

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 088



Number 088 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 29-03-2010

News reports received from readers and Internet News articles copied from various news sites.

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Above seen the super yacht **INDIAN EMPRESS** offshore Malta on Saturday 20th March 2010. The **Indian Empress** is one of the largest private yachts in the world at 95 metres in length and is owned by Indian business baron Vijay Mallya. Launched in 2000 as **Al Mirqab**, she was finished at the **Oceanco yard** in Holland to the design of the A Group after having had her hull assembled in Durban, South Africa. The yacht was previously owned by a Qatari Royal Family member. **Indian Empress** is powered by three 10,000-hp MTU 20-cylinder engines, and has three propellers enabling her to reach speeds of up to 24 knots.

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

EVENTS, INCIDENTS & OPERATIONS



The unusual motor yacht "A" seen at Bridgetown, Barbados on 20 Jan 2010. Built 2008 and owned by Russian magnate Andrey Melnichenko, Chairman of Eurochem. The yacht is having a length of 119m and max speed of 23 knots and is equipped with 1 owner's suite and 6 guest cabins only.

Photo top : John Wilson ©



The A seen anchored near Sandy Lane Barbados March 23rd - **Photo : Bob Eadie ©**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

European Commission approves Cypriot tax regime for dredgers

The shipping industry in Cyprus has scored a significant victory now that the European Commission has officially approved the island's shipping taxation system.

As the Cyprus Mail explained, Cyprus operates a tonnage tax measure for companies engaged in international maritime transport who are liable to pay corporate tax in Cyprus. The scheme allows companies to opt for a tax calculated on the net tonnage of the fleet that they operate instead of being taxed on the actual profits of their maritime transport activities.

The tonnage tax scheme would also be applicable under certain conditions to tugboats, dredgers and cable layers.

The Commission now considers that the scheme is in line with the European Union's guidelines on state aid to maritime transport.

"This approval constitutes perhaps the most important success for Cyprus Shipping since the formation of the Republic of Cyprus and ensures the viability of the Cyprus Shipping Register and the Cyprus shipping industry," said a statement from the Cyprus Shipping Chamber.

According to the latest figures shipping's contribution to GDP exceeds 5 per cent despite the continuing international financial crisis. The Chamber now expects that a number of new shipping companies, both within and outside of the European Union, will seek to benefit from this new, competitive, tax system by establishing and operating new shipping offices in Cyprus. **Source : Dredging News Online**



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SKorean ship explosion cause unclear 46 missing

Military divers have searched in vain for 46 marines missing since a South Korean ship exploded and sank near the tense maritime border with North Korea. The exact cause of the explosion was unclear, but North Korea did not appear to be to blame. Families voiced their anger Saturday as hopes faded for the missing crew in one of South Korea's worst naval disasters.

Divers tried twice to get to the wreckage, Rear Adm. Lee Ki-sik of the Joint Chiefs of Staff told lawmakers.



The explosion late Friday tore open the rear hull of the **Cheonan**, shut down its engine, wiped out power and caused the ship to sink a little over three hours later, the Joint Chiefs said. A survivor, Staff Sgt. Shin Eun-chong, 24, told relatives he was on night duty when he heard a huge boom behind him that split apart the ship. The vessel started tilting, and his glasses fell off his face as he hit the deck, relatives at a naval base in Pyeongtaek told The Associated Press.

Island where the 1,200-ton **Cheonan** had been on a routine patrol. Rescue efforts Saturday were hampered by fierce waves and high winds. Fifty-eight of the crew of 104 were rescued, with some treated for burns and broken bones. "Yells and screams filled the air," witness Kim Jin-ho, a seaman who was on a passenger ship bound for Baengnyeong, told cable news channel YTN. "Marines on deck were desperately shouting: 'Save me!'"

Despite early fears of an attack, there was no immediate indication that North Korea - which lies within sight about 10 miles (17 kilometers) from Baengnyeong - was to blame, the Joint Chiefs said. Still, troops were maintaining "solid military readiness," Vice Defense Minister Jang Soo-man said.

Earlier Friday, North Korea's military had threatened "unpredictable strikes" against the U.S. and South Korea in anger over a report the two countries plan to prepare for possible instability in the totalitarian country. The ship went down near a disputed maritime border that has been the site of three bloody skirmishes between the Koreans, which remain in a state of war because their three-year conflict ended in a truce, not a peace treaty, in 1953.

President Lee Myung-bak ordered officials to make all efforts to rescue the crew, spokeswoman Kim Eun-hye said. "I can only imagine how much shock and pain the missing marines' families must be in," he said late Saturday, according to Kim.

Authorities have not confirmed any deaths, but Rear Adm. Lee told lawmakers he presumed most of the missing sailors were trapped inside, the Yonhap news agency said. Joint Chiefs spokesman Park Seong-woo said the military will determine the cause of the accident after salvaging the vessel. That could take weeks. In 2002, it took 17 days to salvage a 130-ton vessel struck in a surprise attack by North Korea, the Joint Chiefs said. Cmdr. Jeff Davis, spokesman for the U.S. 7th Fleet in Japan, said U.S. ships were standing ready to help with the search, rescue and salvage operation.

In Pyeongtaek, south of Seoul, wails filled the air as relatives checked a list of missing marines. "Where are you? Where can you be?" one mother screamed. Among the missing was a marine who had survived a 2002 naval skirmish with North Korea, Yonhap said. Many relatives waited for news, their faces buried in tissues and handkerchiefs.

However, about 150 people - fed up with the lack of information - pushed their way past armed security guards to confront military officials. They accused authorities of a cover-up, saying survivors told them the Cheonan was leaky and in need of repair.

"Liars!" some screamed, jumping up on the car of the Cheonan's rescued captain as he tried to drive away.

As family members scuffled with guards, some soldiers turned their guns onto the protesting relatives. "I find this gruesome reality - one where soldiers point their guns at heartstricken families of their comrades in arms - absolutely devastating and regrettable," said Chung Hae-kyung, 65, father of a missing lieutenant.

The sinking is one of South Korea's worst naval disasters. In 1974, a ship sank off the southeast coast in stormy weather, killing 159 sailors and coast guard personnel. In 1967, 39 sailors were killed by North Korean artillery.

See also : http://www.youtube.com/watch?v=g9v-w2j9Ppo&feature=player_embedded#

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Boskalis declares offer for Smit unconditional; 90% Shares accepted



The **SMIT NICOBAR** seen moored in Dubai – Photo : Tim de Klerk ©

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Reference is made to the joint press release of Royal Boskalis Westminster N.V. (Boskalis) and Smit Internationale N.V. (Smit) of 24 February 2010 whereby Boskalis Holding B.V., a wholly owned subsidiary of Boskalis (the Offeror) announced to make a public cash offer for all the issued and outstanding ordinary shares of Smit (the Shares) at an offer price of EUR 60 per Share (the Offer).

Highlights

- Boskalis Holding B.V. declares the public offer for all Shares in Smit Internationale N.V. unconditional
- Remaining Shares can be tendered in a post acceptance period ending 13 April 2010

Offer Unconditional

All offer conditions in connection with the Offer, as described in the offer memorandum dated 25 February 2010 (the Offer Memorandum), have been fulfilled, with the exception of the offer condition of all relevant regulatory approval procedures having been completed. The Offeror has decided to waive this condition, taking into account that completion of the Offer and further implementation of the transaction can be effectuated on the basis of the regulatory approvals that have currently been obtained, including approval from the Nederlandse Mededingingsautoriteit.

As a result, the Offeror is hereby pleased to announce that it declares the Offer unconditional (gestanddoening).

Acceptances

During the offer period, which ended at 18:00 hours, Amsterdam time on 26 March 2010, 10,944,781 Shares have been tendered for acceptance under the Offer, representing 59.59% of the Shares and an aggregated value of EUR 656,686,860.

These Shares tendered under the Offer, together with the Shares already held by Boskalis, amount to a total of 16,450,452 Shares, representing 89.57% of the Shares.

Settlement

With reference to the Offer Memorandum, holders of Shares (Shareholders) who accepted the Offer shall receive an amount in cash of EUR 60 per Share (the Offer Price) for each Share validly tendered (or defectively tendered provided that such defect has been waived by the Offeror) and delivered (geleverd) under the terms and conditions and subject to the restrictions of the Offer.

Payment of the Offer Price per Share shall occur on 1 April 2010 (the Settlement Date).

Post Closing Acceptance Period (na-aanmeldingstermijn)

The Offeror grants the Shareholders who have not yet tendered their Shares under the Offer the opportunity to tender their Shares in a post closing acceptance period (na-aanmeldingstermijn) commencing at 09:00 hours, Amsterdam time, on 30 March 2010 and expiring at 18:00 hours, Amsterdam time, on 13 April 2010 (the Post Closing Acceptance Period). Shareholders can tender their Shares in the same manner and subject to the same terms, conditions and restrictions as described in the Offer Memorandum.

Shares tendered during the Post Closing Acceptance Period will immediately be accepted. Shareholders who tender their Shares during the Post Closing Acceptance Period shall not have the right to withdraw such tendered Shares. The Offeror shall arrange for a payment for the Shares that are validly tendered (or defectively tendered provided that such defect has been waived by the Offeror) and delivered (geleverd) in the Post Closing Acceptance Period as soon as possible and shall use reasonable endeavours to arrange that, in respect of Shares that are so tendered and delivered to Rabo Securities, as exchange agent in respect of the Offer, before 18:00 hours, Amsterdam time, on any day that Euronext Amsterdam N.V. is open for trading (a Trading Day) during the Post Closing Acceptance Period, the payment of EUR 60 per Share shall be made on the third Trading Day after the date on which the relevant tender and delivery was made.

Consequences of the Offer

As soon as legally possible and practicable, the Offeror intends to terminate the listing of the Shares on Euronext Amsterdam.

The remaining Shareholders who do not wish to tender their Shares in the Post Closing Acceptance Period should carefully review Section 6.12 of the Offer Memorandum, which describes certain risks that will exist in connection with their continued shareholding in Smit, including among others, a squeeze-out procedure if more than 95% of the Shares are acquired by the Offeror, loss of liquidity, increased leverage, reduced governance rights, tax treatment of distributions and changes to Smit's dividend policy. These risks are in addition to the risks associated with holding securities issued by Smit generally, such as the exposure to risks related to the business of Smit and its subsidiaries, the markets in which the Smit Group operates, as well as economic trends affecting such markets generally as such business, markets or trends may change from time to time. **Source : Idredge**



The **Scillonian III** 'Britains Coastal Liner' seen alongside at Albert Pier Penzance on 20th March. The vessel is seen fresh from annual refit and commenced her 33rd season on the Penzance to Isles of Scilly route sporting new funnel colours. Plans are in place for her replacement and it is expected the new ship will enter service in 2012. **Scillonian III's** graceful lines remind us of the many classic ships that have long since been retired, it would be wonderful to think she could be preserved when she finally retires herself.

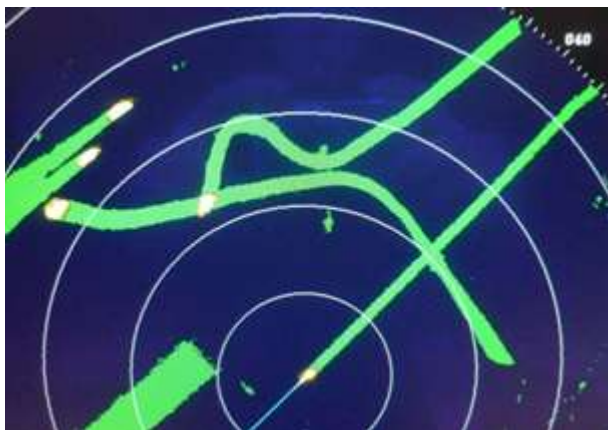
Photo : Chris Jones - Channel Images ©

Near-miss master fined

A gasship captain has been fined after a "failing of good seaman ship" led to two near-misses in the English Channel.

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Captain Nath had left a second officer alone of the bridge of an Eitzen chartered vessel at a time when it narrowly avoided colliding with a Clipper ship. It then came perilously close to hitting a sand bank on the same eventful day in January. MCA Spokesman Captain Eric Meare, said: "Captain Nath allowed a number of errors to accumulate.



"This resulted in a major failing of good seamanship with a near collision and near grounding of his vessel."

Chinaman Nath, who pled guilty to the charges at Southampton Magistrates Court, was fined £1,500 (\$2,229) and ordered to pay a further £1,000 in costs to the Maritime & Coastguard Agency (MCA). **Illustrations : Maarten**

He was in command of the 5,000-cbm **Sigas Silvia** (built 2007) when it came close to hitting the 10,040-dwt chemical tanker **Clipper Leander** (built 2006) in the Strait of Dover.

Shortly after the incident the **Sigas Silvia** was warned it was about to ground on the Goodwin Sands. An MCS investigation revealed Captain Nath had breached company rules by leaving a second officer alone without a lookout.

An early guilty plea, his need to travel from China for the trial, the effect on his reputation and his relative low pay were all taken into account in deciding the master's fine. Eitzen Gas has the **Sigas Silvia** on an eight-year charter and is not responsible for the crewing or management of the ship. It is owned by Japan's Kimura Kaiun.

"Save for the incident (which we obviously regret), we are very pleased with the performance of the ship - and we also have a very good working relationship with the headowners," Eitzen said. **Source : Tradewinds**



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Croatia launches first school ship

Croatia has launched its first school ship '**Kraljica mora**' (The Sea Queen) in Vela Luka.

The vessel was built at the Montmontaza Greben shipyard in Croatia and is the first school ship built in Croatia. This Loger-type vessel measures 35 metres by 8.7 metres and has a capacity of 28 students, four professors and seven crewmembers.

The project was initiated by Zagreb's Brodarski Institute (Shipping Institute) and was funded by the state. The vessel's godmother is Croatian Prime Minister Jadranka Kosor. **Source : Baird Online**

Drie mannen gewond bij arbeidsongeval in Merwehaven

Drie mannen zijn gewond geraakt bij een arbeidsongeval in de Merwehaven. Het gaat om drie mensen uit de Baltische Staten, die aan boord zaten van het schip Baltic Amber.

Het schip, dat onder Italiaanse vlag vaart, ligt momenteel afgemeerd in Rotterdam. De drie mannen zaten samen in het reddingsbootje dat aan het schip hangt. Dat viel door nog onbekende oorzaak acht meter naar beneden.

De drie mannen zijn naar een ziekenhuis gebracht. Het is niet duidelijk waarom ze in het bootje waren gaan zitten. De politie heeft het bootje in beslag genomen voor technisch onderzoek. De inspectie voor Verkeer en Waterstaat gaat bekijken wat er precies is gebeurd. **Bron : TV Rijnmond**

CASUALTY REPORTING



MAERSK MIAMI ON FIRE OFF GOA COAST



File photo of the **MAERSK MIAMI** (ex Nedlloyd Hong Kong) – **Photo : Richard Wisse ©**

A merchant navy ship, MV **Maersk Miami**, owned by global container shipping company Maersk Line caught fire 43 nautical miles off the Goa coast on Friday at 7:33pm, according to a Ministry of Defence release. The ship was bound for Jawaharlal Nehru Port Trust (JNPT) shipping terminal, Mumbai.

The 23 crew were rescued and there was no loss of lives. According to officials, a major fire had broken out in the engine room. A distress signal was first received by the Indian Coast Guard Ship (ICGS) Shubadra Kumari Chauhan off the Tarapur coast, which alerted the Indian Navy.

The navy sent its FAC-82 high-speed patrol boats with medical assistance. The navy diverted two other ships in the area for further assistance. The Coast Guard sailed its interceptor boat, **ICGS Samrat**, simultaneously towards the vessel.

The rescue ships arrived on the spot by midnight and the fire was reportedly doused by 2am, Saturday. **MV Aranda Colossus** and **MV Chime**, passing by in the nearby area, arrived after they were alerted. The crew of **MV Maersk Miami** was transferred by **ICGS Samrat** to sister ships **MV Maersk Dauphin** and **MV Nedllyod Africa**. **MV Maersk Miami**, along with **ICGS Samrat**, was waiting for ocean tugs, when reports last came in.

The Liberian ship's owners are now making arrangements to send two ocean tugs by Saturday night to tow the badly damaged vessel to shore for salvage operations. **Source : Indian Express ©**

NAVY NEWS

Indian Govt signs deal for 15 fast-interception boats

Almost one-and-a-half years after the 26/11 terror attacks in Mumbai, the government has finally inked the first contract to acquire 15 fast-interception crafts (FICs) or patrol boats for the new Sagar Prahari Bal (SPB) being raised by Navy.

Defence ministry sources on Friday said the contract for 15 boats, which can effectively patrol almost up to 200 nautical miles, has been signed with French shipyard Chantier Naval Couach. These boats will be in addition to the 80 FICs approved at a cost of over Rs 320 crore for SPB, the creation of which was one of the measures announced by the government in the aftermath of 26/11, which will also be ordered in the coming months.

With 1,000 well-armed personnel, the specialised SPB will be tasked with the protection of naval and other assets, bases and harbours on both west and east coasts. But it will take some time to take concrete shape.

For one, the training of the first batch of 200 SPB personnel began only last January. For another, deliveries of the 80 FICs are likely to begin only by 2012-2013 at the earliest.

Similarly, only the Phase-I of the critical coastal surveillance network will be up and running by 2011 under a Rs 350 crore project. This will include 46 stations, with coastal radars, cameras, AIS (automatic identification systems) and other sensors mounted atop old lighthouses to dynamically locate and track vessels. Phase-II, with 56 additional stations, will follow thereafter.

There are also plans to double the force-levels and manpower of Coast Guard over the next few years. This is certainly required since ICG is still making do with just 43 ships, 23 boats, 24 coastal surveillance Dorniers, 16 Chetak helicopters and four Dhruv advanced light helicopters to protect India's vast 5,422-km coastline, 1,197 islands and 2.01 million sq km of Exclusive Economic Zone. **Source : Times of India**



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UK Government Go-Ahead for Fifth and Sixth Astute Submarines

BAE Systems welcomed news it had been given the go-ahead to begin constructing the fifth Astute class submarine and start the procurement process for a sixth vessel.. It follows a statement made earlier today by UK Secretary of State for Defence, Bob Ainsworth, in which he underlined the Government's continuing support for the Astute programme.

The first of class Astute attack submarine is currently undertaking sea trials, the second (Ambush) is due to be launched later this year, and the third and fourth (Artful and Audacious) are both advanced in their construction.

The Secretary of State said: "The Government has made a contractual commitment to proceed with the initial build of Astute Boat 5 and long lead procurement activities associated with Astute Boat 6, at a total cost of over £300M. This commitment is necessary now to ensure a consistent workload for the UK's submarine building industry. "This investment will allow the timely delivery of the Astute class boats, which are the most advanced attack submarines ever ordered for the Royal Navy. Furthermore, since the same industrial skills, experience and capability are necessary to deliver the successor deterrent submarine programme, this investment will play a part in ensuring a smooth transition from the Astute programme to the successor deterrent."

John Hudson, Managing Director of BAE Systems, Submarine Solutions commented: "I am delighted the Government has reaffirmed its commitment to the submarine programme today. This order represents a key milestone in the overall Astute class submarine programme, and underlines the Government's confidence in BAE Systems' ability to deliver an advanced submarine capability for the Royal Navy.

"The commitment to the successor programme will allow BAE Systems to continue to recruit highly-skilled engineers to meet existing and future workload requirements, and progress the concept design work. Just as importantly, it will help sustain key skills and capabilities throughout our workforce, our suppliers and partners. "The 7,400 tonne submarines will be the fifth and sixth of what is expected to be a seven boat Astute class, the largest and most powerful attack submarines ever built in Britain for the Royal Navy. The Astute class will replace the Swiftsure and Trafalgar class, which have been in-service since the 1970s and 1980s respectively.

Work is expected to start immediately at the shipyard in Barrow-in-Furness. The first of class Astute submarine successfully completed its first phase of sea trials having left Barrow for its operational base in Faslane in November 2009. The programme of sea trials continues, including a successful first at-sea dive off the coast of Scotland.

Test and commissioning of second in class Ambush continues ahead of its scheduled launch later this year. The command deck module – the largest of the boat's modules - has been shipped into third in class Artful, successfully completing one of the boat's 2010 milestones. Construction of major steelwork for fourth in class Audacious continues after its keel was laid in 2009 **Source: BAE Systems**

Russia will only buy fully-equipped Mistral from France

The chief of the Russian General Staff said Thursday that Russia would only buy a fully-equipped Mistral-class amphibious assault ship from France. Russia is negotiating the purchase of a Mistral-class ship from France, worth 400-500 million euros (around \$540-\$675 million). Russia could also use French technology later to build another three such vessels in Russia in partnership with the French naval shipbuilder DCNS.

"Russia's leadership and Defense Ministry have a clear position on the issue. Should a final decision be made on Mistral, we will purchase this ship only if it is fully equipped - with all control and navigation means and armaments," Army General Nikolai Makarov told the Rossiiskaya Gazeta Nedelya government weekly. "The only exception is helicopters. They will be domestically made. Everything else is to be made to their standards completely," he said. But the French Defense Ministry on Thursday reiterated that if the deal is struck, Mistral-class vessels would be delivered without armaments. "The president said publicly in front of his Russian counterpart what the scope for negotiations was," spokesman Laurent Teisseire was quoted by AFP as saying.

French President Nicolas Sarkozy said March 1 at a joint press conference with his Russian counterpart Dmitry Medvedev that Mistral is "a helicopter carrier we will create for Russia without military equipment." A Mistral-class ship is capable of transporting and deploying 16 helicopters, four landing barges, up to 70 armored vehicles including 13 battle tanks, and 450 personnel. Many Russian military and industry experts have questioned the financial and military sense of the purchase, and some believe that Russia simply wants to gain access to advanced naval technology that could be used in the future in potential conflicts with NATO and its allies. **Source : DefenseTalk**

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New Generation Vripack Explorer



The sky being the limit encouraged Vripack to design a unique 138' New Generation Explorer for a repeat client which will be launched Summer 2011. Interesting to know is that this sturdy and trendy displacement yacht is kept below 500GRT even though she has an impressive five decks.

The full beam Master cabin, with man height panoramic windows, and bathroom are located on the main deck, whilst 8 guests are accommodated in four cabins on the upper deck. As Vripack is not shy to push boundaries, this yacht's construction combines three different materials, being a steel hull, an aluminium superstructure

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and a composite wheelhouse and navigation mast. This combination saves weight and keeps her in perfect balance as she is taller than many similar built yachts and also more comfortable. Besides the Naval Architecture, Vripack paid a lot of attention to various exterior details during the design phase creating a robust Explorer with the elegance of a Super Yacht.

This twin engine vessel is under construction at CIZGI Shipyard in Turkey under ABS supervision in compliance with the MCA's LY2 code and will feature an interior by Art Line.

LOA	: 138ft
LWL	: 123ft
BOA	: 30ft
BWL	: 29ft
Draft (design load)	: 9ft
Depth	: 14ft
Height above DWL	: 59ft
Displacement	: 480.8t
Engines : 2 x 750 HP, Cat C-32, Acert, A-Rating	
Exterior Designer	: Vripack®
Interior Designer	: Art Line
Builder	: CIZGI Shipyard Turkey



Above seen Rio Tinto's latest new build departing from Shipco in Whangarei, New Zealand bound for Cape Lambert in the Pilbara, Western Australia. **Oita** is a 32m 65t bollard pull Robert Allan designed ASD tug

Photo : Westug Management ©

Wuchang targets offshore vessels

China's Wuchang Shipbuilding Industry is chasing several newbuilding contracts for various offshore vessels, making the most of a joint venture it has established with Houston-based international engineering and construction company J Ray McDermott.

The company, with two yards in Wuhan and Qingdao cities, is in advanced talks with ship brokers in Singapore for contracts to build up to eight anchor handling tug supply vessels. A company official said Wuchang has submitted its price indications for these contracts and is confident it will secure at least three of them. Wuchang already has two

existing orders for a pair of AHTS vessels being built for China Oilfield Services (COSL). The official said the two units, intended for support services on deepwater exploration and development by China National Offshore Oil Corporation, will be delivered in March and June 2011 respectively.

The yard is also bidding for a contract from McDermott to build a deep-water pipelay vessel for operation in the Gulf of Mexico. Bids are due to be handed in next month, after a minor extension was granted to the original late-March deadline. Wuchang has also teamed up with Chinese shipbuilder Yantai Raffles on the latter's bid to build Dutch marine contractor Allseas' gigantic platform and pipeline installation vessel Pieter Schelte.

Bids were submitted for that contract on 5 March and the Dutch contractor is expected to place an award in the second quarter. Allseas is said to be targeting delivery of the prototype vessel, with an anticipated price tag of more than \$1 billion, late in 2013. Along with Yantai Raffles, seven other yards are also thought to be bidding the job. They are the South Korean trio of Daewoo, Samsung and STX, plus the Chinese builders Cosco Shipyard, Qingdao Beihai Shipyard, Jiangsu Rongsheng and Jiangsu Eastern.

Finally, Wuchang is part of a consortium with its joint venture partner McDermott bidding for a contract from Japanese independent Inpex for a floating production, storage and offloading vessel. Inpex will start a yard inspection at Wuchang next month as part of its pre-qualifying exercise, a company official said. The newbuild is designed to be 350m in length and to handle up to 85,000 barrels per day of condensate and store 1.2 million barrels.

Wuchang established a joint venture with McDermott in 2008 in Qingdao city to target offshore projects. Qingdao McDermott Wuchang Offshore Engineering is now building a yard in Qingdao for fabricating floaters, semi-submersible rigs and jack-ups. **Source : The Motorship**

VT Halter Marine gets \$165.3 million FMS award

Pascagoula, Miss., based shipbuilder VT Halter Marine, Inc. is being awarded a \$165,361,305 not-to-exceed firm-fixed-price modification to previously awarded contract for the detail, design, and construction of the fourth Egyptian navy Fast Missile Craft under the Foreign Military Sales program. The effort will also include technical manuals, crew familiarization training, and technical and supply support. The efforts required include all hardware, software, licensing, design engineering, production engineering, manufacturing, test engineering, technical documentation, training, spares procurement, and program management through delivery. **Source : MarineLog**



The **Maersk Voyager** departed as **ELYSSA** in COTUNAV colours from Vlissingen – **Photo : Henk de Winde ©**

Red Sormovo launches 5.600-dwt tanker

Krasnoye (Red) Sormovo (Nizhny Novgorod) Plant launched a 19614 project 5.600-dwt tanker, named **Japetus**, the press service of the company said. The ship was ordered by Moorpark Ltd. (Cyprus). The building contract for three tankers was signed in April 2008. Option for the fourth ship was confirmed in the summer of 2008, the term of delivery - October 2010. The first tanker **Titan** has already been delivered to the customer in October 2009, ahead of the contract term, the second tanker, Enceladus, must be delivered, according to the contract, in June. The third, **Japetus** - in July this year.

The river-sea class tankers are the largest vessels for river navigation. The ship length is 141 m, width - 16,9 m, depth - 6,1 m, draft - 3,73 / 3,60 m, capacity - 5530/5030, the volume of cargo tanks - 6720 cu. m, speed rated not less than 10 knots, the ship crew 14/16 people, Endurance, 15/10 days. Navigation area - inland waterways and sea non Arctic areas in accordance with the class of ship.

Ship type - welded, steel, twin-screw, with a fixed pitch propellers, deck boat, with forecastle and aftercastle, with 12 cargo tanks and two slop tanks, with a longitudinal bulkhead in the center line with the transitional bridge, wheelhouse from side to side closed. Tanker designed to carry crude oil and petroleum products and chemical cargo in accordance with the class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker / Chemical tanker type 2 (vegetable oil) (ESP).

The tankers built for Moorpark Ltd., differ from those built earlier. The shipping company's specialists have formulated additional requirements for diversification of the goods transported by the ships and improve the functionality of the vessel. All these requirements have been incorporated in a modified technical design and implemented during the construction, Red Sormovo statement said. Red Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. The enterprise's major workshops: ship hulls, installation, mechanical and metallurgical.

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Kolkata Port Trust to get INR 267 crore dredging subsidy

Although the ministry of shipping said that INR 267 crore would be released as dredging subsidy to the Kolkata Port Trust which administers the Kolkata and Haldia ports. Ministry officials indicated that this could be last time such a subsidy would be disbursed.

Operations at both the facilities have been substantially hampered in recent months due to heavy siltation of major navigational channels. The situation has been salvaged by dredging of these routes, undertaken by the Dredging Corporation of India which has cost KoPT upwards of INR 250 crore.

For this fiscal, KoPT had claimed more than INR 700 crore from the ministry of shipping including old dues and the Budgetary provisions. The subsidy had been last received in April 2009. However, this could well be the end of the road for the grant scheme.

An official said that "This may be the last time that the finance ministry will approve a subsidy for KoPT. Over the years, the Centre has paid about Rs 4,000 crore for the port to survive. Now, we will have to seek an alternative to the Haldia port and KoPT will be suggested to speak to the West Bengal government for acquisition of land at Sagar."

Apart from logistics-related issues, acquisition of land at Sagar Island before the Assembly election in West Bengal may be a significant impediment for the immediate implementation of the project.

KoPT officials acknowledged that running the two facilities, which service a vast hinterland including eastern India and the neighbouring states of Nepal and Bhutan, would be nearly impossible without the Centre's dredging subsidy.

The official said that "It will be very difficult (without the subsidy) as no other port in the country has to maintain a 235 km long navigational channel. After the 1996 Indo-Bangladesh Water Treaty, there was a prime ministerial assurance that the interest of KoPT would be taken care of." **Sourc : Steelguru / BS**

New port for West Bengal

The Indian government has recently proposed partially funding the development of a port on Sagar Island in West Bengal, hoping to release the bottleneck that presently strangles the area.

If dredged, the port would have a draught of 12 metres, and would help provide an alternative outlet for vessels currently unable to access either Kolkata or Haldia because of worsening draft restrictions in the Hooghly River. Earlier this year local industries rerouted bulk cargo away from Haldia towards Paradip, Gangavaram and Visakhapatnam ports, causing congestion problems in these facilities as well as impacting on rail freight. It may well also have been the tipping point for government action.

Kolkata Port Trust (which manages both Kolkata and Haldia docks) first proposed a facility with cargo handling facilities, complete with several berths and jetties at Sagar Island as far back as 2002. However, it has languished on the backburner since, with the project being passed through the Shipping Ministry and the government of Japan (which was approached to help with funding) – but so far no concrete action has really been taken.

With the new source of money to be injected into the project, it looks like Kolkata (KoPT) may get its wish, and the development looks like being kick-started with KoPT taking the lead role.

The port trust has already invited expressions of interest for the proposed facility, and it seems quite a number of logistics, infrastructure and shipping companies have shown interest in the project.

The Sagar island development would certainly benefit the region. The area has had problems getting coal, amongst other cargo, into the local steel mills and power plants for some time, so the fact that the port facility would have the potential to handle dry bulk cargo like coking coal, thermal coal, iron ore, and containers would be a great help to the whole West Bengal economy. Tankers up to Suezmax type with a parcel load up to about 80,000 tonnes would also be able to be received. **Source: Port Strategy**

First Nord Stream Pipelay Vessel Enters Baltic Sea

The pipe-lay **Castoro 6** vessel successfully passed today under the Great Belt Bridge, one of Europe's greatest bridges, en route to start construction of one of Europe's largest infrastructure projects. It is the first time that a large

pipelay vessel has ever entered the Baltic Sea. The vessel is planned to stay there for approximately two years, laying the majority of the Nord Stream natural gas pipeline, Nord Stream statement said.



The **CASTORO SEI** seen departing from Rotterdam – Photo : Ruud Zegwaard ©

Denmark's Great Belt Bridge, the gateway to the Baltic Sea, is almost seven kilometers long. With a vertical clearance of 65 meters, even the world's largest cruise ship could pass under it. No special precautions need to be taken to allow the **Castoro 6** to pass. The Nord Stream Pipeline is scheduled to transport natural gas to Europe from 2011. Pipe-laying activities will commence in the Swedish Exclusive Economic Zone, about 30 kilometers off the coast of the Swedish island of Gotland. From there, the **Castoro 6** will slowly move north toward the Gulf of Finland, laying the pipeline at the rate of up to 2.5 kilometers a day. Source: nord-stream

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Malaysian state plans to acquire dredger

The Bernama news agency in Malaysia says the Terengganu state government plans to acquire a dredger in efforts to overcome the problem of shallow estuaries in the state. Menteri Besar Datuk Ahmad Said said that in the long term the purchase would save on digging cost to deepen the river which would involve about RM5 million in expenditure annually besides preventing floods in the state.

"We have decided that it is necessary for the Terengganu government to have a dredger next year as we have been briefed by the Drainage and irrigation department (DID) about the critical problems concerning the estuaries in Terengganu," he explained. "We have 14 estuaries in Terengganu and all of them need to be deepened and maintained throughout the year," he said. **Source : Dredging News Online**

Platform Prirazlomnaya to be put in place next year



The ice-strengthened oil platform **Prirazlomnaya** will be stationed at the field with the same name in the oil-rich Pechora Sea in June 2011, shipyard Sevmash reports. According to Mikhail Varakin at Sevmash the platform is about 80 percent ready, RosBiznesConsulting reports. This autumn concrete covering of the platform starts. After that, the platform will have to stay outside Murmansk during the winter, until weather conditions make it possible to bring the platform to the field.

Drilling is planned to start two months after the platform has been put in place.

Gazprom Deputy Aleksandr Ananenko stressed during a visit to Sevmash in February that both the Prirazlomnaya platform and the Arkticheskaya jack-up rig, which is under construction at the Zvezdochka shipyard in Severodvinsk, must be ready in 2010, as BarentsObserver reported. The two oil and gas installations have become long-dragged construction projects, both long overdue their original time schedules.

The Prirazlomnoye oil field is located on the shelf in the South-Eastern part of the Barents Sea. The recoverable resources are estimated to 83.2 million tons. Planned production on the field is 6.5 million tons per year. Prirazlomnoye is being developed by Gazprom's daughter company Sevmorneftegaz. **Source : BarentsObserver**



The Panama registered bulk carrier **Furness Hartlepool**, owned by Takanawa Line Inc of Imabari. The vessel has a gross tonnage of 30027 and was built in 2006 by the Cebu yard of Tsuneishi Heavy Industries Inc.

Photo : Ross Walker ©

Piraeus Port marching towards profits, development

After a more than two year turbulent period, filled with workers' strikes, stoppages and all sorts of turmoil, finally the Port of Piraeus is gearing up to regain its lost credibility on an international level, as well as reemerge as a developmental hub for the local economy, in a time when it's more than needed. According to latest report by stock analysts Alpha Finance, the Port Authority's (PPA) EBITDA for the year 2009 will reach 22.1 million euros, or 20% higher than the previous year, while sales are expected to be increased by 5% at 121 million euros. Alpha Finance said that 2009 is a rather indifferent year, since the port is still bouncing back from a long period of strikes, low productivity and uncertainty.

Those elements seem to belong in the past, as in a couple of months time, the renewed and better equipped with the proper infrastructure Pier I is scheduled to begin operating, with final tests being already conducted. At the same time, a recent and unanimous decision by the board of directors of OLP, stipulated the establishment of a new subsidiary, under the name "Intermodal Transport and Logistics Company S.A." or Logistics PPA. In a relative announcement the port authority said that "the project, having the approval of the Government, gives new development opportunities to PPA, who thus enters in new services provision fields that are fully consistent with its statutory and business objectives. The creation of the Logistics Center at the Thriasio Pedion that will concentrate the vast cargo volumes of the Attica region and the operation of the new rail connection the following year (March 2011), connecting the Commercial port at Ikonion with the Logistics Center are the two new facts that led to the establishment of the above subsidiary Company. P.P.A. SA, that dominates cargo handling for over 80 years enters new business areas, such as intermodal transportation, cargo forwarding and the relevant supplementary activities of the cargo it handles. It is the first strategic expansion move of PPA SA in the field of cargo transportation, that, combined with its development plan of €1 billion that was recently approved from the Inter-ministerial Committee, creates new opportunities and advantages". In fact, this logistics center could very well prove a critical element to further develop the country's international trade business. But, the relative tender process has failed in more than one occasions for a series of various reasons. The new attempt is expected to be launched by the end of April, bringing together a coalition of forces, with PPA being among those expected to participate in the process, while market analysts are debating the probable teaming up with Cosco, which is expected to take full control of Pier II of the container handling terminal in Piraeus by next October. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Maruba reveals RTW service



The **MARUBA AMERICA** seen in Cape Town - **Photo : Aad Noorland ©**

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 088

Troubled Argentine box carrier Maruba - which has ditched its Asia to East Coast of South America service - has revealed its new Round the World service schedule which it hopes can take it back into the profit zone, and reduce its exposure to "difficult service partners". Using eight vessels (including the controversial Maruba Simmons, which was berthed outside Rio de Janeiro for 10 weeks while revised chartering arrangements were argued about with its German owners) Maruba has launched a fortnightly service, via the Magellan Straits (Cape Horn) linking Buenos Aires to the Patagonian port of Puerto Madryn, and then on to Asia via Chile, Peru and Mexico, returning via Durban. A reliable source at Maruba said that the company had studied a number of alternatives "in order to come up with a cost-effective product". He said that the port rotation (see below) they had come up with, "was almost certain to be the one that will be implemented". An official announcement will be made "imminently". The inclusion of Da Chan Bay in Shenzhen marks the newly established Maruba policy to include new - hopefully cheaper - ports of call in its various service rotas.

"As the peak season approaches we shall be including extra-loaders in the service on a temporary basis and always in accordance with market demand. The last thing we want is to create over-supply during these difficult times," he told SAO. Maruba is in the final stages of talks with the Argentine government of Cristina Kirchner and the powerful maritime trade union, Somu, regarding the union taking a 35% share in the carrier, with private investors taking another 25%. This, argues the source, will provide the much-needed US\$50m that the company needs to pay off its debts and restore confidence so that the carrier can look ahead to a more secure financial future.

The Rodrigues family will retain the other 40% and remain the main voice on the board. The port rotation for the new Round-the-World service will be: Qingdao (China), Busan (South Korea), Shanghai, Ningbo, Da Chan Bay, Hong Kong (all China), Port Kelang (Malaysia), Durban (South Africa), Rio de Janeiro, Santos, Itajai (all Brazil), Buenos Aires, Montevideo (Uruguay), Rio Grande (Brazil), Puerto Madryn (Argentina Patagonia), San Antonio (Chile), Callao (Peru), Manzanillo (Mexico) and Qingdao (China). **Source: SeaTradeAsia-Online**



The 333 mtr long VLCC **"SETAGAWA"** seen moored in the Port of Rotterdam in the Caland Canal, March 27th. The main particulars of this 299.998 DWT ship owned by Kawasaki Kisen Kaisha, Ltd of Japan and managed by "K"Line Ship Management Co., Ltd are:

Delivered December 1st., 2009 by IHI Marine United Inc., Kure Shipyard, Japan – Hull number 3247.

Keel laying November 2nd., 2006 and launching took place August 28th., 2009.

Classed by Nippon Kaiji Kyokai (NKK) number 095582 - IMO number: 9391763 – Official number: 141035- Callsign : 7JFR - Port of registry: KOBÉ – Flag: Japan. **Photo : Marius Esman ©**

TCC gets China operating license

The soon to be launched The Containership Co. has been granted an operating license in China. Franck Kayser, chief operating officer of TCC, said the Chinese Ministry of Transport had granted the company a license to operate liner services in China. The company has also chartered two boxships, the 2,900 teu vessel Champion and the 3,000 teu vessel California Senator. TCC plans to launch its first service between Taicang, China and Los Angeles on April 17.

Source: SeaTradeAsia-Online



The **OSTEND SPIRIT** seen arriving in Ostend, the ferry built as the **PRINS FILIP** during 1991 for the RMT, is serving at present the route Ostend <> Ramsgate chartered by Trans Europa Ferries from LD Lines

Photo : Wesley Vercruysse ©

India: Centre could redefine major ports, liberalise tariff regime

Shipping secretary K Mohandas, there was a need to redefine major ports in a more rational way as the government is trying to liberalise the tariff regime and corporatise them. As per the current definition, any port administered by the Centre is a major port irrespective of its cargo and passenger handling capacity while all other ports are termed as non-major ports. Going by the current definition, there are 13 major ports and 187 non-major ports or minor ports in the country. Interestingly, some non-major ports have capacities larger than those of few major ports. For example, Mundra Port and Special Economic Zone has a capacity of 30 million tonne, higher than three major ports—Ennore, Tuticorin and Cochin.

A major reshuffle will be required, in case the government decides to change the definition of ports as per their capacity. "Ports have been defined in a manner, which has nothing to do with capacity. It is necessary to define them in a more rational way," Mohandas said. The shipping ministry is working on a plan to liberalise the current tariff fixation regime—under which Tariff Authority for Major Ports (TAMP) fixes the port charges that major ports can charge. The move is aimed at giving major ports a level-playing field with minor ports, which are free to fix competitive tariff and are able to attract higher traffic. The ministry also plans to corporatise major ports, starting with Jawaharlal Nehru Port Trust. Rationalising the definition of ports is expected to enable the government to take better decision on which ports to corporatise and which not. Mohandas also said the ministry is preparing a revised draft to extend shipbuilding subsidy beyond August 2007. "We had talked to the finance ministry regarding shipbuilding subsidy but our proposal was not accepted. Now, we are in the process of preparing a new draft for shipbuilding

subsidy as there is still a lot of demand from the industry for subsidies," he said. The shipping ministry is trying to convince the finance ministry to extend the shipbuilding subsidy beyond August 15, 2007, when the earlier subsidy ended. **Source: Financial Express**

Severn Estuary to get new container port at Avonmouth

Work on the new deep-sea terminal will take between three and four years to complete, Government says



Plans to build a major new container terminal in the Severn estuary have been approved. The new deep-sea terminal at Avonmouth will be built partly on land reclaimed from the River Severn and will enable Bristol to welcome some of the world's biggest container ships.

Construction work on the new terminal could start later this year and is likely to take between three and four years to complete. The existing estuary approach channel will be widened and deepened and a turning area created for manoeuvring container vessels with a draught of up to 16m.

Transport Minister Sadiq Khan said, "Bristol has a rich maritime heritage, and these proposals will enable the city and its commercial port to see this continue long into the future." **Source : Motorboats Monthly**



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Vietnam's Petrolimex Buys \$44 Million Oil Tanker

Vietnam National Petroleum Corp., or Petrolimex, said it has bought a \$44 million oil tanker. The **Van Phong 1**, with a capacity of 105,636 deadweight tons, is the largest oil tanker in Vietnam, the company said in a statement. With the purchase of the new ship, Petrolimex has raised the total capacity of its oil tanker fleet to 453,000 deadweight tons, capable of transporting 80% of its oil product imports, it said. The new vessel will transport 1.2 million cubic meters of oil products annually, saving the company between \$15 million and \$18 million on the cost of hiring foreign oil tankers. Petrolimex controls a 60% share of Vietnam's retail oil product market. **Source: Dow Jones**

ARIE MOLENWIJK MET PENSIOEN



Na 43 jaar trouwe dienst bij de URS neemt **Arie Molenwijk**, links afgebeeld aanboord van de URS sleper **GENT**, afscheid en gaat van zijn wel verdiende pensioen genieten,

Arie, namens alle lezers nog vele gezonde jaren toegewenst !

Photo : Adri van de Wege ©

DP World's global throughput exceeds 25 million TEU

Global marine terminal operator DP World announced that it handled 25.6 million TEU (twenty-foot equivalent container units) across its portfolio of 28 consolidated terminals in 2009, reflecting 8 per cent fewer containers handled than last year. Excluding the contribution from new terminals which joined the portfolio during 2009, volumes declined by 10 per cent (having been down 13 per cent in the first half)

Across all 50 of its operational terminals in 2009 the company handled 43.4 m TEU a decline of 6 per cent over 2008. "2009 has been a very challenging year for container port operators and we are pleased that we have delivered somewhat better results than the industry due to our focus on emerging markets which have remained more resilient to the global downturn. As anticipated, all our regions handled more containers in the second half of 2009 than in the first half and the early signs of stability seen in the third quarter have continued into the final quarter of the year," Mohammed Sharaf, Chief Executive of DP World said in a statement.

During 2009, the company opened two new terminals it has been developing over the course of the last few years; Doraleh Container Terminal in Djibouti at the beginning of the year, and Ho Chi Minh City, Vietnam in the final quarter of the year. In addition, it was awarded concessions for two new terminals in Algeria. **Source: GulfNews**

OLDIE – FROM THE SHOEBOX



Wooden tugs seen moored in the port of Montevideo in 1970 - **Photo: Arie van Zoomeren ©**

.... PHOTO OF THE DAY



The **CSCL Africa** seen making a one off call at Southampton 8th March 2010

Photo : Andrew McAlpine ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 088

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