

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 073



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**ISKES GINGER seen during trials in Rotterdam-area
Photo : Frans Sanderse (c)**

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EVENTS, INCIDENTS & OPERATIONS



The **MSC AURELIE** seen approaching the port of Colombo last Friday - **Photo : Piet Sinke ©**

Busy times for Dutch dredger Van Oord in its domestic market

Dutch dredging and marine contractor Van Oord says 2009 was "an extremely busy one" in its Netherlands region (which also includes Belgium).

Said Van Oord: "Construction of Maasvlakte 2, a new area of the Port of Rotterdam, will further boost the port's continued development. Van Oord has a 50 per cent stake in PUMA, the consortium carrying out the project. The work is progressing according to schedule."

At the same time, Van Oord deployed a large number of trailing suction hopper dredgers on various coastal defence projects that formed part of the Netherlands' 'Weak Links' coastal defence programme, including the Hondsbossche and Pettemer seawalls, the coast at Scheveningen, Delfland, Nolle West Dunes and between Nieuwvliet and Groede.

Sand replenishment operations were carried out at Voorne and Texel as part of a regular maintenance programme.

Van Oord also helped reinforce the foreshores of a number of dikes along the Oosterscheldt and Westerscheldt in the Zeeland delta. **Source : Dredging News Online**

Tankers set for smooth sailing as demand rises

The uptrend in spot freight rates in the key tanker segment over the past few weeks is visible. And the trend has been attributed by Indian shipping companies to long distances for which ships in this segment are hired.

In addition, a recent report by a foreign broking house also pointed out to an increasing movement of crude oil from West Asia to various countries in South-East Asia and that's largely due to the strong economic growth in the region. For instance, according to various estimates, nearly 12.8 million barrels of crude oil (mbpd) were transported daily from West Asia and headed eastward in mid-February '10 compared to 12.6 mbpd in January '10.

As a result, in the tanker segment like VLCC segment (very large crude carriers used to transport crude oil), spot freight rates are currently at \$30,000 per day levels compared to the average spot freight rate of \$25,908 per day in February '10.

In other segments like Suezmax, freight rates are currently at \$20,540 per day levels compared to the average spot freight rate of \$14,495 per day in February '10. Oil cartel OPEC, in its latest monthly oil market report, highlighted that the world oil demand growth is forecast to increase 1.1% Y-o-Y to average 85.2 million barrels per day in CY10. However, it pointed out to stronger demand conditions in China and other countries in Asia, coupled with Latin America. For Indian player like GE Shipping, its fleet capacity consisted of 38 vessels with a total capacity of nearly 2.84 million DWT (dead weight tonnes) at the end of January '10, and it had utilised a large majority for the tanker segment. In the case of Shipping Corporation of India, the largest Indian player, its owned capacity was 5.35 million DWT as on August '09, and it had also utilised a majority of this capacity for the tanker segment.

In the dry bulk segment, the Baltic Dry Index is currently at 3,120 levels compared to the average of 2,678 for this index in February '10. Analysts point out to continued strong demand from the Chinese metal industry to transport key inputs like coal and iron ore.

GE Shipping at Rs 287 at close of trade on Thursday is valued at nearly 8 times on a trailing four-quarter basis and looks reasonable. Meanwhile, SCI trades at 14.5 times and is expensive. **Source : IndiaTimes**



The **PRESIDENT HUBERT** seen in the Caland Canal - **Photo : Henk Dekker (c)**

Too many ships ignore anti-piracy precautions, EU commission says

Too many ships passing through the pirate-infested waters of the Gulf of Aden ignore basic safety precautions, the European Union's executive said Thursday as it urged member states to warn shipping companies of the dangers.

Piracy off the Somali coast has soared in the last two years, despite the efforts of some of the world's greatest military powers to impose safety at sea.

'Unfortunately, about a quarter of the vessels of all states passing through the area are still failing to register with the Maritime Security Centre of the Horn of Africa (MSC-HOA),' the European Commission said in a statement.

The MSC-HOA allows cargo and passenger vessels passing through the Gulf of Aden to register their presence and course with international naval flotillas, so that they can then be tracked and, if necessary, rescued by EU, NATO, Russian, Chinese or Japanese warships.

Vessels which do not register with MSC-HOA 'are not covered by the measures implemented to ensure their passage through that area,' the commission statement said. EU member states should therefore make sure that shipping companies based in their territory know about MSC-HOA's existence and ensure that ships planning to transit the Gulf of Aden 'have enough able-bodied crew members on board,' it said.

The EU currently has 10 frigates, a submarine and three surveillance aircraft in the area of the Gulf as part of its first-ever naval task force, codenamed Atalanta. On Wednesday, NATO decided to extend its five-ship mission in the region until the end of 2012. **Source : monstersandcritics.com**

New Container Shipping Company Due To Go West

At a time when only the bravest might consider a major investment in container shipping by way of a brand new venture as a bright idea, next month TCC - The Containership Company – say they will launch their new “no frills” service between the two countries. Rumours in October that John Fredriksen would back the venture are said to have come to nought with the Norwegian tanker billionaire said to have been advised to avoid a possible conflict of interest. Mr Fredriksen is a major stockholder in other shipping groups.

Now the new company, modelled on the budget airline principle, say they will launch from a port 60 kilometres North of Shanghai for a direct voyage to California. There will be no infrastructure for collections and deliveries apparently, simply shipment of the boxes Port to Port from the Taicang Gateway international container terminal. The company aims to snap up some of the hundreds of vessels lying idle around the world at bargain basement rates to supply its demand for suitable ships. The service is promised to commence on the 17th April with arrival at either Long Beach or Los Angeles on the 2nd May.

The new service is known in Shanghai as “Great Dragon” with the first ship called Taicang Dragon and \$25 million was apparently raised in Oslo to finance the deal. Certainly the two men heading up the exercise have a wealth of experience in the field and, provided they don't stretch too far too fast there seems no reason why their “cherry picking” freight operation should not work. Utilising smaller ships up to around 3000 TEU capacity there is still plenty of freight in the geographical sector of the market they have chosen. By avoiding the awkward to accommodate traffic and concentrating on that client segment which regularly supplies reasonable levels of container freight the new company can keep its management costs to a minimum.

The company is said to have listed on the Oslo Axxess, not a recognised exchange although it trades following EU guidelines, but we could not find a listing at the time of going to press. Franck Kayser co founder of the TCC, has said in a statement that they have four ships now available on three year time charters to enable the business to begin immediately. Mr Kayser is an ex Senior VP at CMA-CGM Group and has been a Director with Maersk Line. His co founder is Jakob Tolstrup-Moller, a managing partner with Baxton Maritime AS who are believed to be amongst the backers of the new venture. Many in the industry will be watching the progress of this new operation with keen eyes. By offering a simplified tariff, provided they can stick to it, and no allegiance to other shipping interests, the way is clear for a small predator to pick up a useful sector of the trade. Whether the model can be extrapolated to other destinations is open to question. The team at TCC have been careful to pinpoint a small area where they believe the surfeit of traffic can provide a regular income for a reliable, basic operation. By avoiding the back office clutter and the

overheads which come with a conventional container shipping business they may well prove a success in a limited field provided their sales team can drum up enough revenue to get the organisation past the first few months. It is thought that the company will launch a further share issue during the next few months to enable them to consolidate their position in what they hope will be a profitable exercise. **Source: Handy Shipping Guide**



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The **DMS RAVEN** seen in the port of Sohar – **Photo : Rik van Marle (c)**

Boskalis publishes prospectus for listing of shares issued last December

Royal Boskalis Westminster has published a prospectus for the admission to listing of 4,106,038 ordinary shares issued through a private placement last December. The shares are expected to be admitted to listing on Euronext Amsterdam by NYSE Euronext on 15 March.

On 10 December 2009 Boskalis successfully raised Euros 230 million of equity, to partly finance the intended public offer for Smit Internationale. A total of 9,019,606 new ordinary shares were issued. On 15 December 2009 4,913,568 shares placed through an accelerated bookbuild offering were admitted to listing on NYSE Euronext. By means of a private placement, 4,106,038 ordinary shares were issued to certain large Boskalis shareholders.

For these shares a listing prospectus was published today. The prospectus was approved by the Netherlands Authority for the Financial Markets (AFM) on 11 March and can be downloaded or requested through IR@boskalis.nl

Source : Dredging News Online

Broker detects improvement in North Sea spot market

The North Sea spot market saw a definite improvement in rates in February, says broker Offshore Shipbrokers Limited, with both PSV and AHTS averages rising.

"Though the rises are only small it is still an encouraging sign that we are not slipping back to the £2,500 levels seen last year," said the broker in its latest report on the market. "For some PSV owners, with spot rates now reaching as high as £10,000 on occasion for medium PSVs, we are once again approaching the point where vessels can be put out to work at breakeven or even a slight profit rather than at a hefty loss."

"Though it seems things are finally starting to look up it is perhaps still a little early for owners to be getting overly bullish. With the spectre of numerous newbuild vessel deliveries still hanging over the market we might find ourselves right back where we started if supply once again grossly outweighs demand as could well be the case later in the year," said the company.

"Indeed," said the broker, "this was one of the topics discussed during a recent shipping conference in London and the general consensus amongst the majority of shipowners was that they are not overly optimistic for 2010 given this worry." On the positive, Offshore Shipbrokers Limited said the rig market still remains busy after the numerous rig fixtures seen during December 2009 and January 2010. "Though it is likely this was partly due to the build up of a backlog of projects as operators waited for the rate levels to fall, it would seem there is still a healthy stream of rig fixtures and fresh requirements to report," the broker reported.

Looking at the global economy, which was another area discussed at great length during the recent conference, it was the case that during the end of 2009 the widely believed view was that the global recovery was firmly underway and the worst was behind us. There are, however, cracks starting to appear once again particularly in the Eurozone and US with growth slowing again and unemployment still rising. "Regardless of this however the oil price seems almost welded to the US\$80 region," said the broker, "which continues to be a healthy level for oil companies, so overall it seems there are still both positive and negative factors affecting the vessel markets during the coming months and no-one can predict with any certainty how things will work out."

"It would be fair to say however that the majority view is that the worst is now likely behind us and that 2010 should be a little better than 2009 with all eyes firmly focused on 2011 for a return to normality," Offshore Shipbrokers concluded. **Source : Offshore Shipping Online**



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Chemical Tanker Robbed In Johor Waters

A group of men brandishing knives, robbed a chemical tanker anchored off south Tanjung Ayam, Johor early Thursday. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Centre here said the robbers boarded the tanker, **SP Athens**, via the aft at 3.30am and entered the store of the engine room. Tying up the watchman in the engine room, they stole some engine spare parts before leaving the ship, about 20 minutes later.

The watchman was eventually rescued, the centre said in a statement on Friday. This is the second incident reported in the vicinity of Tanjung Ayam since this year. The first involved a container ship, **Theodor Storm**, on Feb 13.

Source: Bernama

CASUALTY REPORTING



Freighter disabled in Japan sea and towed to safety

General cargo **Gornozavodsk** suffered engine failure and was disabled in 42.33.8N 132.53.7E in Japan sea, off Nakhodka, on the way to Korsakov, Sakhalin. Nakhodka port tug **Tugur** steamed to assist and took vessel on tow, arriving to Nakhodka March 11 20.35 LT, vessel to be repaired in Nakhodka Shiprepair Yard. Gornozavodsk – IMO 8900971 dwt 4706, General Cargo, built 1991, flag Russia, owner Sakhalin Steamshipping Co.

Fishing vessel sank in Caspian sea

March 12 00.30 Caspian sea in 40.14.0N 050.36.0E, 7 miles east off Shakhov Point, Apsheron Peninsula, Azerbaijan, on 10-15 meter depth sank Russian-flagged fishing vessel **Kayakent**, after collision with drilling unit basement. Vessel sent distress signal, crew 15 went to life boats and rafts. 4 vessel took part in S&R, tug **Vykhre-9** towed Kayakent to shallow waters near Chilov island on March 12, by 06.30 LT. Crew safe. How it was possible to tow sunken vessel, not clear, MRCC Moscow doesn't detailize. Weather fine. Fishing vessel **Kayakent** – IMO 6927262, dwt 353, built 1967, flag Russia, owner Port-Petrovsk JSC Fishing Co., Makhachkala.

Voytenko Mikhail

NAVY NEWS



The Dutch MCM **M 862 ZIERIKZEE** seen passing Spijkenisse (Oude Maas) - **Photo : Lia Mets (c)**

Pak Navy tests fired missiles in Arabian Sea

Pakistan Navy Fleet on Friday tested its fire power in the North Arabian Sea to assess the lethality, precision and efficacy of its weapon systems. This was announced in an ISPR (Navy) press release issued here on Friday.

It said that Admiral Noman Bashir, Chief of the Naval Staff, witnessed the event. This included successful firing of a variety of missiles and torpedoes from PN ships, submarines and aircraft. Commander Pakistan Fleet, Vice Admiral Tanveer Faiz, was overall Incharge of the firing serial.

Chief of the Naval Staff on this occasion expressed his complete satisfaction on the operational readiness of PN fleet and commended the officers and men for their commitment and professionalism. The weapons tested included newly inducted weapon systems, such as anti surface missiles from F-22 P Frigate and air-to-surface missiles from P3C aircraft.

An important feature of the event was firing of subsurface-to-surface missiles from Agosta 90B submarines. The target set was successfully engaged. Earlier, the weapons firing zone spread over hundreds of miles at sea was cleared of all merchant ships and fishing craft through extensive range clearance operations to ensure safe conduct of the activity.

While reassuring Pakistan Navy's commitment of defending the motherland, this strike capability would also send a message of deterrence to anyone harbouring nefarious designs against Pakistan, the ISPR (Navy) press release added

Source : Imran Farooq

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The **P 687 LA GRACIEUSE** seen arriving in Willemstad (Curacao)

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

Two Pakistani ships, submarine to participate in DIMDEX 2010

Pakistan Embassy has announced the participation of Pakistan Navy in DIMDEX 2010. Two Pakistani Navy ships and a submarine will be arriving at the Doha Port on March 28 to participate in DIMDEX 2010 exhibition and seminar, according to Pakistan Embassy in Qatar.



Units participating include **PNS Zulfikar**, a frigate recently commissioned in Pakistan Navy. The ship is fitted with state of the art weapons and sensors and carries a Z9EC helicopter, according to a Qatari newspaper The Peninsula.

The ship is part of the F-22P Project which encompasses construction of three frigates in China and also envisages complete transfer of technology for the construction of fourth ship at Karachi Shipyard and Engineering Works.

PN Submarine **Humza** is also going to be present in Doha during the exhibition. The

submarine was constructed by Pakistan Navy in collaboration with DCNS of France.

Hamza is the first submarine to incorporate Mesma which is an air independent propulsion system installed to achieve an increase in submerged endurance. The submarine by virtue of its weapons and sensors outfit, equipment efficiency, stealth and well-knit crew is fully capable of undertaking variety of missions. Third unit to be present at the DIMDEX is PN Missile boat **Quwwat**. **PNS Quwwat** was constructed at the Karachi shipyard in 2006. It is fitted with 'state of the art weapons and sensors. It can be utilized in variety of roles like maritime interdiction operations, anti-surface vessel operations, Air Defence, Coastal defense, ESM support, picket duties and SAR. Chief of Naval Staff Admiral Noman Bashir NI(M) and DG Maritime Security Agency Rear Admiral Tehseenullah Khan SI(M) will also be attending the exhibition.

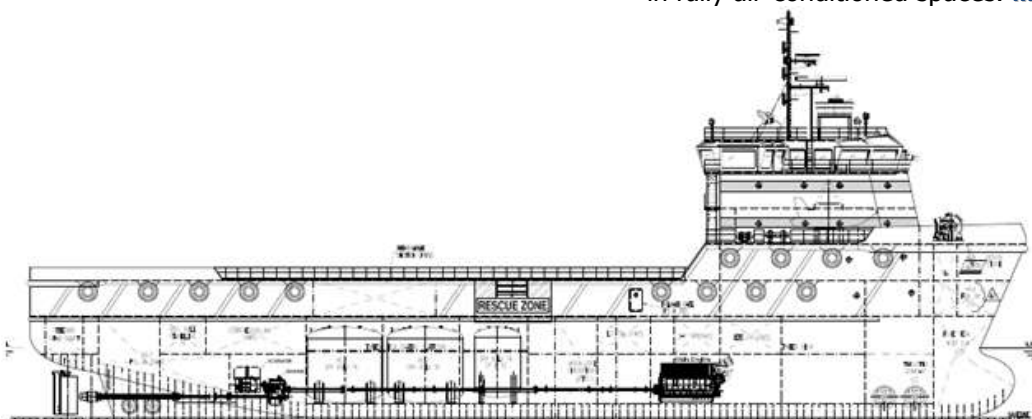


The P 688 **LA MOQUESE** seen arriving in Dunedin (New Zealand) - Photo : Ross Walker (c)

SHIPYARD NEWS



As mentioned last week in the Clippings I spotted this (unnamed) PSV departing from the builders, said Colombo Dockyard for her first dancing lessons offshore **M3 Marine Pte Ltd** in Singapore reverted with additional information , the vessel is named **GREATSHIP REKHA**, and is having a length of 78.0 meters and powered by 2 x 2320 kW for a top speed of 13.8 knots, the PSV is equipped with 2 bow and 2 stern thrusters, furthermore the vessel is equipped with 50 berths in fully air-conditioned spaces. **M3 Marine Pte Ltd**



Local information is that the vessel will be sold very soon and the new owner will rename the vessel again after handing over.

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Jurong secures Petrobras FPSO conversion contract

Jurong Shipyard Pte Ltd, a wholly-owned subsidiary of Sembcorp Marine, has secured an approximately S\$130 million contract to carry out pre-conversion works on the VLCC SUVA, to be renamed FPSO P62 for Petrobras Netherlands B.V.

The scope of work involves the hull structure steel renewal, fabrication and installation of new steel work, blasting and painting works, renewal, fabrication and installation of piping, supply of new equipment and extensive refurbishment of accommodation. The vessel is scheduled for completion in 2Q 2011.

The FPSO P62 is part of the 4th Phase of the Roncador Field development plan. It will be installed in approximately 1,600m water depth at the Roncador Field, which is one of the largest oil fields discovered offshore Brazil. FPSO P62 will be capable of processing more than 180,000 barrels of oil per day, injecting more than 250,000 barrels of water per day, 6 million m³ of production gas and with a storage capacity of 1,600,000 barrels of oil. It is designed to remain at the field for up to 25 years without drydocking. **Source : The Motorship**

LATEST AUSTAL DESIGN ACHIEVED 39 KNOTS DURING TRIALS



Austal's next generation 102-metre trimaran has impressed during sea trials, achieving a speed of 39 knots at 90% MCR with 340 tonnes deadweight.

The high speed vehicle ferry utilises Austal's patented trimaran technology to deliver improved sea keeping, fuel efficiency, passenger comfort and payload capacity. **Source / Photo's : Austal**

Excellent profit result from Ulstein

The Ulstein Group's preliminary figures indicate an exceptionally good profit result for 2009. The company had NOK 3.6 billion in sales and an operating profit of NOK 520.9 million.



Photo : John Poulsson/Marine Subsea (c)

"We are very happy to present good results in an otherwise challenging period for industry. Commercialisations of design and equipment packages, shipbuilding at our own yards and elsewhere, and the electro and control systems business have generated solid earnings the last few years. This has given us a solid basis for continuing to build a robust company while at the same time adapting to a challenging market," says CEO Gunvor Ulstein.

The excellent profits are mainly attributed to Ulstein's focus on delivery precision and cost control at all levels. "We have a very solid organisation with extensive expertise developed over time. We have good project management, enabling us to achieve the goals set within our most important areas," says Ulstein.

Design and equipment growth

The Ulstein Group has made strategic design investments in recent years. The group now offers a number of design and equipment solutions within offshore supply, heavy offshore (ex. Drillship) and short shipping (ex. smaller container vessels). In the course of 10 years the group has grown into a significant player in the maritime industry, and this business area delivered excellent figures in 2009.

Shipbuilding at agreed time and price

The Ulstein Group also delivered good shipbuilding profit results last year, with the ability to deliver vessels at the agreed quality, price and time a crucial Ulstein competitive advantage.

Commitment to Power and Control

In the area of control and automation systems, Ulstein has reorganised and adapted to the market. Power and Control is a demanding market segment with stiff global competition. The group has a good basis for growth within system integration, but there is still potential for creating additional value within this area.

Possibilities ahead

Over the past years the Ulstein Group has invested upwards of NOK 100 million per year on research, development and innovation. Gunvor Ulstein emphasises that the Ulstein Group will continue to be a driving force for innovation. "Together with our partners and players in the maritime cluster, we will keep seeking new opportunities and developing more first-class products and services internationally. We will keep on turning visions into reality within demanding marine operations," she concludes.

At the end of 2009 the Ulstein Group had NOK 2.95 billion on its order books.

The Ulstein Group's preliminary principal figures for 2009 are as follows:

Operating revenues: NOK 3.59 billion (2008: NOK 3.21 billion)

Operating profit: NOK 520.9 million (2008: 371.9 million)

Ordinary profit before tax: NOK 518 million (2008: NOK 431.1 million)

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Mercator to expand in dredging, bulk and tanker segments

Mercator Lines is planning to increase its presence in a number of new markets including the bulk, tanker and dredging segments. Reports from India say Mercator Lines Ltd plans to expand in the dredging, bulk and tanker segments in the next 12-18 months. Expansion in its coal mining capacity is also on the cards.

"We are trying to increase our presence in the other industries, the idea is in the next three to four years, our income from the other segments should be more than the shipping segment. But the shipping segment is also increasing. It will also depend on the kind of contracts that we sign. If contracts increase, our investments will also increase," said HK Mittal, executive chairman, Mercator Lines

Ferry refit and safety check disruptions

Catamaran services from Portsmouth to the Isle of Wight will be disrupted until the end of the month, as Wightlink vessels undergo refits. The firm's **Wight Ryder I** and **II**, which operate sailings between Portsmouth Harbour and Ryde Pier, are receiving annual refits and safety checks, which will see services cancelled.

During weekdays from Monday, March 15 to Friday March 26, the 5.40am 12.40pm, 1.40pm and 2.40pm sailings from Portsmouth Harbour, and the 1.10pm, 2.10pm and 3.10pm from Ryde Pier will be cancelled. On Saturday, March 20, the 1.40pm and 2.40pm from Portsmouth and the 2.10pm and 3.10pm from Ryde will not operate. And on Sunday, March 21, the 12.40pm and 1.40pm from Portsmouth and the 1.10pm and 2.10pm from Ryde will be cancelled, though extra sailings will run from Portsmouth at 1.15pm and 2.15pm and Ryde at 1.45pm and 2.45pm.

Contact Wightlink Reservations on 0871 3476 1000 for details.

Source : Portsmouth.co.uk

Response to statement issued by P&O Ferries, SeaFrance and Norfolkline

We were extremely surprised to receive a joint letter from P&O Ferries, SeaFrance and Norfolkline claiming that Dover Harbour Board has abused its monopoly powers. We were even more surprised and disappointed that customers, with whom we are still in the process of holding private discussions in relation to negotiating a new price path for tariffs, would appear to have briefed the Press before we were aware of the letter. Moreover, many of the statements made are inaccurate or simply wrong.

It is entirely premature to be talking publicly about issues which we assumed would be discussed privately for at least another three to five months in order to reach mutual agreement and understanding. It is upsetting that these operators would therefore go as far as to hold a Press Conference, again without our knowledge. We do have further meetings in the diary and are prepared to continue talking to our customers, particularly as we had been asked by them to provide additional information in a number of areas as negotiations continue. **Source : doverport**

BP Books Tanker for ESPO Crude Oil to U.S. West Coast

BP Plc, Europe's largest oil and gas company, chartered a tanker to ship Russian East Siberian Pipeline Oil to the U.S. West Coast, according to fixture reports from shipbrokers. BP fixed the 80,000 deadweight-ton **Iblea**, classed as an Aframax tanker, to carry the crude oil from Kozmino Bay, near Vladivostok in the Russian Far East, to the U.S. West Coast, Optima Shipbrokers Ltd. and Seatown Shipbroking Ltd. said in notices yesterday. The vessel, capable of carrying about 750,000 barrels, is expected to load the cargo on March 24, according to the reports. BP operates two refineries in that region, the 225,000 barrel-a-day Cherry Point refinery in Washington state and the 265,000 barrel-a-day Carson, California, plant. There was no indication in the notices as to which facility the tanker was heading.

The Iblea was last seen heading to Kiire, Japan, from outside Singapore on March 10, according to data collected from AIS Live Ltd. It is expected to arrive there March 18. Refiners in Asia are expected to be the main buyers of ESPO because of its proximity to the region. Petrodiamond, a unit of Mitsubishi Corp., fixed the 80,000 deadweight-ton New Accord to travel from Kozmino Bay to Japan, Seatown reported today. The ship was last seen on March 10 in Bohai Bay, offshore China, steaming toward Singapore. **Source: Bloomberg**

Codan buys TrygVesta's marine portfolio

Codan Marine has acquired TrygVesta's marine hull insurance portfolio, thus boosting its position as the third largest marine hull insurer in the Nordic market. Last year, TrygVesta's portfolio had an estimated DKK 400 million in written marine premiums. The company will also open a new branch office in Stockholm and reinforce its office in Bergen. **Source : ShipGaz**

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Bulkers

2 x SWS NB RESALE: 177,199 dwt blt 11/10. Sold subject IPO for USD 73,000,000 / 72,100,000 to Baltic Trading.

NORD-KRAFT: 171,199 dwt blt 00 Koyo Mihara, 9 hoha. Sold region USD 42,500,000 to Star Bulk Carriers.

GLORY GUANGZHOU: 64,975 dwt blt 86 Hitachi Zosen, 7 hoha. Sold region USD 12,000,000 to S.E. Asian buyer basis SS/DD freshly passed.

BORAK / INTA / SINOVA / SPICE: 53,100 dwt blt 09 Yangzhou Dayang, 5 hoha, Crs 4x35t. Sold subject IPO for USD 35,000,000 each to Baltic Trading.

EAST SUNRISE TAIZHOU: 37,687 dwt blt 84 Kanasashi, 5 hoha, Crs 4x25t. Sold region USD 7,400,000 to Greek buyer.

NORD RIO: 31,883 dwt blt 07 Hakodate, 5 hoha, Crs 4x30t. Sold region USD 26,000,000 to undisclosed buyer.

POS AUCKLAND: 28,678 dwt blt 04 Shin Kochi, 5 hoha, Crs 4x30.5t. Committed for USD 21,000,000 to undisclosed buyer.

INCE MARMARA: 28,352 dwt blt 08 Shimanami Zosen, 5 hoha, Crs 4x30.5t. Sold region USD 25,500,000 to undisclosed buyer.

OCEAN LEADER: 28,097 dwt blt 84 Hitachi Zosen, 5 hoha, Crs 4x25t. Sold region USD 5,850,000 to Greek buyer.

CS MONTROSE: 27,028 dwt blt 01 New Century, 5 hoha, Crs 4x30t. Sold region USD 17,800,000 to Greek buyer.

SEA POWER: 23,878 dwt blt 80 Kurushima Onishi, 5 hoha, D 5x25t. Sold region USD 2,500,000 to undisclosed buyer.

AFRICAN TRADER: 11,243 dwt blt 82 Donghae, 3 hoha, D 5x30t. Sold region USD 1,900,000 to undisclosed buyer.

Multipurposes

PIRGOS: 17,169 dwt blt 80 IHI, 5 hoha, Crs 2x25t, 2x22t, 1x10t, Freedom Mark 2. Sold region USD 1,750,000 to Middle East buyer.

ORIENTAL RIVER: 6,679 dwt blt 89 Shin Kochi, 2 hoha, D 3x30t, 2x25t,

RED RIVER: 6,686 dwt blt 86 Kochi Jyuko, 2 hoha, D 4x25t. Sold region USD 4,200,000 en bloc to Chinese buyer.

Containers

NYK CANOPUS: 82,275 dwt blt 98 Mitsubishi, 8 ho/18 ha, 6,208 teu,

NYK CASTOR: 82,171 dwt blt 98 Mitsubishi, 8 ho/18 ha, 6,208 teu,

NYK SIRIUS: 82,171 dwt blt 98 Mitsui, 8 ho/18 ha, 6,148 teu,

NYK ANDROMEDA: 81,819 dwt blt 98 IHI, 8 ho/18 ha, 6,214 teu,

NYK ANTARES: 81,819 dwt blt 97 IHI, 8 ho/18 ha, 6,214 teu.

Sold region USD 19,000,000 each to Zodiac.

NAUTIC: 38,400 dwt blt 96 Kvaerner, 6 ho/11 ha, 2,890 teu, Crs 3x40t. Sold region USD 12,000,000 to undisclosed buyer.

ALGARROBO / ANGELES: 35,391 dwt blt 09 Yangfan, 2,872 teu. Sold region USD 28,000,000 each to undisclosed buyer.

SANTA ISABELLA / SANTA MADDALENA: 30,007 dwt blt 86 Flendeer, 5 ho/8 ha, 1,742 teu, Crs 2x40t, 1x25t, 1x10t,

SANTA MARGHERITA: 29,744 dwt blt 94 Germany, 5 ho/8 ha, 1,895 teu, Crs 1x40t, 1x36t, 1x25t. Sold region USD 17,000,000 en bloc to Chinese buyer.

RHONEBORG: 20,027 dwt blt 93 Verolme, 5 hoha, 1,646 teu. Sold region USD 3,700,000 to undisclosed buyer.

TROPIC ATLANTIC: 13,702 dwt blt 03 Jiangdong, 5 hoha, 1,118 teu, Crs 2x45t. Sold region USD 12,750,000 to undisclosed buyer.

CAPE HENRY: 12,835 dwt blt 92 MTW, 3 ho/7 ha, 923 teu, Crs 2x40t. Sold region USD 3,500,000 to undisclosed buyer.

VIVALDI: 12,750 dwt blt 83 JJ Sietas, 3 hoha, 851 teu, Crs 2x35t. Sold region USD 2,250,000 to Turkish buyer.

Tankers

CHINOOK: 38,695 dwt blt 01 Santierul. Sold region USD 8,500,000 to undisclosed buyer.

BUNGA SEMARAK: 16,924 dwt blt 90 Sabah Shy. Sold region USD 2,500,000 to Indonesian buyer.
GEMPORT-2: 6,555 dwt blt 98 Shitanoe. Sold region USD 5,850,000 to Equadorian buyer.
NISSHO I: 4,993 dwt blt 97 Murakami. Sold region USD 5,500,000 to undisclosed buyer.

Demolition

Bangladesh

MT MODEC VENTURE I (FPSO): 131,664 dwt blt 75, 23,687 ldt, USD 346/ldt, as is Indonesia.
MT MONT ACE: 27,350 dwt blt 86, 8,888 ldt, USD 410/ldt.
MV KHALED MUHEIDEINE: 17,661 dwt blt 77, 4,580 ldt, USD 380/ldt.

MT AL SHUHADAA: 285,117 dwt blt 92, 31,140 ldt,
MT AL AWDAH: 284,533 dwt blt 91, 32,025 ldt,
MT AL TAHREER: 284,533 dwt blt 75, 32,025 ldt,
Sold enbloc USD 395/ldt as is Kuwait, final destination undeclared.

China

MV TARPON SANTIAGO (tween): 17,679 dwt blt 78, 5,650 ldt, USD 360/ldt

India

MT BOW PIONEER: 22,548 dwt blt 82, 7,734 ldt, USD 470/ldt, Incl 450 tons solid stainless steel.
MV MSC CALCUTTA (cont): 18,700 dwt blt 79, 9,842 ldt, USD 390/ldt.
MV MICRO: 16,436 dwt blt 78, 4,549 ldt, USD 380/ldt.
MV RADNOR (tween): 14,970 dwt blt 75, 3,855 ldt, USD 390/ldt.
MV KEREM HANTAL (tween): 6,510 dwt blt 69, 2,705 ldt, USD 360/ldt345/ldt.

All details believed to be correct but not guaranteed.

Source: Aquamarine Shipping Consultants, www.aquamarine.org



The **IRIS** made a bunkerstop in Cape Town – Photo : Aad Noorland (c)

FG Targets 700 Vessels Yearly Under New Flexible Ship Registry

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 073

THE Nigerian Federal Government is targeting an additional 700 vessels annually into its newly introduced hybrid registry from 2011. This followed the migration from closed registry by the Nigerian Maritime Administration and Safety Agency (NIMASA) to hybrid registry.

With the migration from closed registry which had restricted the number of vessels flying Nigeria 's flag to less than 30 ships, the conditions for registration under the hybrid platform would be liberalised.

This was disclosed by Mr. Temisan Omatseye, Director General of NIMASA, at the three-day training workshop for the League of Maritime Editors in Lagos .

Justifying the jettisoning of the closed registry, Omatseye who was represented by Mr. A. A. Akinyosoye, Deputy Director, cabotage services, said that the hybrid platform will renew interest of the international oil companies in Nigerian flagged vessels for offshore support contract considerations.

In addition to becoming a viable revenue earner for the Federal Government, he said the new registry will also reverse the trend where Nigerian flagged vessels are targeted at foreign ports under state control.

With the simplified and computerised registration procedure that enables the completion of registration within seven days, the NIMASA boss said annual tonnage growth of 500,000 will be achieved from 2012.

Omatseye said the hybrid register will also attract high tonnage vessels, including the Floating Production Storage and Floating (FPSO) vessels and Floating Storage Offloading (FSO) vessels.

With the new system, he said there will be rapid flag state response to emergencies of Nigerian flagged vessels under vessel responsibility. Speaking at the opening ceremony, Mazi Tony Ohakwe, President of the League of Maritime Editors, said Nigeria 's maritime industry is faced with huge manpower challenges, especially in critical areas requiring specialised knowledge. To overcome the challenge, he called for concerted efforts to evolve a strategy for the training of personnel in all facets of the industry.

He appealed to NIMASA to ensure that all conventions of the International Maritime Organisation (IMO) Nigeria is signatory to are domesticated in collaboration with the National Assembly.

Commending Mr. Temisan Omatseye, director general of NIMASA for the success recorded in the implementation of the cabotage regime, Ohakwe called for a review of the terms of trade so that Nigerian shipping operators may get a share of the lifting of sea-borne trade , especially the export of crude oil. **Source : All Africa**

RIGMOVE OF THE NOBLE RONALD HOOPE



The **NOBLE RONALD HOOPE** was shifted location by the **BUGSIER 21** (l) **BOULDER** and **SEA ALFA** (r)
Photo's : Henk Marijs (c)

Government defends ferry decision

THE SCOTTISH government last Wednesday pledged to consult with local communities on possibly radical changes to NorthLink's winter service to the northern isles.

The move comes after the government dropped a bombshell on the isles on Tuesday when transport minister Stewart Stevenson imposed fuel saving changes to the current timetable without any prior warning. Islanders yesterday said they were outraged by the treatment they had received from ministers.

The minister ruled that NorthLink's two ferries Hrossey and Hjaltland are to run on two engines rather than four, thereby saving fuel and adding an extra hour to the 14 hour trip between Lerwick, Kirkwall and Aberdeen.

They also want to find "further efficiencies", and may be looking at removing one of the ferries from the service during the winter. The government defended its actions by saying that these changes were needed to protect the overall ferry service.

It is understood that ministers wanted the changes to come in as of the beginning of April, but NorthLink persuaded them to delay it for one month. A government spokeswoman said she wanted to make it clear that "officials from the government will certainly be consulting on any changes to the winter service and will be looking to meet ZetTrans and Hitrans at an early opportunity to start discussions."

But defending the minister's action, she added: "The contract allows Scottish ministers to vary the approved ferry services at any time. "While consultation is an important element in establishing the needs of the local communities served by the ferry services, on this occasion Scottish ministers had to make a number of difficult decisions in order to protect the overall level of service provision within the current challenging financial constraints.

"NorthLink Ferries is now in discussion with key stakeholders in Shetland to agree a revised timetable."

Chairwoman of Shetland's transport partnership ZetTrans, Iris Hawkins, said yesterday that meetings with the Scottish government were in the process of being drawn up, adding that she had the hope that some concessions could still be reached at "the 11th hour". She added that the lack of consultation on this issue did not bode well for the forthcoming tendering process on the lifeline ferry service when the current contract runs out in 2012. **Source : shetlandmarine**



Van Oord's TSHD **ROTTERDAM** seen dredging at the approach channel of Sohar

Photo : Rik van Marle (c)

WORKHORSES WORKING ON THE COLOMBO PORT EXTENSION PROJECT



All photo's: Piet Sinke (c)

Hyundai is working on the Colombo port extension project, a lot of small craft, local and Korean can be seen sailing around the port supporting the dredgers from which the **GORYO 4HO** is seen dredging just outside the breakwaters



and towing barges with stones / rocks around as seen left the tug Hyundai **AT 1601** and below the tug **AT 0802**, only a few because I can not put photo's of all the units operating here



The overall objective of the Project is to expand the Port of Colombo to realize its potential as an internationally competitive hub port in South Asia. The expanded port will provide facilities to accommodate the latest generation of mainline container ships and will benefit the economy of Sri Lanka.



Above seen the 2001 IHC Merwede built **Sri Lankan Port Authorities** 1200 m3 TSHD **HANSAKAWA** operating just outside the Colombo port breakwaters



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MOL Announces Changes to Asia-East Coast South America Service

Mitsui O.S.K. Lines, Ltd. yesterday announced revised coverage on its Asia East Coast-South America Service (CSW). The revised coverage will make an additional call at Xingang, Dalian, Qingdao, Pusan and Shanghai. The revised port rotation is Xingang, Dalian, Qingdao, Pusan, Shanghai, Hong Kong, Singapore, Durban, Santos, Buenos Aires, Montevideo, Paranagua, Sao Francisco Do Sul, Santos, Rio de Janeiro, Cape Town, Ngqura, Singapore, Hong Kong and Xingang.



The **MOL PROMISE** – Photo : Piet Sinke ©

The new service rotation will go into effect with the "**MOL Dignity**" Voy. 4510AB (ETD Xingang March 25, 2010). MOL General Manager, Liner Division T.K. Konishi said, "This change is in line with MOL's strategy of expanding one of its core trade lanes. We are pleased to announce that MOL covers Bo Hai Bay ports, Pusan and Shanghai by the revamped CSW. Not only our customers in East Coast South America trade lanes, but also in Europe, North America as well as Intra Asia trade lanes, will benefit from the transport to and from these ports, which have growth potential, by our faster transit and punctual service via CSW." **Source: Mitsui O.S.K. Lines Ltd.**

EC Allows Croatian Ferry Monopoly Until 2016

Adriatic SeaCroatian national ferry liner Jadrolinija will have another six years without a real rival in its market.

The daily newspaper Novi List reported on Thursday that the European Commission (EC) had accepted Croatia's request to have the country remain free of rival EU ferry liners during the next four years as part of the country's EU accession negotiations.

Therefore, the monopoly period has been extended to December 31, 2016. The decision will become final once all EU member state governments have approved it.

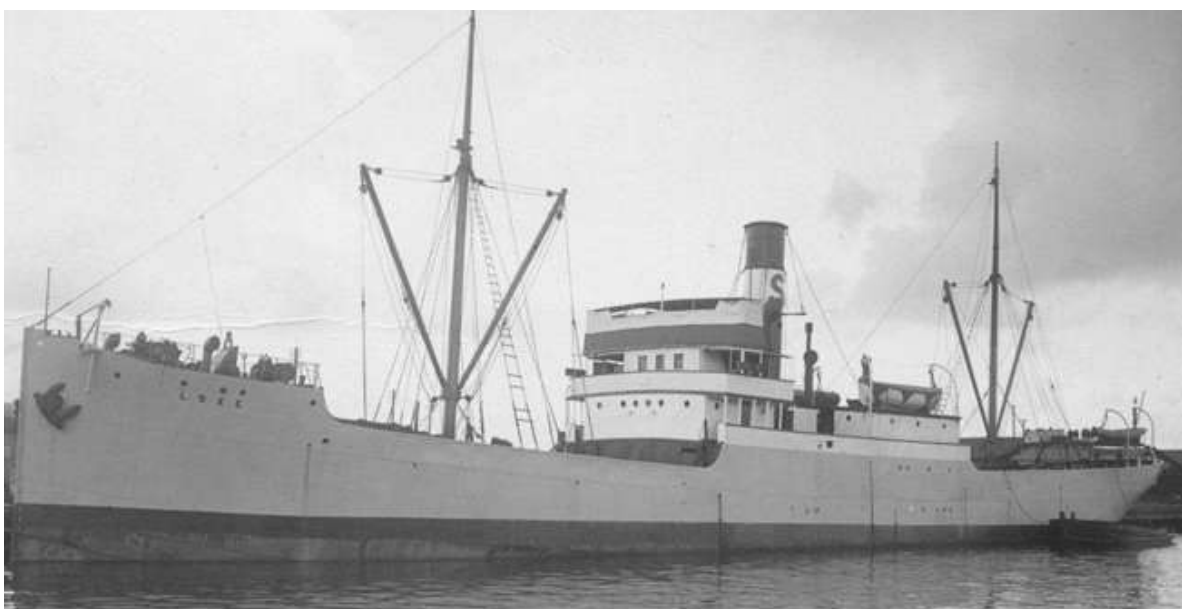
State-owned Jadrolinija has over 90 per cent of the ferry market in Croatia, including routes between the mainland and Adriatic islands and between the mainland and Italy. **Source : balkaninsight**



Martrade BV of Sliedrecht (www.martrade.nl) fixed **M/T Duzgit Harmony** with Omega Energy SARL of Pointe Noire for a 1 year timecharter period. The vessel will be delivered at Hamburg around 30th of March 2010. Vessel will supply gasoil to drilling platforms and offshore vessels along the West African coast between Angola, Sao Tome and Cabo Verde Islands. Charterers and Owners agreed a purchase option after the charterperiod.

Photo : Manuel Hernández Lafuente (c)

OLDIE – FROM THE SHOEBOX



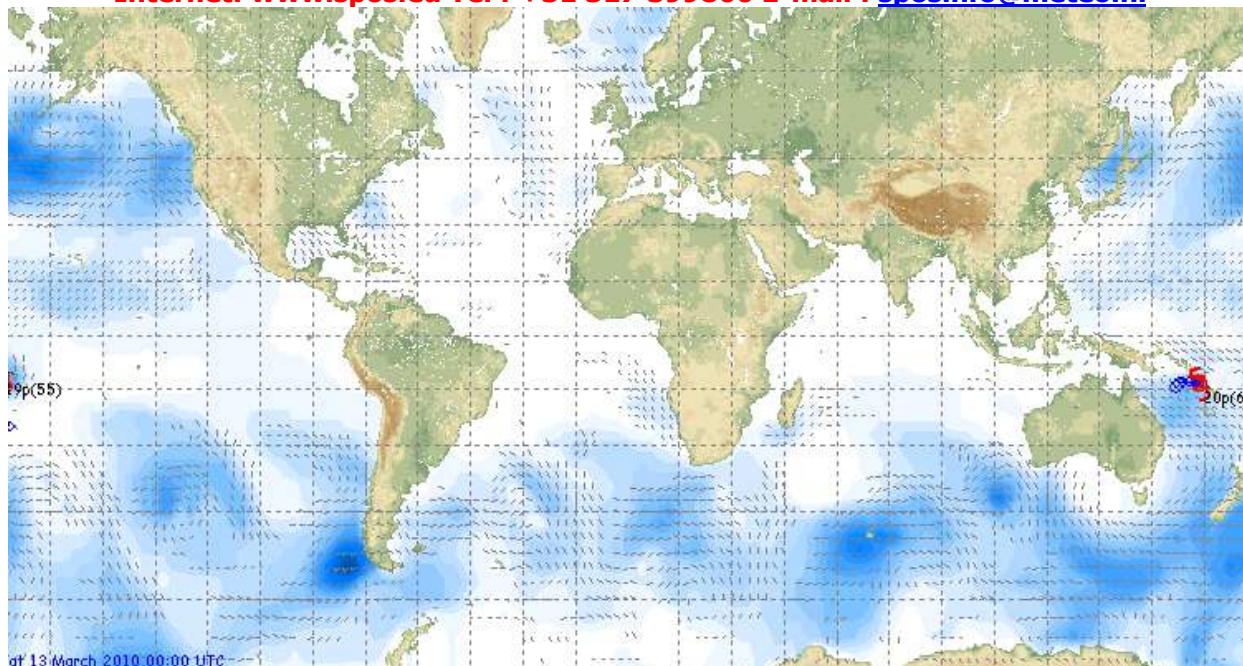
The **SS LOKE** of SVEA lines - **Photo : Coll. Kees van Huisstede**

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



Above seen the **Volvox Asia** dredging on the Dhamra Port Extension Project in India.
Photo : Joost Haverkamp (c)

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