

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 062



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Tidewaters DAY TIDE seen anchored at Singapore Eastern Anchorage
Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



Heerema's new 3600 bhp harbour tug "**Lucalla**" being loaded on Jumbo's "**Fairlift**" in the port of Masan S.Korea.
"**Lucalla**" will assist Heerema's operations in Porto Amboim Angola.

Photo : Bram van Koert ©

Chile minister says navy made mistake on tsunami

Chile's defense minister said Sunday that the navy made a mistake by not immediately issuing a tsunami warning after a mammoth earthquake, a step that could have helped coastal villagers flee to higher ground sooner.

Francisco Vidal said, however, that an alarm was later sounded by port captains. He said that saved hundreds if not thousands of lives. "The navy committed an error in not alerting the tsunami," Vidal said at a news conference.

Immediately after Saturday's magnitude-8.8 quake, President Michelle Bachelet played down the threat of a tsunami, saying large waves were expected but no tsunami. However, several coastal communities were smashed into by what authorities later recognized were tsunami waves.

Vidal said that fortunately the navy has an emergency plan that allows navy officials in each port to sound alarms automatically when a rise in the sea is observed without waiting for an order from above. In this case, port captains sounded an alarm alerting coastal populations.

"With this system, in spite of the diagnostic error, the people could be warned to head to the hills," Vidal said. Thirty minutes passed between the quake and waves that inundated coastal towns. Many of the more than 708 known dead from the quake were in Chile's coastal regions swamped by the tsunami. Among those hit were San Juan Bautista village on Robinson Crusoe Island, the port of Talcahuano and Vichato in the BioBio region.

The surge of water raced across the Pacific, leading officials in 53 nations to post warnings. But the waves proved small as they moved past Hawaii and on to such places as Australia, Tonga, Japan and Russia. **Source : google.com**



The **ASEAN RESTORER** seen anchored off Singapore – **Photo : Piet Sinke ©**



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Australian Navy intercepts 17th asylum seeker boat

A high rate of applicants granted refugee status by the government has led to a 10-fold increase in the number of asylum seekers heading to Australia, the federal opposition says. Authorities on Christmas Island have begun processing a group of 57 asylum seekers who were intercepted by the navy on Sunday as they approached Christmas Island. They were aboard the 17th asylum seeker boat to arrive in Australian waters this year. The government maintains push factors, stemming from various regional conflicts, are to blame for the continued flow of asylum seekers to Australia.

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"Situations around the world mean that large numbers of displaced persons are looking for settlement and can be targeted by, and fall prey to, people smugglers," Home Affairs Minister Brendan O'Connor said in a statement on Monday.

"People smuggling is not just an issue for Australia - it is a global and regional problem," Mr O'Connor said.

But opposition immigration spokesman Scott Morrison said data from authorities in the United Kingdom showed the government's claims about push factors did not stack up. "There was data released in the UK last week which showed that last year the UK had a six per cent decline in asylum applications," Mr Morrison said.

"But more significantly, over the three months to December they had a 30 per cent decline in applications." By comparison, in Australia last year there was a 30 per cent increase in applications, Mr Morrison said. "Of course there are always push factors ... but they certainly don't justify a seven-fold increase in boats and a 10-fold increase in people over summer," he said.

"They're choosing to come to Australia for one reason, and that is their prospect of success is extremely high. "Only 17 per cent of those who sought asylum in the UK last year were actually given refugee status." The latest boat was stopped by the navy at 9.52pm (AEDT) on Sunday about 13 nautical miles (24km) southwest of Christmas Island.

Mr O'Connor said the government had a policy of an orderly and planned migration program and placed a high priority on protecting Australia's borders from irregular maritime arrivals. **Source : smh.com.au**



Above seen the 2008 built semi submersible heavy load carrier **STX ROSE 1** anchored at Bunkering Area 1 before completing her voyage to Arzew, Algeria on Sunday 28th February 2010.

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

Absalon sinks pirate 'mother ship'

Danish forces boarded and sank a pirate control ship as part of Nato operations off the coast of Somalia the **Absalon**, a Danish attack support ship, sank a pirate control ship off the coast of Somalia on Sunday, according to a Nato press release.

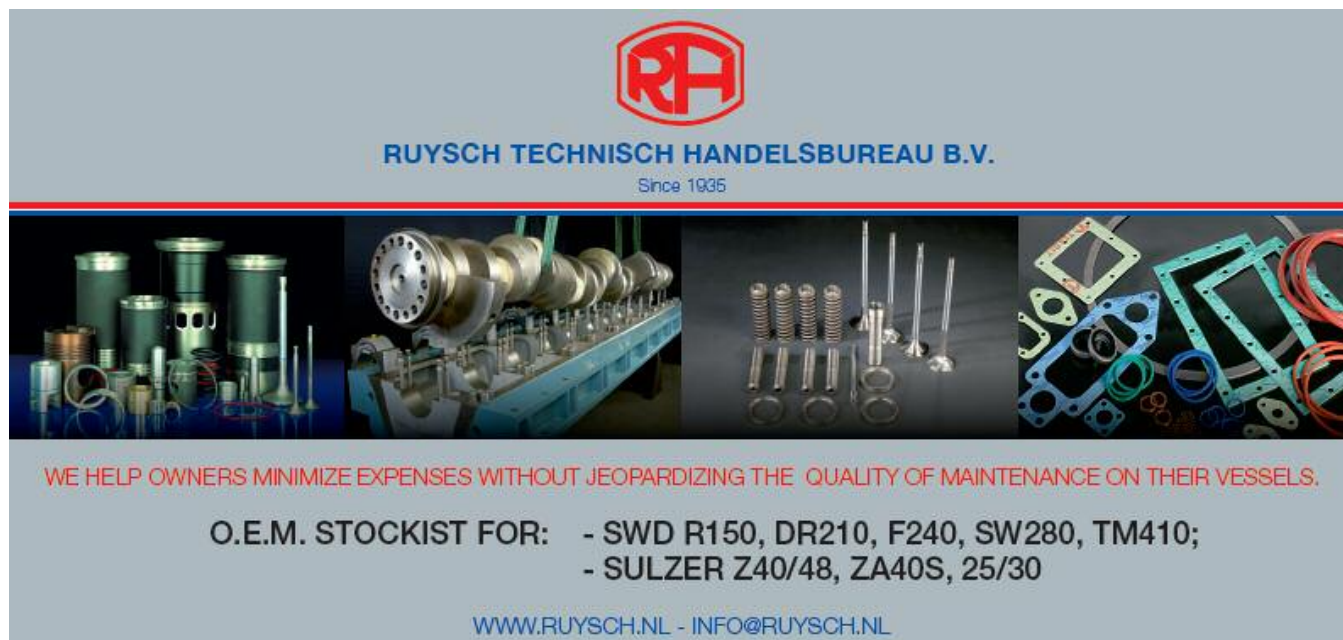
The **Absalon** is the current flag ship of the Nato fleet operating in the pirate-stricken Gulf of Aden off the east African coast and has been involved in numerous pirate run-ins. The latest saw a pirate mother skiff intercepted by a boarding team from the **Absalon** before it was scuttled. It had been spotted earlier in the day after leaving a Somali camp outfitted with pirate equipment and supplies.

'This was a very well executed operation,' said Admiral Christian Rune. 'Disrupting the pirates' capability just off their main pirate camps sends a strong signal to the pirates that Nato and the international community do not tolerate their

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actions. Disposing of their vessels before they can head to sea hits the pirates before they can present a threat to merchant shipping.'

Nato has stepped up its efforts in the area as the monsoon season comes to an end and the traditionally lucrative spring season attracts more pirates to the seas. **Source : The Copenhagen Post**



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Ship arrested in India over unpaid wages

The Madras High Court ordered the "arrest" of a Cambodian-flagged ship owned by a London-based company for allegedly not paying wages to its 16-member crew for several months. A prima facie case is made out for ordering the arrest of the vessel M V **Lady Alla** Justice G Rajasuria said and directed the court registry to take steps to issue the necessary warrant. Passing orders on a plea by Kozak Pavlo and Palagin Dmtro, two members of the ship's Ukrainian crew, the Judge ordered issuance of a notice to the owners and other interested parties returnable by March 8. The ship is currently lying at the outer anchorage of the Nagapattinam port in Tamil Nadu where it has been since February 11. Local media said the sailors claimed the name of the London-based owner was Shipping and Trucks Co Ltd, a name Seatrade Asia Online has been unable to verify.

Had engine problem and arrived Aden 02 Nov 2009 to await spares to arrive from Germany. Repairs effected 16 Nov. Sailed 10 Dec. Dec 17 – vessel had mechanical problems while navigating in Gulf of Aden, escorted to Yemeni territorial waters by Russian frigate **Admiral Chabanenko**.

Lady Alla IMO 8216150 Flag Cambodia General Cargo Year of build 1984 DWT 9062. New owner and crewing from Feb 2008. Owner and commercial management Shipping & Trucks Ltd 17 Ensign House Admirals Way London. Tech management West Management Ltd Odessa. **Source : Mike Voytenko**

Ferry towed with 212 aboard

A SOUTH Korean ferry with 212 passengers aboard was being towed into the country's southeastern port of Busan Monday evening after developing engine trouble, maritime police said. They said the **KOBEE** jetfoil was en route from the southern Japanese city of Fukuoka when it broke down about 14 kilometres (nine miles) short of its destination. Police sent one helicopter and 10 vessels to the scene and took it into tow. They said it would reach Busan before midnight (1500 GMT). **Source : AFP**



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Tonga ferry inquiry told of culture of non compliance in maritime industry

The commission of inquiry into the sinking of the **Princess Ashika** heard from its last witness on Saturday, with the former Tonga Transport minister, Paul Karalus, again blaming his subordinates for the disaster.

The commission has been hearing evidence on the sinking, which claimed 74 lives, since late October and has now adjourned until late next week when final submissions will be made.

Don Wiseman has more:

"Paul Karalus maintained his position that while he had erred in saying due diligence had been completed, the fault lay with the former Director of Marine, Bill Johnson and the suspended CEO of the Shipping Corporation, John Jonesse. Mr Karalus, who had told the Prime Minister, Cabinet and King George Tupou 5th that the ship was surveyed and sea worthy, now accepts that he saw no documents that could support this conclusion. He accepted that the vessel sale was an as is/where is arrangement with no guarantees of fitness for purpose. He says he was very badly misled. Mr Karalus also told the inquiry that there's a culture of non-cooperation and non-compliance with regulations, codes of practice, direction and instruction within the maritime industry. He says there's a culture of big egos and know-it-alls. The Commission's report is due late this month." **Source : Radio New Zealand International**

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CASUALTY REPORTING



Above seen the wreck removal work in progress on Japanese coastal ferry "**ARIAKE**" which went aground on Kumano Coast, Mie Pref., Japan on November 13 2009 after she had listed very heavily to starboard, cause thereof unknown, enroute to Okinawa from Tokyo via Kagoshima. The Master brought the heavily listed ferry to sandy beach for safe beaching, but unfortunately, the ferry went aground on rocky reef in front of sandy beach, resulting in her being treated as CTL due to severe/extensive damage to her hull. After bunker removal performed by Nippon Salvage in 2009, Fukada Salvage undertook wreck removal and has commenced work in January 2010, aiming to complete the work within May this year before summer pacific swell hit Kumano Coast.

Photo : Y.Fukushima ©

Griffin-4 ship sinks, oil spill reported near Obukhovsky dockyard

A Griffin-4 vessel sank in the Sea of Azov, near the Obukhovsky dockyard (Obukhovsky SSR-3 CSJC, Azov district of Rostov region), PorPrirodNadzor (Federal Service for Supervision of Natural Resource Usage) press office said. A team of federal inspectors of the RosPrirodNadzor has moved to the scene to investigate into the incident.

According to Novosti RIA, quoting Julia Gorbacheva, a senior inspector of Rosprirodnadzor in the Southern Federal District, an oil spill has been registered at the scene. "The volume of the spill is being specified", Mrs. Gorbacheva said. Further details on the pollution and its extent would be reported in a week over, the expert said.

Oil spill response services were conducting an operation to collect oil patches and liquidate waters pollution, the RosPrirodNadzor representative said. **Source : PortNews**

Russian trawler on fire in Kirkenes

A Russian trawler in the port of Kirkenes caught fire Sunday evening. Attempts to extinguish the fire were



unsuccessful, and the vessel was hauled out in the fjord to avoid fume emissions in the town center. The fire onboard the Russian fishing trawler "**Tobago**" blazed up on Monday morning. The smoke development was so heavy that it was decided to haul the trawler out into open waters. The trawler was moored to a quay near the center of Kirkenes.



The local police department in Kirkenes writes on its web pages that the fire department had to stop fighting the fire to prevent the vessel from heeling more over than it already did.

- The vessel contains 85 tons of diesel oil, Police Inspector Lars Blix Olsen told NRK.no. – The fire can last for days, he added.

The vessel's captain got minor injuries when the crew of six was evacuated. **Source : BarentsObserver**

NAVY NEWS

Construction Begins on Venezuelan Navy's Fourth Patrol Vessel

Construction has begun on the Venezuelan Navy's fourth and final offshore patrol vessel at Navantia's San Fernando-Puerto Real shipyard. The patrol vessels built by Navantia will undergo a wide range of missions including surveillance and protection of the exclusive economic zone, protection of maritime traffic, defence of surface targets against aircraft and missile attack, and passive electronic warfare missions.

Navantia is also building four littoral surveillance ships for Venezuela at its facilities in San Fernando.

The 98.90m-long and 13.60m-wide offshore patrol vessel has a full-load displacement of 2,170t with accommodation for 92 and a maximum speed of 15kt. **Source : naval-technology**

France defends talks on sale of warships to Russia

The scene is set for conflict between France and its Nato allies when President Medvedev of Russia arrives in Paris today intent on ordering up to four powerful warships from French shipbuilders.

Washington and the former Soviet bloc members of Nato are alarmed by President Sarkozy's willingness to sell a 600ft **Mistral Class** amphibious assault ship, and possibly three more, to the Russian Navy.

Georgia, which was subjected to a Russian invasion in 2008, is leading the charge to stop Moscow acquiring Mistral, which sell for about £400 million each. Admiral Vladimir Vysotsky, the chief of the Russian Navy, has described the helicopter and troop-carrying vessel as an ideal asset for Black Sea operations in the Caucasus.

No Nato nation has sold military hardware on nearly such a scale to Russia. France is arguing that the Mistral is little more than a freight vessel and that Moscow must be drawn into a partnership. "We cannot on one hand claim to be partners with the new Russia and, on the other hand, treat it like it was the old Soviet Union," Hervé Morin, the Defence Minister, said.

The contract, which has been approved in principle by President Sarkozy, could create 2,000 jobs.

Russian officials said that no final decision had been taken on the order, but Mr Medvedev indicated in a French media interview last week that he hoped to clinch the warship contract on his Paris visit this week. **Source : timesonline.co.uk**

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Tories 'will try to axe new aircraft carriers on day one in power'

A CONSERVATIVE government would consider getting out of the £3.5 billion aircraft carrier project on its first day in power, union leaders claimed. Shadow defence secretary Dr Liam Fox was said to have revealed that he would investigate "break clauses", at a meeting with unions in parliament yesterday.

The carriers – due to be named **HMS Queen Elizabeth** and **HMS Prince of Wales** – are to be built in four dockyards across the UK, including the Clyde. Union leaders warned that if the carrier projects were pulled, the shipbuilding industry in the UK would be killed off.

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John Dolan, from the GMB union, said: "This project is absolutely essential. It will support shipbuilding in the UK for the next eight to ten years. Without it, the industry will collapse. "What we heard from Liam Fox was worse than we had expected. We knew that they would not guarantee the carriers, but we did not expect that they would actively seek out break clauses on day one of government."

In a statement released after the meeting, Dr Fox failed to mention the aircraft carriers. He said: "We all agreed that with 92 per cent of Britain's trade arriving by sea, this is no time for Britain to become sea blind and I assured them that maritime security will be a major part of a future Conservative government's plans for a defence review.

"I also reiterated the Conservative Party's commitment to increasing our share of the global defence export market as a matter of government policy in order to create and safeguard jobs." When pressed on the issue of aircraft carriers, a spokeswoman confirmed that only the replacement of Trident would be safeguarded under a Conservative government.

She said that the aircraft carriers would need to be part of a strategic defence review into the armed services as a whole, which may not be concluded until 18 months after the election. She added that the reason they would ask about break clauses in the contracts is because the current government has refused to pass on any details about them.

Labour Glasgow South West MP Ian Davidson, who organised the meeting between union leaders and Dr Fox and Mr Harvey, said he was "extremely disappointed" with the outcome.

"Basically, the message is that the carriers stay afloat with Labour but will be sunk by the Conservatives," he said. Defence Secretary Bob Ainsworth has committed the current government to the project and yesterday Liberal Democrat defence spokesman Nick Harvey did the same. Union leaders wanted assurances from the Lib Dems in case of a hung parliament. **Source : [news.scotsman](#)**



The Dutch **L 800 ROTTERDAM** completed her drydocking period at DAMEN-DE SCHELDE yard in Flushing and was towed back to Den Helder naval base by the tug **SVITZER MARKEN**

Photo : Richard Wisse – www.richard-photography.nl (c)

Japanese naval ships call at Kochi port

Two Japanese naval ships, **JDS Hamagiri** and **JDS Takanami**, with Captain Yasuki Nakahata, Commander, Escort Division Four of Japan Maritime Self Defence Force (JMSDF) as the senior officer on board, stopped at Kochi on their way back home after an anti-piracy mission in the Gulf of Aden. The ships, which berthed here Sunday, departed at 4

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p.m. on Monday. The commanding officers of the ships called on Rear Admiral S.S. Jamwal, Chief of Staff of the Southern Naval Command. **Source : The Hindu**

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Admiral Gorshkov deal to be finalised

The long-pending deal to finalise the price tag on aircraft carrier **INS Vikramaditya (Admiral Gorshkov)** could soon be taken up by the government as the Defence Ministry prepares to take the case to the Cabinet Committee on Security (CCS).

With Russian Prime Minister Vladimir Putin scheduled to visit India early this month, the Defence Ministry has forwarded relevant papers for clearance by the Finance Ministry. "Once the Finance Ministry gives the go-ahead, we will place the issue before the Cabinet Committee on Security," Defence Ministry officials told The Hindu.

Defence Minister A.K. Antony had recently said that his Ministry would not take proposals to the CCS that were not backed by the Finance Ministry. That the Centre had finalised a price was announced last year during Prime Minister Manmohan Singh's visit to Russia, but the negotiations concluded towards the end of December 2009.

The contract negotiation committee gave its final verdict on the acquisition of the aircraft carrier, which is currently undergoing repairs and refit at the Sevماش shipyard in Russia. The initial agreement of \$974 million went up to \$1.5 billion to include 16 MiG-29K aircraft for the carrier. The Russians increased the demand from \$2.2 billion to \$2.9 billion, even as the Comptroller and Auditor-General made critical observations regarding the deal.

One of the reasons for price escalation was the cost of sea trials, which, according to the report, was originally contracted at \$27 million but shot up to \$522 million. The trials themselves are expected to take approximately 35 months against the planned 19 months.

According to sources in the Navy, the cost of sea trials was not a factor during the erstwhile Soviet Russia days, but with the increasing commercial nature of the deal, these costs added up. The sources also denied reports that the duration of the trials could be reduced to slash cost.

As per the revised master schedule submitted by the Russian side, the harbour trials are scheduled to commence by March next year and will be followed by sea and aviation trials. The delivery of the ship is scheduled for December 2012.

The first of the four MiG-29K aircraft were inducted into the Navy on February 19 at Goa. In the absence of the carrier, the Navy has built a ski-jump facility on the shore to enable its pilots carry out practice sorties.

During Mr. Putin's visit, the other defence deals on the anvil include an additional 29 MiG-29K aircraft, further agreements on the Fifth Generation Fighter Aircraft being developed jointly by both countries, and work on the Multi Role Transport Aircraft. **Source : The Hindu**

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Nordic Yards to build a 100m-euro-worth tanker for Norilsk Nickel

Nordic Yards Holding GmbH (German) and MMC Norilsk Nickel OJSC have signed a contract for building an Arctic-class tanker Arc7. The tanker project is scheduled to be completed and launched by the end of September 2011. The shipbuilding project is worth of 100 million euro, the Norilsk Nickel statement said. The tanker is meant for shipping fuel and lubricants to Dudinka and taking gas condensate from Pelyatkinsky gas field (Taimyr) to the "Continent". This will ensure steady and reliable supplies of hydrocarbons to the Norilsk Industrial Region and other territories in Russia's Far North, Sergey Buzov, the Deputy General Director, Head of Commodity and Transport Logistics said. Nordic Yards, which owns shipyards in the city of Wiesmar where four diesel electric vessels were built for Norilsk Nickel in 2006 -2009, has been selected to build the arctic tanker. Several navigation periods demonstrated high quality of these vessels and their efficiency in the Arctic conditions, which was taken into account in contractor selection.

Main technical characteristics of the Arctic-class tanker should ensure efficient use of the vessel in the Northern Sea Route. The vessel is 169 meters long, with a beam of 23,1 meters, shaft capacity of 13 000 kWt and tonnage of 15000 tons, with water draft of 9.0 meters and 20000 tons with the draft of 10.0 meters. "Azipod" propeller engine allows the tanker to break 1.5 meter ice without being escorted by icebreakers (fully autonomous navigation). The vessel can also be used for cargo handling in arduous waters at sea and river raids. This becomes possible, in particular, due to the use of transverse bow propeller. The tanker characteristics will comply with all international Conventions and regulations of two ship classification societies – the Russian Maritime Register of Shipping and the Norwegian society Det Norske Veritas. MMC Norilsk Nickel is a diversified mining and metal producing company, the world's largest producer of nickel and palladium and one of the global leaders in the production of platinum, cobalt, copper and rhodium. By-product metals of MMC Norilsk Nickel include gold, silver, iridium, osmium, selenium, ruthenium and tellurium. Production facilities of Norilsk Nickel Group are located in Russia (Norilsk Industrial Area and Kola Peninsula), Finland, USA, Australia, Botswana and South Africa. The Company is rated Baa2 by Moody's Investors Service and BBB- by Standard & Poor's and Fitch Ratings. **Source: Nornik**

DCNS completes SSN Perle refit and trials ahead of schedule

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Prime contractor DCNS completed the refuelling and complex overhaul (RCOH) of nuclear-powered attack submarine **Perle** in late 2009 – three weeks ahead of schedule. This week, the Group signed off on the boat's post-RCOH sea trials.



Fast, efficient work by the refit team allowed DCNS to refloat SSN **Perle** three weeks ahead of schedule after 15 months in drydock. The refit involved 1 million person-hours and the replacement or refurbishment of 63,000 components, including 15,000 for the nuclear powerplant

Early completion was made possible by the drive and cooperation of all concerned and the excellence of DCNS's dedicated project management team. Key tasks included detailed inspection of the hull and reactor vessel, inspection and refurbishment of all systems and

equipment, reactor refuelling (i.e. the removal of irradiated fuel rods and loading new ones), a range of modifications and the modernisation of key systems, including the boat's sonars.

The programme involved around 1,000 Toulon-based employees on a full-time basis plus contributions by all DCNS facilities and dozens of contractors.

The sea trials just completed included tests that cannot be performed at quayside and reworking to correct shortcomings detected earlier on. Rubis-class submarines like SSN **Perle** undergo an RCOH every eight years.

Source : Defpro



2 **STAN PATROL 4207** and 1 **Axe-bow** hulls seen at the Damen yard in Gorinchem

Photo : Jasper van Raemdonck ©

STX France to build new Fantasia class ship for MSC Cruises

STX Europe reports that its subsidiary STX France SA and MSC Cruises have signed a letter of intent for the construction at its St. Nazaire shipyard in France of a new large cruise ship to be delivered in mid-2012.



The news comes within days of the delivery by STX France of the 293.8 m, 2,500 passenger **MSC Magnifica**, the fourth ship in the cruise line's Musica class.

The new ship will be larger than the Musica class. It will be a sister ship of **MSC Fantasia** and **MSC Splendida**, delivered from St. Nazaire in December 2008 and July 2009, with a length of 330 meters and a gross tonnage of about 140,000 gt. The vessel will have 1,751 cabins, which is 100 more cabins than her two sister vessels. The vessel will have an ultra-

modern design with multiple dining and entertainment options -- with the highest environmental standards.

"This letter of intent demonstrates the excellent and exceptional collaboration between teams of STX at St. Nazaire and those of MSC Cruises. We look forward to implementing our expertise to again fulfil the promise of exceptional quality, deliverability, and design for MSC Cruises" says Mr. Jacques Hardelay, President of STX France SA.

The new order will generate about 5,000,000 hours of work for the industrial area of St. Nazaire -- mostly at STX France SA and its sub-suppliers and partners. For the shipyard, it represents two years of work for 1,000 of 2,300 employees

Confirmation of the order remains subject to finalization of financing arrangements, Thursday 25 February 2010 saw the flag-changing ceremony for the **MSC Magnifica**. At 294 m long, 32 m wide and 60 m, the ship differs from its three predecessors in having a covered pool, enlarged cafeteria area and many decorative and technological innovations. It is a truly unique ship. **MSC Magnifica** was set to return to Saint-Nazaire today after a pre-inaugural cruise to Hamburg. She is now set to sail to Hamburg with 2,500 German passengers on board, where she will be christened in the presence of her godmother, screen legend Sophia Loren, on Saturday, March 6, 2010. **Source :**

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Shipbuilding industry sees the lowest prices in 6 recent years

The prices for new ships have dropped considerably, reaching the lowest level in six recent years, The Transport Business reports citing the analysts of the Korean Shipbuilders Association. Just in January this year the price fell as much as 18% from the same period in 2009.

The industry analysts said the cutback was primarily due to a lack of orders from local companies. In the first three quarters of 2009 the Korean shipbuilders received just 9 orders for the construction of ships. The situation improved

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slightly in December 2009, when the country's shipbuilders had 40-vessel contracts. Despite the increase in the number of orders, experts do not rule out the prices will continue further downward trend in the years ahead.

Source : Portnews



At the **PADMOS** yard in Stellendam the **NOVA** is een getting renamed in **LADY NOVA**

Photo : Ruud Zegwaard ©

Abu Dhabi rescues Hellenic Shipyards

Shipbuilder Abu Dhabi Mar (ADM) group is to take a majority stake in Greece's largest shipyard from Germany's ThyssenKrupp Marine Systems, the Greek government said Monday. Under the deal, for which financial figures have not been revealed, ADM would control 75.1 percent of hard hit Hellenic Shipyards SA, based in Skaramangas outside Athens. ThyssenKrupp would hold onto the remaining shares. Source : Seatrade Asia

Sinopec chooses Havyard design anchor handler

Havyard Group in Norway has signed an agreement with Sinopec Corporation for delivery of design and detailed engineering for a Havyard 843 CD AHTS. Sinopec is the second largest oil company in China and is listed on Chinese and international stock exchanges.

The ship will be built at a Chinese shipyard and will be delivered in the second quarter of 2012. The operator of the vessel will be Shanghai Offshore Oil Bureau, which is a fully owned subsidiary of Sinopec. Shanghai Offshore Oil Bureau operates eight offshore vessels and has a PSV under construction.

The vessel will be equipped with a new concept for an AHT winch arrangement which Havyard claims will ensure safer and more efficient operation than existing vessels.

The concept is to replace the traditional waterfall winch drum configuration with a side by side configuration. This gives a lower centre of gravity and better stability in anchor handling operations. Source : Offshore Shipping Online

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The **FAIRMOUNT ALPINE** seen arriving in Willemstad (Curacao)

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

Hapag-Lloyd to Raise India Rates

Hapag-Lloyd in April will seek rate increases on two trade lanes affecting the Indian Subcontinent. A rate increase on the westbound trades from the Indian Subcontinent to Europe will be \$200 per 20-foot equivalent unit, effective April 1. The rate increase will apply to all cargo moving from India, Pakistan, Bangladesh and Sri Lanka to destinations in North Europe and the Mediterranean.

The new hike comes on top of a similar increase Hapag-Lloyd applied on the same trade lane as of Feb. 22.

The German carrier will also increase rates on cargo shipped from the United States and Canada to the Indian Subcontinent and the Middle East, effective April 1. Rates on the North America-India route will go up by \$240 per dry TEU and \$300 per dry FEU. On reefer shipments, rates will increase by \$400 per TEU and \$500 per FEU. **Source:** *Journal of Commerce*

BISSO MARINE LOADS UMBILICAL REEL



BISSO MARINE, a premier provider of energy and maritime support services, successfully loaded a 281-ton umbilical reel onto an offshore installation vessel.

Using the **700-ton D/B CAPPY BISSO**, the crew loaded the 281-ton umbilical reel from shore to the installation vessel for transport to a deepwater location 190 miles south of New Orleans in the Gulf of Mexico.

New ferry to start Tonga service in November

TONGA'S new inter-island ferry, currently being built in Japan, is scheduled to arrive in Nuku'alofa on 20 October this year to restart the domestic inter-islands ferry service in the first week of November.



The ferry designer Watanabe Royonori and a five-members delegation from the ISB Company, including its president Kohei Murashima made a brief stop over in Tonga on Saturday February 27 on their way home after launching a new ferry for Samoa.

Toyonori a naval architect, who is the consultant for the Tongan government on the Japanese-funded project, said that construction of the 53m ferry for Tonga is currently being carried out at the ISB Co. Ltd shipyard at Futtsu City on the entrance to Tokyo Bay.

He told a press conference that the construction of the ferry should be completed by July 6, and then will undergo sea trials. He expected that by September 20 the ferry should be ready to sail for Tonga.

The new **Olovaha** will be brought to Tonga by a Japanese captain and a crew, accompanied by a Tongan captain and an engineer, and is scheduled to arrive in Nuku'alofa on October 20 and should be ready to begin operation by the first week of November.

Toyonori made a power-point presentation and gave a brief description of the new ferry which is four meters longer than the old **Olovaha**, and can carry 400 passengers, 60 more than the old ferry. It has a cargo capacity of 400 tonnes, which is 150 tonnes more than the old ferry and has a more powerful engine of 735kw, compared with 700kw of the old **Olovaha**.

There are no private cabins in the new ferry, but there is one big cabin with 28 bunks. There are also sheltered areas with chairs for passengers. **Source : Matangi Tonga**

Shipping firm buying new container ship

Listed shipping company Lorenzo Shipping Corp. is set to acquire a new cellular container ship. In a disclosure to the Philippine Stock Exchange, Lorenzo Shipping said its board had approved the purchase of the ship from Oak 1 Shipping, Inc., which is based in the Marshall Islands. "The corporation has also executed a memorandum of agreement with the seller for the acquisition of the vessel," Lorenzo Shipping's disclosure said. Dino C. Diaz, vice-president for logistics and corporate planning of Lorenzo Shipping, told BusinessWorld in a text message the company "cannot disclose the price [of acquisition of the vessel] due to a confidentiality clause in the memorandum of agreement with the sellers." The vessel has a capacity of 790 twenty-foot equivalent units. Lorenzo Shipping said the vessel would be delivered between March 19 and April 2 this year. "The corporation [will] use internally generated funds and avail [itself] of [a] credit facility with a local bank to finance the acquisition of the vessel," the company said.

For the nine-month period ending September 2009, Lorenzo Shipping reported a net income of P33.2 million, a 17.6% drop from P40.3 million in the same period in 2008. Total net revenue from January to September 2009 stood at P1.1 billion, a decrease from P1.15 billion posted in 2008. Lorenzo Shipping engages in mostly domestic inter-island cargo shipping activities. It has been majority owned by the National Marine Corp. since 2006. The company owns and operates seven vessels deployed around the country and has six branches and agencies in Cebu, Davao, General Santos, Cotabato, Iloilo, Cagayan, Zamboanga, Dumaguete and Bacolod. Shares in Lorenzo Shipping were last traded on Feb. 25 at P1.06 apiece. **Source: Business World**

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North Sea Services – Hoek / Harwich Refit Programme 2010

We would like to advise you that the **Stena Britannica** will depart to dry-dock after discharge in Hoek van Holland on Monday 15th March 2010. It is anticipated that the **Stena Britannica** will return to service on Sunday 21st March 2010 with the first sailing at 22.00 hrs from Hoek van Holland.



The **STENA HOLLANDICA** – Photo : Cees de Bijl ©

The schedule for this short refit period (15 - 21 March 2010) will be as follows:-

Hoek van Holland to Harwich:

Departure 15, 16, 17, 18, 19, 20 March 2010, 22.30 / 22.00 sailings cancelled.

Harwich to Hoek van Holland:

Departure 16, 17, 18, 19, 20, 21 March 2010, 09.00 sailings cancelled.

The **Stena Hollandica** will maintain her schedule as normal:

Departure Hoek v. Holland 1430 hrs Arrival Harwich 2000 hrs

Departure Harwich 2345/2315 hrs Arrival Hoek van Holland 0745 hrs

Please note that Stena is offering the following alternatives during this period:

Hoek van Holland – Killingholme v.v

Day sailings from Hoek van Holland to Harwich

Special Saturday sailings on Europoort – Harwich route:

Saturday 20st March Europoort – Harwich, 22.00 hrs departure (instead of Sunday 1030 hrs sailing)

Saturday 20st March Harwich – Europoort, 21.30 hrs departure (instead of Sunday 0745 hrs sailing)

Stena will do there best to minimise the effect and to meet customer's requirements during this brief period.

And thanks everybody for the patience and understanding during this annual refit programme and apologise for any inconvenience caused to your scheduling.

New tanker for Prirazlomnoye on its way to the Arctic

The new shuttle tanker "**Mikhail Ulyanov**" is on its way to Murmansk and is ready to start transporting oil from the Prirazlomnoye oil field. Russia's largest shipping company Sovkomflot has received the first of two ice strengthened tankers from the Admiralty Shipyards in St. Petersburg. "**Mikhail Ulyanov**" is now on its way to Murmansk, web site B-port.com writes. the tanker will be put in service as shuttle tanker between the Prirazlomnoye oil field and the floating oil terminal "Belokamenka" in the Kola bay. The second tanker in the series, "**Kirill Lavrov**", was put on water in December 2009.

Last year Sovkomflot received the last in a series of three similar ice-class tankers, designed to transport oil from the Arctic oil field Varandey to Belokamenka, as BarentsObserver reported. **Source : BarentsObserver**

KTK gaat opereren in Panama

Tot nu toe hield sleepbootonderneming KTK stil dat het nog twee nieuwe boten in aanbouw had. De Tribon en Barakuda zijn in mei klaar en zullen opereren in verschillende havens in Panama, waar KTK recentelijk een dochterbedrijf oprichtte. KTK Panama SA heeft een eigen kantoor in Panama City dat de twee nieuwe sleepboten exploiteert. In beginsel opereren de sleepers niet in het kanaal dat beschikt over eigen boten. Met de recentelijk verkregen licentie kan KTK binnen alle jurisdicties van het Panamese grondgebied opereren. Voor het kanaal moet KTK eerst formeel een aanvraag indienen.



De **JARA** vaart voor KTK in de haven van Willemstad

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

De twee nieuwe sleepers worden gebouwd door Damen Shipyards op de werf Galati in Roemenië. Beide boten zijn 28 meter lang en 10 meter breed en van het type ASD, net als de **Mero**, die twee jaar geleden als laatste aan de KTK-vloot werd toegevoegd. "Twee hele nieuwe krachtpatsers van 5000 Pk", meldt de **Kompania di Tou Kòrsou** trots. In Indonesië wordt, eveneens op een werf van de Nederlandse scheepsbouwer Damen, de oceaansleper **Orca** opgeleverd. Deze is nog vele malen groter met een lengte van 40 meter en bijna driemaal zwaarder dan de sleepboten van de huidige vloot. KTK liet dit schip bouwen voor lange reizen. De **Orca** kan alle oceanen oversteken. "Met de oprichting van KTK Panama SA en operaties in de grootste havens van de regio mogen we trots constateren dat Curaçao een multinational rijker is." Source : Amigoe

INCHCAPE SHIPPING SERVICES EXPANDS INTO FRANCE

From 1 March 2010, Inchcape Shipping will provide full agency services in Le Havre, Honfleur, Port Jerome, Gravenchon and Rouen Ports. The opening of its new offices in Le Havre and Rouen further enhances the company's coverage in France which started in the French Mediterranean ports in 2007.

Managing Director, ISS – France, **Bruno Scardigli**, speaking from his office in Martigues, said: "We shall be handling all kinds of port calls from tanker, dry-bulk and general cargo to naval, container and cruise ships. ISS systems and procedures are in place and our customers can expect the same level of service they receive from us elsewhere across the ISS network."

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Senior Vice President - ISS Europe, **Lars Rosenkrands**, commented: "Significant development projects are underway in the region's ports. Our dedicated and experienced staff will be active in developing this new business as well as handling existing ISS clients whose vessels call at these ports."



The Stena Ro-Ro owned **BORJA** seen passing Hoek van Holland inbound for Rotterdam

Photo : Rob de Visser ©

OLDIE – FROM THE SHOEBOX



Above seen **6th April 1985** in Hamburg with tugs berthed near the ST Pauli Landing Stage Hafen Hamburg.

Photo : Iain Forsyth ©

.... PHOTO OF THE DAY

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Above seen last Saturday in the Kiel Canal the **AQUARIUS** underway to the Baltic Sea. She has started a charter as Guardvessel in the first German windfarm **BALTIC 1** for **OPUS MARINE GmbH**. The **AQUARIUS** is the former **MEERKATZE**, a German Fisheries Research vessel, and now owned and operated by Research Shipping GmbH in Bremen.

Photo : Andreas Schroeder – Kiel ©

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