kan opleggen voor vaartuigen, materieel en procedures om mensenlevens en het milieu te beschermen”, citeerde de BBC ASOC-voorman James Barnes. Zijn organisatie wil dat schepen die varen op zware stookolie worden verbannen uit de Antarctische wateren. Afvalwater zou niet langer geloosd mogen worden door schepen en alle vaartuigen moeten verstevigd worden zodat ze de ijzige omstandigheden beter aankunnen.

Meer toeristen dan ooit tevoren bezoeken de Zuidpool. De meesten van hen maken een cruise door het gebied. Verscheidene cruiseschepen zijn de afgelopen jaren in de problemen gekomen. In november nog zonk de **M/V Explorer** na een aanvaring met een ijsberg. Alle 154 opvarenden, onder wie zeventien Nederlanders, konden worden gered.

CASUALTY REPORTING

Zwaargewonde door omgevallen containerkraan

Een bestuurder van een containerkraan is in de nacht van zondag op maandag in het westelijk havengebied in Amsterdam zwaargewond geraakt toen zijn machine omviel. Hij ligt in kritieke toestand in het ziekenhuis, meldde de politie. Tijdens werkzaamheden reden twee containerkranen tegen elkaar. Hoe dat kon gebeuren, is nog onduidelijk. Een van de machines viel door het ongeval om. De bestuurder daarvan zat op 13 meter hoogte in de cabine.



The URS AHT **PRESIDENT HUBERT** seen riding high
Photo : Jan Berghuis ©

NAVY NEWS

MoD hands over Royal Navy project to BAE to bypass £700m tax

The Ministry of Defence will reluctantly hand control of a project to build two new aircraft carriers for the Royal Navy to BAE Systems in an attempt to avoid a £700 million tax bill.

The £3.8 billion carriers will be built by an alliance of companies including BAE, VT, Babcock and Thales UK, but only one must be named prime contractor. In a twist of tax law, VAT is applied to ships built by multiple companies but not to those built by only one.

The Government had hoped not to give BAE, Europe's largest defence company, prime status on the project because it fears a return to the days of cost overruns and delays in big defence projects.

The House of Commons Defence Committee is so concerned by BAE's habit of blowing budgets on big projects that it has asked the MoD to consider whether there is an alternative. A senior political figure told The Times: "We are worried that the MoD cannot control BAE and it is taxpayers who end up paying the price."

BAE and VT, formerly Vosper Thornycroft, are proposing to merge their shipbuilding assets into a new company to construct the carriers. This joint venture, Shipco, will be the prime contractor and BAE the majority shareholder.

Other alliance members will become subcontractors, although they insist on retaining equal power. BAE and Shipco will not be allowed take any profit from subcontractors' work.

However, defence sources said that once BAE has prime contractor status, it will start to manoeuvre to control the entire programme. Mike Turner, BAE's chief executive, is understood to have been lobbying to take control of the carrier project for some time. He has told government ministers that BAE is doing about 60 per cent of the carrier work and should, therefore, be in charge of the entire contract.

MoD officials are understood to be concerned that history may repeat itself, with BAE delivering another big project late and over budget.

In the past decade, BAE has struggled to deliver a number of vital pieces of military equipment on time. The Nimrod air surveillance replacement programme, for instance, is six years behind schedule and the cost has risen from £2.8 billion to £3.5 billion.

BAE's Astute nuclear submarine programme is £1.2 billion over budget and four years late. The Type 45 destroyers that BAE is building in partnership with VT are £1 billion over budget and two years late.

A spokesman for BAE said: "The problems with Astute and Nimrod were pre-contract renegotiation and are not comparable now. Negotiations are at an advanced stage but no contract is yet in place." **Source : Times Online**

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Australian judge to examine wartime ship loss

An Australian judge will investigate the country's worst naval tragedy following the discovery this month of the **HMAS Sydney**, 66 years after it was attacked and sunk by a German ship.

All 645 crew aboard the **Sydney** were killed after the 30-minute battle with the German merchant raider **HSK Kormoran** off the northern coast of Western Australia in November 1941. "I hope that through this inquiry we have a better understanding of what happened on that fateful day," Acting Prime Minister Julia Gillard said on Monday. Australia's Defence Force commander Angus Houston said he wanted the inquiry to find out what happened to the **Sydney** and why there were no survivors, while only 80 were killed and more than 300 sailors survived from the **Kormoran**.

"No board of inquiry was conducted during World War Two so this is very much unfinished business," Houston told reporters. Searchers found the wrecks of the **Kormoran** and the **Sydney** earlier this month, and hope to have the first images of the wrecks later this week. The battlecruiser **Sydney**, the biggest ship lost with no survivors from any World War Two nation, was last sighted sailing ablaze over the horizon after the encounter with the **Kormoran**, which was disguised as a Dutch freighter. The **Sydney** was found by a government-funded research ship at a depth of 2,470 metres (8,100 feet), about 240 km (150 miles) off the coast of Western Australia. The **Kormoran** was found 22 km away. Retired judge Terrence Cole will head the inquiry, and is expected to call for survivors of the **Kormoran** to give evidence on what happened.

ANOTHER DUTCH MCM TO LATVIA



Friday April 4th, the former Dutch Alkmaar class MCM **DORDRECHT** will be official handed over to the Navy of Latvia at the Dutch naval base Den Helder, the Fairplay tug **FAIRPLAY 28** towed the MCM from Zeebrugge to Den Helder, the MCM was overhauled and prepared for Latvia in Zeebrugge

Photo : Piet Sinke ©

Hr. Ms. Amsterdam op de helft



Hr. Ms. Amsterdam heeft haar lange vaarperiode voor de helft afgerond en op traditionele manier gevierd door de bekende "midterm-balk" door te zagen.

De commandant, kapitein-luitenant ter zee(KLTZ) Jan-Hubert Hulsker en de jongste matroos, Dave Heijmans, gingen het hout te lijf met een nat pak als gevolg.

Nadat **Hr. Ms. Amsterdam** is ingezet tijdens de VN-operatie UNIFIL maritiem is zij zonder onderbreking aansluitend doorgedaan met een lang deployment. Eerst wordt nog een periode geopereerd in het NAVO-eskader in de Middellandse Zee, daarna wordt non-stop doorgevaren, via de VS, naar het Caribische Gebied. Daar zal **Hr. Ms. Amsterdam** als stationsschip kustwachtaken en counterdrugsoperaties gaan uitvoeren.

Het schip zal pas in juni 2008 weer terugkeren in Den Helder.

SHIPYARD NEWS



The **SMIT ZWEDEN** seen assisting the **ACERGY FALCON** during the un-docking
Photo : Jan Plug ©

New Hyundai Heavy Technology Slashes Shipbuilding Time

Hyundai Heavy Industries said Sunday that it has developed a new technology that makes it possible to launch a completed ship while continuing shipbuilding work at the same dock. "The new technology is expected to help reduce the terms of works by almost 20 percent because we no longer have to stop building ships to launch a completed ship," a company source said. "The number of days working at a dock will decrease by 13 days from 70, and it will make it unnecessary to remove and install again various facilities and equipment."

The company has used the technology since last May to build seven ships including a 10,000-TEU container ship (one TEU means one 20-foot container) at the third dock of its Ulsan shipyard.

The company registered the patent in Korea in January, and is now working to apply for not only an international patent but also separate patents in each foreign country.

The company said that it is considering using the technology at its 10th dock, which is scheduled to be completed in October, as part of its plan to gradually expand the use of the technology. **Source : chosun**

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Finland PM considers state stake in shipyards

The state of Finland could become a part owner in shipyards to ensure that shipbuilding remains in the country, Prime Minister Matti Vanhanen told national broadcaster Yle. "We have a great interest in keeping especially the cruise ship knowledge in Europe," Vanhanen told Yle news late on Friday.

"If there were an alternative where it would be expected that the state would invest permanently or temporarily in the industry, we would consider that."

Norway's Aker Yards owns three shipyards in Finland, which specialise in building cruise ships and ferries. Korean STX Shipbuilding has made an offer for a controlling stake in Aker Yards and unions have feared this could lead to job cuts at European yards as work would go to Asia.

Politicians in Italy and in France, where Aker Yards bought the Chantier de l'Atlantique shipyard in 2006, have been reported to be worried about losing European control of shipbuilding. **Source: in.reuters**

Gdansk shipyard may reach agreement with Brussels

The shipyard may avoid the requirement to pay back PLN 750m of public subsidy. But it faces strike.

ISD Polska, a subsidiary of Ukrainian Donbas, and the owner of Stocznia Gdansk shipyard, is closer to reaching agreement with the European Commission. Brussels wants the shipyard to either pay back PLN 750m (EUR 212.3m) of public subsidies it had received before or to cut capacity by two thirds.

"The European Commission may agree to close parts of the plant but not to disassemble the equipment", Zdzislaw Gawlik, deputy minister of the treasury said. Krzysztof Feluk representing the shipyard explained that a capacity limit would be stated by Brussels while part of the shipyard would produce wares not connected with the shipyard industry. Meanwhile, the shipyard faces a strike. Trade unions say there is no social package.

"In November, the investor promised a social package. Today, the employers don't have any guarantees", Karol Guzikiewicz from Solidarnosc trade union stressed. Krzysztof Feluk claims that a social contract has already been signed. **Source: pb.pl**

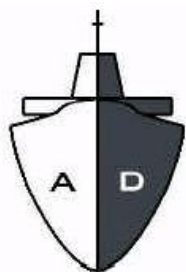
Vietnam launches its largest box ship ever - 700 TEU

Vietnam has proudly launched its largest containership ever built by the nation from the northern port city of Haiphong. The 700-TEU newbuilding named the **Heimarj** was built by the Nam Trieu Shipbuilding Industry Corporation (NASICO), a member of the VINASHIN Group.

This is the first of the four containerships to be built by NASICO under a contract signed with Horizon GmbH of Germany's MPC Group, reported Nhan Dan Online. It said the ship has been designed by the MPC group and Germany's GL Registry supervised the construction process. The **Heimarj** has a double bilge and is equipped with diesel engines, an ice-breaking prow and uses unmagnetised materials.

The vessel is 133.6 metres long, 19.4 metres wide and weighs 8.15 tonnes. Its key engine is MaK 8M43 with a capacity of 7,200 KW and a speed of 17.5 miles an hour. **Source : schednet.com**

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Volgograd Shipyard launches fourth ship project RSD 19 for Irinvestship Limited

The fourth double-screw dry-cargo vessel DWT 6750 project RSD19, built for Irinvestship Limited (Iran), was launched in March, 22 at Volgograd Shipyard (MNP Group).

The contact for building a series of river-sea-going dry-cargo ships project RSD19 was signed in August, 2005. The lead ship "**Iran Anzali**" was handed over to the customer in February, 2007; the second ship - in March, 2007, the third - in December, 2007.

The multi-purpose dry-cargo ship has the maximum for the Volga-Don route overall dimensions. The length of the ship is 140 m, width – 16.70 m, depth – 6 m, deadweight (sea/river) -6,750/4,343 mt, cargo capacity (sea/river) – 6,325/4,100 mt. The design was worked out by Maritime Engineering Bureau (Odessa, Ukraine) for class KM*ЛY 2 1 IA1 of the Russian Maritime Register of Shipping and meets all the requirements of international conventions. According to the Bureau classification, the vessel refers to the "Volgo-Don max" class – the higher class for operation

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in the sea and higher hull strength standard. The vessels are designed for transportation of general and bulk cargo, timber and large-size cargo, 8.5-9-ft international standard containers. The ship is fitted with 4 cargo tanks of total capacity 10,800 cubic m, capacity of ballast tanks is 3,900 cubic m, sea endurance is 4,000 miles, loaded speed is 10.5 knots, the crew is 13/16 people.

Volgograd Shipyard has built over one thousand of tankers, trawler-seiners, crane ships, oil skimmers, hulls of dry-cargo ships and chemical tankers, diving depot ships, floating pumping stations. By the estimate of the British Royal Society of the naval architects dry-cargo ships project 006RSD05, built at the Yard for Palmali Company, are acknowledged the best among the vessels of this class. At present the Yard is engaged in building of a series of four dry-cargo ship project RSD19 for the Iranian company Irinvestship Limited. Recently the Yard has started construction of tankers project 4450 for Svithoid Tankers AB (Sweden). This is the first sea-going ice-reinforced vessel, built in Russia.

MNP Group incorporates the leading Russian shipyards: Krasnoye Sormovo Shipyard (Nizhniy Novgorod), Volgograd Shipyard, as well as Sormovskoye Mashinostroeniye (Nizhniy Novgorod) and Volgograd special engineering plant.

Source : PortNews

ROUTE, PORTS & SERVICES

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The 2007 build **SJ ACE**, 5000 dwt. Bitumen Tanker to 180 degree Celsius, seen at Ling Hai, China on March 20th 2008 prior to delivery to Marine Management SCMT.

Photo : Reinier Meuleman ©

Van Oord secures offshore award in Romania

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Van Oord Offshore has signed a contract with client Rompetrol for the installation of an oil loading system in The Black Sea in Romania. The contract has a value of Euros 56 million and the project will commence early in May and be completed before the end 2008.

The contract contains an Engineering, Procurement, Installation and Commissioning (EPIC) deal for the Midia Marine Terminal in Romania, and entails the installation of a Single Point Mooring (SPM) in the Black Sea.

The SPM will be used for oil loading by crude tankers of up to 160,000dwt and will be connected to an onshore refinery by a 8,700m long pipeline. Van Oord will be responsible for the project management and all onshore and offshore installation activities.

The complete SPM system will be supplied by Bluewater Energy Services from the Netherlands. Van Oord will mobilise one pulling winch and one trailing suction hopper dredger for the trench dredging works. **Source : Dredging News Online**

Mitsui-MAN B&W Diesel Engine Achieves World Record

This world record is established when MES completes the construction of Mitsui-MAN B&W 6S50MC-C Mark 7 at its Tamano Works (Tamano City, Okayama Prefecture) for Sanoyasu Hishino Meisho Corporation (with president Mr. Shinich Kimura), who will install such engine to a chip carrier of 4.35 million cubic feet (shipyard No. 1260) to her owner, Mitsui OSK Lines.

In the wake of growing demand for new shipbuilding boosted by active ocean cargo transport, the production of diesel engine by MES is significantly increasing recently. Only after two years and five months since MES achieved 50 million horse power production in October 2005, it establishes accumulated 60 million horse power record since it produced the first engine in 1928.

The annual production in fiscal year 2006 was 4.01 million horsepower and will be 4.63 million, the record high annual production, in fiscal year 2007. Since the technical agreement with B&W, Denmark (presently MAN B&W) in 1926 on the production of diesel engine, MES has been producing engines with excellent records as a leading engine manufacturer of the world. MES is also strengthening the after-service sector of the engine business including the newly developed Marine Diesel Engine Performance/Life Expectancy Diagnosis System (product names "e-GICS" and "e-GICSW") to which the communications satellite and internet are fully utilized and is committed to ensure the high quality customer service. **Source : MarineLink**

Container services begin from RAK to Iraq

The arrival of the **Sima Tina** last week Thursday marked the beginning a container service linking the KGL Ports International Container Terminal at Ras Al Khaimah directly with Umm Qasr in Iraq.

A total of 134 twenty-foot equivalent units (TEUs) were loaded on the vessel - the first export containers shipped directly from Mina Saqr to Umm Qasr.

Simatech Shipping will provide a regular container service from Ras Al Khaimah to Iraq. This will now give RAK exporters a direct service, with no transshipment via other UAE ports, to the country.

The **Sima Tina** has a dead weight tonnage (DWT) of 20,578 tonnes, a capacity of 1,152 TEUs and 50 reefers, and a speed of 15 knots. Osama Hussain, KGL PI's deputy managing director at Mina Saqr Container Terminal said: "The KGLPI Container Terminal, with state-of-the-art container handling equipment, skilled terminal staff and the Navis container terminal management system, is able to provide shipping lines with a fast and efficient container handling

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operation at RAK." "This new service adds to our existing Gulf services directly linking RAK with Bandar Abbas, Karachi, Mundra and Mumbai - with no delays and no transshipment via other UAE ports."

KGL Ports International manages the Mina Saqr terminal under a long-term concession from the RAK Government.

Source : **Gulfnews**

China Oilfield Service: Profit almost doubled

China Oilfield Services Limited (COSL) said on Sunday its profits were up 98 percent last year on rising business revenue. Net profits reached 2.24 billion yuan (US\$315 million), with earnings per share of 0.54 yuan, the listed subsidiary of the country's largest offshore oil producer, China National Offshore Oil Corp said on the Shanghai Stock Exchange.

Business revenue rose 42 percent to 9.24 billion yuan last year, with revenue hitting record high in four of its main businesses, including drilling, marine and transportation, oilfield technology and geophysical survey, said the company.

Meanwhile, revenue in overseas services stood at 1.6 billion yuan, up 49 percent. COSL announced this month that it had signed a service contract worth almost 400 million yuan (US\$56 million) for deep water operation.

According to the contract, COSL will provide technician services for a foreign company engaging in deep water operations in the eastern part of the South China Sea. Source : **Xinhua**



The **UNION MANTA** with in the background Heerema's **BALDER** seen operating in the US Gulf

Photo : **Crew Union Manta** ©

Cement demand to hit 26m tonnes by 2011 in the UAE

The demand for cement in the UAE is expected to hit 26.2 million tonnes by 2011, according to a local investment bank. The most important driver for cement consumption anywhere in the world is infrastructure and real estate development. Real estate development is at its historical peak in the UAE and with extravagant projects in the pipeline, the demand is expected to be very strong in the future," said Hassan Awan, investment research associate at The National Investor (TNI). Cement is a 2.5 billion metric tonne global business, according to TNI.

Consumption of cement across the world is expected to be about 3,130 million tonnes by 2015 and 3,560 million tonnes by 2020. In 2006, cement accounted for 27.3 per cent of the construction materials market globally. Large developments in Abu Dhabi like Yas Island, Reem Island and Sadiyaat Island together with projects in other emirates all mean the demand for construction materials in the region will continue to grow, TNI said. The report says as construction increases on a massive scale in China, India, the Middle East and Africa, these emerging markets are expected to account for 85 per cent of the global demand for cement by 2020. They accounted for 75 per cent in 2005. Chinese cement consumption accounted for 47 per cent of the world cement market in 2006, standing at 1.2 billion tonnes. In 2006, India produced 145 million tonnes of cement.

Awan said the UAE stands out in terms of cement usage because of its rapid property development. "If the government does not intervene in 2008, prices could shoot up in periods when cement plants shut down for their annual maintenance. This would be especially true if two or more plants shut down simultaneously. Due to the boom in real estate, construction companies cannot afford to wait for cement," he said. **Source: Gulfnews**



The buoy tender **ROTTERDAM** seen at the Damen (van de Brink) Shiprepair facilities in Rotterdam-Pernis
Photo : Piet Sinke ©

Bulgarian government to build 500,000 TEU container terminals in Burgas and Varna

Bulgarian government plans to build container terminals in the ports of Burgas and Varna, 500,000 TEU each, expert of state enterprise Port Infrastructure of Bulgaria's Ministry of Transport Aleksandr Khadzhev said at Black Sea Forum 2008.

State enterprise Port Infrastructure is to be the contractor of this large-scale project. The Japanese government and JBIC bank have decided to participate in financing of the container terminals. The negotiations are to be completed soon and an international agreement is to be signed. It is the second project in Bulgaria to be financed by Japan. Last year, Port Infrastructure successfully implemented an international project on Expansion of the port Burgas. The project included the construction of a dry bulk terminal 2A, new breakwater and 15.5-meter deep approach channel. The terminal 2A is the largest dry bulk terminal in Bulgaria. The port's new channel is deep enough for 150,000-dwt vessels.

CSCL launches Fuzhou-Zhangzhou-Yingkou short-sea service

China Shipping Container Lines (CSCL) launched a regular weekly domestic trade service from Fuzhou to Yingkou via Zhangzhou, Xinhua reported.

CSCL's 4,250-TEU Xin Yang Shan made its maiden voyage March 19, departing from the Fuzhou International Container Terminal (FICT) after loading and unloading 1,709 containers, the report said. Vessel operation efficiency record was updated to 180 container per hour, up from 146.6 container per hour, a record set by FICT on January 31, 2007, the report said.

While the new average quay operation efficiency record was set at 48.7 container an hour compared with the previous record of 45.2 containers an hour, the report said. **Source: schednet.com**



The **DARIA** seen departing from Rio Grande
Photo : Marcelo Vieira ©

Tianjin 300,000-tonnage crude oil dock to start operation

The 300,000-tonnage crude oil dock in the northern Chinese municipality of Tianjin is expected to start trial operation in September 2008, said Tianjin Port Company.

Having built the body of the hydraulic works, the company is looking to complete the whole project in August.

By far, RMB740 million (US\$102.2 million) has been invested in the project, compared with the plan of RMB1.379 billion (US\$190.5 million) total investment.

After achieving completion, the wharf apron of the port can berth 100,000 to 300,000-tonne very large crude carriers (VLCC) and have an annual handling capacity of 20 million tonnes, citing a report.

Port of Tianjin's area is to be expanded to 100 square kilometres from the current 30 square kilometres by 2010. The port is building several new terminals, which includes 22 berths of more than 10,000 tonnes with an aggregate capacity of 138 million tonnes. After these projects are finished, the port's capacity will be raised to 290 million tonnes.

Source : Baird



The tug **EERLAND 26** seen outward bound from Rotterdam passing the Hoek van Holland breakwaters

Photo : Fred Vloo ©

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The **MAERSK NAGOYA** seen in Rio Grande
Photo : Marcelo Vieira ©

MARINE WEATHER

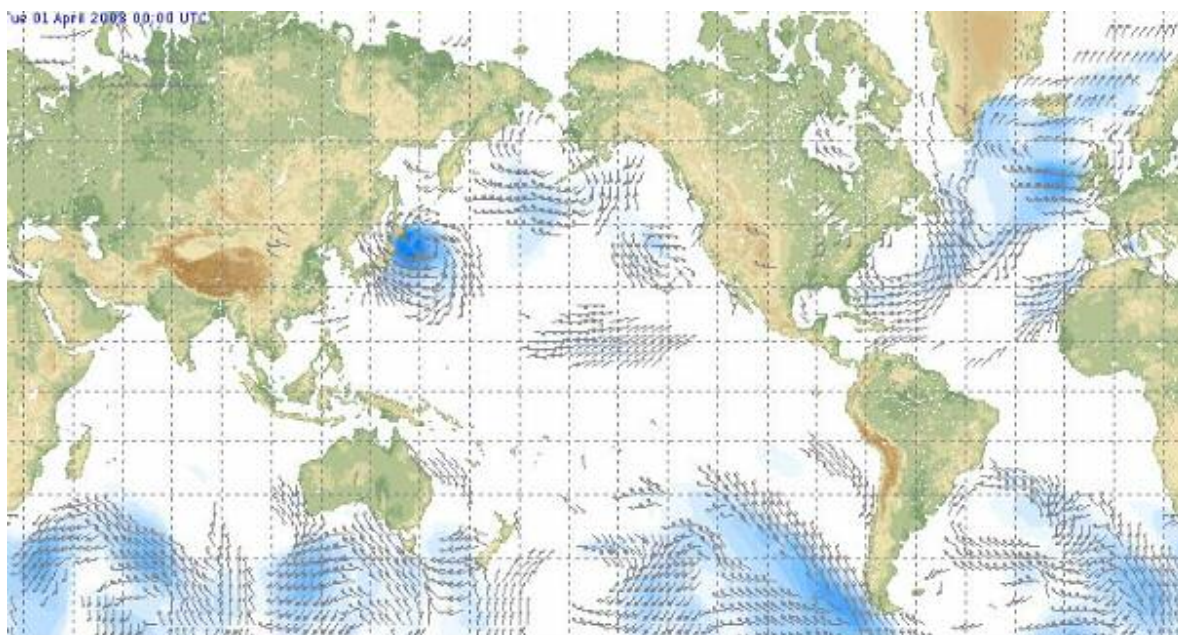
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **HYUNDAI PATRIOT** seen in Vancouver B.C.
Photo : Mike Zelt ©

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