

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 105



Number 105 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 15-04-2010**

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: oceantowage.sales@svitzer.com
www : www.svitzer-coess.com



The brand new NOORDHOEK PATHFINDER (see article below)
Photo : Frits Aalderink (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore, kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com, after receipt of this e-mail I will remove you from the distribution list soon as possible

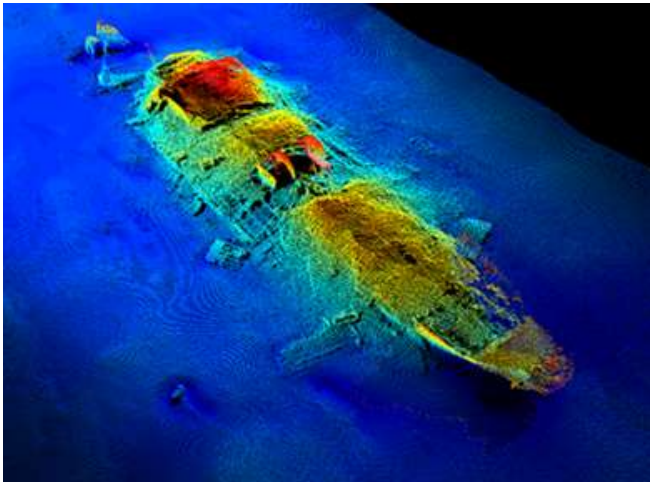
EVENTS, INCIDENTS & OPERATIONS

NOORDHOEK PATHFINDER SETS OUT



Noordhoek Survey is pleased to announce that the newly delivered DPII ROV Survey SV **NOORDHOEK PATHFINDER** has successfully completed both its verification trials and its first assignment. The vessel was delivered on schedule and has performed flawlessly during this first survey, meeting all of Noordhoek Survey's stringent Quality Assurance and Quality Control criteria.

The DPII ROV Survey SV **NOORDHOEK PATHFINDER** is now back in The Netherlands mobilising immediately for its second assignment. This new, state-of-the-art vessel is, specifically designed for efficient Survey and ROV operations



in the North Sea. The **NOORDHOEK PATHFINDER** is mobilised with a Grade 2 Dynamic Positioning system (DPII), diesel electric drive, a large moon pool, a 25 Tonnes offshore crane. She is also equipped with Work & Inspection Class ROV systems, Side Scan Sonar Tow-Fish, McCartney Focus 2 ROTV systems and an exceptional survey suite. With accommodation for 40 people split between single and double cabins she is a very comfortable and spacious vessel to work on.

The data was recorded with the **Seabat 7125 MBES** system.

Vessel trials and calibrations were undertaken over the wreck with exceptional data quality, minimal noise and very little requirement for data processing.

The most accurate and reliable survey equipment is installed and the systems have full plug and play interconnectivity ensuring accurate and repeatable resulting. The vessel's main functions will be analogue/digital geophysical surveys, geotechnical investigation, hydrographic surveys, pipeline inspection and IRM. With the SV **NOORDHOEK PATHFINDER** now operational, Noordhoek is operating 3 subsea support vessels: consisting of the DPII DSV **NOORDHOEK CONSTRUCTOR** and the DPII DSV/ROV **NOORDHOEK SINGAPORE**.

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



Huisman

Worldwide Lifting, Drilling and Subsea Solutions

Kijk op de website voor ons huidige vacature aanbod
We zoeken o.a. Service Engineers en Commissioning
Engineers. Bezoek ons ook tijdens het Maritime &
Offshore Career Event op 28 april.

www.huismanequipment.com



Above seen the **Challenge Pioneer** making her way out from Melbourne Port Phillip Bay off Sorrento in cool conditions, April 13th 2010 - **Photo : Andrew Mackinnon (c)**

DRUKKE A15 STIMULEERT PARLEVINKER NIEUWE STIJL

Logistiek dienstverlener **Estron** verruimt de weg voor de binnenvaart om zodoende de drukke A15 te omzeilen. Daartoe doopt het donderdag 15 maart om 09.30 uur een nieuw bevoorradingschip aan de Shannonweg 86 (havennummer 5064), Rotterdam-Botlek . Het vaartuig is speciaal uitgerust met een laad- en loskraan. Het vaart twee maal per dag vanuit het Botlekgebied naar de containerschepen van rederij Maersk op de Maasvlakte. Estron heeft de handen ineen geslagen met buurman Waalhaven Botlek Terminal. Vanuit de opslagloodsen van Estron worden de lichten beladen

met de benodigde scheepsonderdelen, levensmiddelen en bijvoorbeeld onderhoudsmaterialen voor de schepen van Maersk. Door de A15 te mijden is de betrouwbaarheid van de levering vergroot.

Het Havenbedrijf Rotterdam steunt van harte het initiatief omdat het een bijdrage levert aan de ontlasting van de A15. Het scheelt ruim achthonderd vrachtwagens per jaar op deze zuidelijke rondweg om de haven.

Grounded ship left 1km scar

A massive Chinese ship caused "significant" damage to the famed Great Barrier Reef after smashing into its delicate corals and getting stuck for more than a week, Australian officials said on Tuesday. Workers who surveyed the site after the **Shen Neng 1** was refloated and towed away late on Monday reported a one-kilometre scar across the world heritage-listed reef, the marine park's head said. Russell Reichelt, chairman of the Great Barrier Reef Marine Park Authority, said toxic anti-fouling paint pasted on the coal-carrier's hull was also killing corals, home to a plethora of colourful sea life. "They have found significant scarring and coral damage they've also found quite a lot of anti-fouling (paint) spread across the reef," Reichelt told ABC public radio.

"It is a concern because it's designed to be toxic and stop things growing on ships. We've already seen observations where anti-fouling paint that's been scraped off onto the reef is killing corals in its vicinity." An approaching storm hurried authorities into refloating the 230-metre ship - the length of two football pitches - after nightfall on Monday, by pumping compressed air into its bunkers and pulling it free using tugboats.

Officials expressed cautious optimism that the operation had been carried out without adding to the two-tonne oil spill which created a three-kilometre slick after the off-course ship crashed on April 3. Divers were due to assess damage to the ship, which has been towed to a nearby island. The vessel, still carrying 68 000 tons of coal, had been grinding across a shoal, creating plumes of coral dust in the water. "We're actually not out of the woods on this yet," Queensland state transport minister Rachel Nolan told ABC.

"Until this ship is repaired and out of the Great Barrier Reef, none of us will really rest easy," she said. Australia's government has said the ship was on an illegal route through the giant reef and said it would be "throwing the book" at those responsible. **Source : AFP**



Above seen the Tow Out of the power barge "**ANTONIO NICOLAS BRICENO**" from Curacao to La Salina/Venezuela by the tug **JARO 2** from KTK. The power barge has one (1) gas turbine with a power of 102 MEGAWATT and will deliver power at San Lorenzo for PDVSA.

Photo : John Smit ©

Reddingbootdag

een belevenis voor jong en oud!

Op zaterdag 8 mei a.s. organiseert de 185-jarige **Koninklijke Nederlandse Redding Maatschappij (KNRM)** haar landelijke open dag. De Nationale Reddingbootdag is dé dag om actief kennis te maken met het werk, de mensen en het materieel van de KNRM en om mee te varen aan boord van de reddingboten, *mits het weer het toelaat*. De open dag duurt van 10.00 tot 16.00 uur en wordt in 42 plaatsen langs de Noordzeekust, de Zuid-Hollandse en Zeeuwse wateren en aan het IJsselmeer gehouden.



Foto : **Arie van Dijk** ©

Reddingbootdag 2010 staat in het teken van fondsenwerving. Bij het uitvoeren van haar taak heeft de KNRM er, sinds de oprichting in 1824, voor gekozen dit als zelfstandig opererende, ongesubsidieerde instelling te doen. De 1.100 vrijwilligers kunnen hun werk alleen doen door de vrijwillige bijdragen van mensen die de KNRM een warm hart toedragen. De slogan van dit jaar is dan ook: **"Donateur? Meevaren! Meevaren? Donateur worden!"**

Fotowedstrijd

Speciaal voor Reddingbootdag heeft de KNRM de site <http://fotowedstrijd.knrm.nl> gelanceerd.

Omdat we vaak heel veel foto's krijgen opgestuurd van Reddingbootdag leek het ons leuk om er een wedstrijd van te maken. Zodat iedereen zijn mooiste foto kan insturen, maar ook kan terugkijken op alle mooie momenten.

Als blijk van onze waardering voor de steun van onze Redders aan de wal trekken onze bemanningen één dag per jaar alle registers open om de donateurs een kijkje te gunnen in de wereld van het reddingwezen. Reddingbootdag is een belevenis voor jong en oud. Ronkende motoren aan de steiger, rijen overlevingspakken in het boothuis, een plekje aan boord naast de schipper, een praatje met een echte redder of onvergetelijk fotomoment van de kleine op de reddingboot. Een belevenis!

Navingo Maritime & Offshore Career Event 2010
28 april 2010 - Beurs - WTC



Dus je zocht een beetje afwisseling?

BEZOEK ONS OP STAND R110-111

Avontuur vind je op zee. Maar écht avontuurlijk is het pas bij Redwise.

MONSTER VANDAAG NOG AAN OP: ONWIJSWERK.NL



Redwise

GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl

www.onwijswerk.nl

Japan protests China naval helicopter's 'dangerous' fly-by

Japan on Tuesday said it had protested over the "dangerous" manoeuvre of a helicopter that was part of the largest Chinese naval flotilla to sail between its far-southern islands so far. Ten Chinese naval vessels, including two submarines, on Saturday sailed through international waters between the islands of Okinawa and Miyako, heading southeast into the Pacific Ocean, the defence ministry said. When two Japanese destroyers spotted the ships around 8:00 pm and followed them, a Chinese helicopter flew within about 90 metres (300 feet) of the Japanese destroyer **Suzunami**, a defence ministry spokeswoman said.

"Through the diplomatic channel, we have told China the facts of the case and that the action was dangerous," she told AFP. "The Chinese side has told us that it will check the facts." Tokyo has warily watched China's growing military might and has called on Beijing to be more transparent about its intentions. Defence Minister Toshimi Kitazawa told reporters that Tokyo had never before monitored such a large group of Chinese warships in the region. The flotilla also included two destroyers, three frigates, one supply ship, a submarine rescue vessel and a small tugboat, Japan's defence ministry said. Japan's Self-Defence Forces said it was the first time Chinese submarines were seen above water in the area near Japan, the Kyodo news agency said. "We will conduct a detailed analysis, including whether or not there was any intention concerning our nation," Kitazawa said about the fleet's passage.

"Then we will consider how we will react to this." The ministry spokeswoman said that previously smaller groups of Chinese naval ships had sailed through the area. Six Chinese naval vessels were seen there last month, five in June 2009 and four in November 2008, she said. "Our policy in recent years has been to make the public aware of activities of foreign military vessels near our nation," she said.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Hof verklaart beklag Karla Omayra ongegrond

Het hof heeft het beklag van Vereniging Pueblo Soberano over misstanden bij de aankoop van het opleidingsschip **Karla Omayra** ongegrond verklaard. Omdat de zaak met gesloten deuren is behandeld, kon de beschikking niet naar de media worden gestuurd, zo meldt persrechter Eunice Saleh desgevraagd.

Het betekent in ieder geval dat het Openbaar Ministerie van de rechters niet alsnog een onderzoek moet instellen naar deze klacht. Eerder al had procureur-generaal Dick Piar aan Pueblo Soberano-leider Helmin Wiels bericht geen reden te zien voor vervolging van minister Omayra Leeflang van Onderwijs (PAR). Daarop deed Wiels zijn beklag bij het hof, dat dus vanmorgen een beschikking uitsprak. Wiels had in januari van dit jaar, een week voor de verkiezingen, aangifte gedaan bij het Openbaar Ministerie over vermoedelijke strafbare feiten, gepleegd door de minister, in verband met het opleidingsschip **Karla Omayra**.

Hij deed aangifte tegen Leeflang wegens oplichting en vervalsing en schending van de landsverordening die geldmiddelen voor het land genereert. Het vrachtschip **Karla Omayra** werd destijds aangekocht door het Land en het zeevaartproject Ku kara pa laman was bedoeld om kansarme jongeren op te leiden. Maar het project mislukte. Volgens Wiels had de minister geen machtiging van de Staten om hypotheek af te sluiten voor de aankoop van het schip. Zo is het Land veel geld verloren. Volgens Wiels, 'samen met de 13 miljoen uit de ontwikkelingshulp via Usona, een bedrag van ruim 32 miljoen gulden dat op een onzorgvuldige en onrechtmatige manier over de balk is gegooid door minister Leeflang'. Naar aanleiding van de uitlatingen van Wiels liet notaris (en waarnemend gouverneur) Adèle van der Pluijm-Vrede via haar advocaat een schrijven uitgaan waarin zij de argumenten van Wiels weerlegde. Het was bij haar kantoor dat de twee hypotheek werden gesloten. Maar de notaris ondernam geen verder geen juridische stappen **Bron : Amigoe**



AVRA's **NORTH** seen arriving in Vlissingen - **Photo : Wim Kosten – www.maritimephoto.com (c)**

Dirkzwager is klaar voor het nieuwe cruise-seizoen!

Nog twee weken en dan is het zover: het nieuwe "cruise-seizoen" gaat van start. Op 22 april 2010 zal de "**Celebrity Constellation**" als eerste cruiseschip de Rotterdamse haven aandoen. Wegens groot succes biedt Koninklijke Dirkzwager particulieren, net als vorig jaar, ook dit jaar de mogelijkheid om volledig op de hoogte te zijn van de exacte aankomst-, doorkomst- en vertrektijden van alle cruiseschepen in Rotterdam.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 105

In totaal zullen in 2010, 16 cruiseschepen naar Rotterdam komen. De ervaring leert dat zowel aankomst als vertrek van deze schepen vele mensen op de been brengt. De precieze tijd van doorkomst wil nog wel eens wijzigen als gevolg van talloze factoren en dit zorgt ervoor dat mensen soms urenlang voor niks staan te wachten langs de waterkant of net te laat zijn en het schip als een stipje aan de horizon zien verdwijnen.

Om die reden heeft Dirkzwager vorig jaar een dienst ontwikkeld voor de particuliere markt die de precieze tijden via sms doorgeeft aan abonnees. Na een succesvolle introductie van CruiseSMS in 2009 heeft Dirkzwager besloten om ook in 2010 door te gaan met deze dienstverlening. Wel is CruiseSMS ten opzichte van vorig jaar op een aantal punten aanzienlijk verbeterd. Zo krijgt een abonnee nu 6 berichtjes per schip, en worden abonnees nog eerder geïnformeerd. Ongeveer 20 minuten voordat het schip Hoek van Holland passeert ontvangt u de melding. Bijvoorbeeld:



De kosten voor CruiseSMS bedragen € 20,- per jaar, wat neer komt op nog geen 0,21 ct per smsje. Belangstellenden kunnen zich opgeven via een daarvoor bestemd formulier op de website www.dirkzwager.com, of een e-mail sturen naar cruisesms@dirkzwager.com

Verwachte cruise schepen in ROTTERDAM

ETA datum	ETA Tijd	Scheepsnaam	Herkomst
		CELEBRITY	
2010-04-22	05:00:00	CONSTELLATION	DOVER
2010-05-01	09:30:00	QUEEN VICTORIA	CHERBOURG
2010-05-08	04:00:00	STAR PRINCESS	ZEEBRUGGE
2010-05-30	05:00:00	QUEEN MARY 2	ZEEBRUGGE
2010-05-31	05:00:00	SAGA PEARL II	DUINKERKEN
2010-06-19	06:00:00	NORWEGIAN EPIC	ST. NAZAIRE
2010-06-21	05:00:00	NORWEGIAN EPIC	ROTTERDAM
2010-07-13	05:00:00	INSIGNIA	ZEEBRUGGE
2010-07-22	06:00:00	CELEBRITY ECLIPSE	TALLINN
2010-07-26	07:00:00	WESTERDAM	ZEE
2010-08-02	04:00:00	WESTERDAM	OSLO
2010-08-14	04:00:00	WESTERDAM	EDINBURGH
2010-08-26	04:00:00	WESTERDAM	NEWCASTLE (GBR)
2010-09-07	04:00:00	WESTERDAM	STAVANGER
2010-09-12	05:00:00	STAR PRINCESS	OSLO
2010-12-10	06:00:00	SAGA PEARL II	ZEEBRUGGE

bron: Koninklijke Dirkzwager

ingenieursbureau
OESTERBAAI

Asbestos Surveys conform IMO & SOLAS standards



Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.



*certified by Lloyd's for performing
asbestos surveys and assessments
according to Dutch Legislation*

Oesterbaai can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: clemens@oesterbaai.nl

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . www.oesterbaai.nl

New generation of Somali pirates emerging - Shell

A new generation of well-organised Somali pirates is targeting ships and aims to use ransoms from hijackings for further criminal activities, a senior Royal Dutch Shell official said on Tuesday. Seaborne gangs have already increased their attacks in recent months, making tens of millions of dollars in ransoms from seizing ships, including tankers and dry bulkers, in the Indian Ocean and the Gulf of Aden.

Better weather is expected to lead to further attacks. Jan Kopernicki, vice president Shell Shipping, told Reuters an "industrialisation of piracy" was taking place. "It certainly seems from the shipping industry point of view that it's a more structured and organised approach that is developing and that is worrying because it's much more in the area of solid criminality," he said in an interview. Kopernicki, who was appointed president of the UK Chamber of Shipping industry association last month and leads Shell's shipping business, said there had been a "substitution" of groups involved. "The first generation pirates have been succeeded by a second generation which are different and from different groups and from what I understand connected differently," he said. "I absolutely don't want to suggest this is linked to terrorism from what I am aware of." The previous generation of pirates had divided up ransoms to fund their villages in Somalia, Kopernicki said, adding there was better-organised use now of mother ships and small speed boats known as skiffs.

"We are now seeing structured organisation with material apparently being brought down a supply line to supply these boats and skiffs," he said. "The impression we have is that the money flows are leaving Somalia and going into criminal elements." Foreign navies have been deployed off the Gulf of Aden since 2009 and have operated convoys, as well as setting up a transit corridor across dangerous waters. But their forces have been stretched over the vast waterways, leaving ships vulnerable. While West African pirates have not attracted the same amount of international attention as their Somali counterparts, maritime analysts say they pose an increasing risk in a region with weak

surveillance and a growing number of oil finds. Cameroon's state oil company said last week crude oil production fell by 13 percent last year in part because piracy off the coast cut investment. "The situation in West Africa is beginning to have the elements that would give concern of a copy cat developing more generically in that area," Kopernicki said.

Shell declined to comment on how many vessels the group had operating off East and West Africa citing "security reasons". Kopernicki said consultation on "an urgent basis" was needed between governments, the military and industry to review plans for protecting merchant traffic off West Africa to ensure the situation did not escalate. "We are early enough in the piece to be able to do something constructive." **Source : Reuters**

CASUALTY REPORTING



JO ASK AGROUND NEAR MAASSLUIS



The **JO ASK**, whilst shifting from the Caland Canal to the 3rd Petroleum harbor last Tuesday, lost her steering near Maassluis and ran aground approx 1 hour before highwater on the Northside of the Nieuwe Waterweg near Maassluis West.

Photo left : Frits Janse ©

The first tug to arrive on the scene was the **BUIZERD** followed by **SMIT BISON**. The **JO ASK** was able to refloat herself again and was escorted by the **SMIT BISON** and **BUIZERD** to the 3rd Petroleum harbor.



Photo : Bert Bot ©

NAVY NEWS

Carrier Enterprise gears up for underway time

The carrier **Enterprise** is getting ready to get underway after two years in the shipyard. "**Big E**" kicked off a fast cruise exercise Sunday. The primary purpose is to shake off the crew's cobwebs and make sure the sailors and ship are ready for longer sea trials.

"Fast cruise is just like taking a car you are interested in purchasing out for that first test drive. The only difference is that we are doing it while attached to the pier," Command Master Chief (AW/SW) Dominic A. Musso said in a news release. The six-day exercise is taking place in the Northrop Grumman Newport News Shipyard, Va. The middle two days will serve as maintenance days to fix any issues that arise. Once completed, the 48-year-old Enterprise will leave the shipyard and begin sea trials.

Northrop Grumman Shipbuilding in April 2008 was awarded a \$453.3 million contract for the 16-month extended dry dock availability. That contract is now seven months overdue, and 11 contract modifications have increased costs by \$140.1 million.

The contract modifications were the result of "growth work" — additional work that is discovered during depot time, said Margaret Mitchell-Jones, spokeswoman for Northrop Grumman Shipbuilding.

"It is not uncommon for growth work to occur during ship maintenance periods, and was expected to some extent given the age of the USS Enterprise and the fact that she's the only ship in her class," she said. "However, as a one-of-a-kind carrier, there is no benchmark to compare her to, and the full extent of the work could not be discovered until the construction work actually began."

Because of the delay, **Nimitz**, which deployed from San Diego on July 31, saw its cruise stretched to eight months. The **Dwight D. Eisenhower** group, having deployed for five months in 2009, deployed again to the Middle East in January. The **Harry S. Truman**, which was fully qualified and ready to deploy in October, will instead deploy in April. It will conduct its second eight-month deployment in as many years

	<p>Hose & Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy industrial shipment and off-shore market.</p>		 <p>Hose & Reel P R O D U C T S B V www.hosereel-products.com T. +31(0)43 3653102 F. +31(0)43 3653103 The Netherlands</p>
<p>[We have always the right Reel for you!]</p>			

Indian Navy probing officer handling Gorshkov project

A senior Indian Navy officer actively involved in the acquisition of the aircraft carrier **Admiral Gorshkov** is being probed for his alleged "linkage" with some Russians that could have resulted in the cost escalation of the project, an officer said Monday. "An inquiry has been initiated against Commodore Sukhjinder Singh. He was in charge of the

aircraft carrier project in Russia and was stationed there for long. He was the seniormost officer looking after the project," the navy officer said.

"The inquiry was ordered a few weeks ago, after evidence emerged of his close linkage with some Russians," the officer added. Singh was deputed to Russia to supervise the re-fitting and other technical requirements of the carrier, which has been renamed **INS Vikramaditya**.

According to the officer, Singh's role is being ascertained to know if his proximity to some Russians was in any way linked to the problems associated with the **Gorshkov** project, including the cost escalation and the delay in the ship's delivery. "There is also a morality-related issue," the officer said, refusing to elaborate. On his return to Delhi, Singh was appointed to the crucial post of principal director (Aircraft Carrier Project) looking after the **Gorshkov project** from the Indian Navy headquarters.

He was also a member of the cost negotiation committee (CNC) set up last year to resolve the unprecedented Russian demand for an increase in the carrier's refit cost. India had last month cleared the \$2.35 billion revised price for the carrier.

The warship, originally purchased for \$1.5 billion, is currently undergoing a refit at Russia's Sevmash shipyard. Of the total cost, \$974 million was meant for the refit and the balance for a squadron of MiG-29K combat jets that will be deployed on the vessel. Citing additional costs for the refit, Moscow had jacked up the price to \$2.9 billion, while New Delhi wanted this to be scaled back to \$2.1 billion. The revised price was decided on during Russian Prime Minister Vladimir Putin's visit to New Delhi last month. **Source : Zeenews**

Chinese warship in five-day port call to Philippines



The **Ma'anshan** – Photo : SinoDefence

A Chinese missile frigate that protected international vessels against Somali pirates docked in the Philippines on Tuesday after completing a 128-day mission, China's embassy said. The **Ma'anshan** is the flagship of China's Task Force 525, which also includes a second missile frigate and a comprehensive supply ship, the embassy said in a statement. "The warship had provided escort to more than 650 Chinese and foreign ships, including six Philippine vessels, merchant vessels, and other international organisations," the embassy said. These escort missions by the Chinese Navy task forces have well contributed to peace, stability and security in the Gulf of Aden and the waters off Somalia." The five-day port call in Manila will include dialogue between Chinese navy officials and their Filipino

counterparts, it said. In April last year, the **Huangshan**, also a missile frigate, came to the aid of the Philippine chemical tanker **MT Stolt Strength** and its 23-man Filipino crew, days after it was freed by Somali pirates, by thwarting a second attack. It had escorted the vessel to safety in waters near Oman, the embassy said.

The Philippines is the world's leading supplier of sailors for merchant ships, with about 230,000 Filipinos aboard vessels internationally, making them highly vulnerable to attacks. Over 80 Filipino sailors from various hijacked ships remain in the hands of Somali pirates, including 19 crewmen aboard a South Korean supertanker seized recently

SHIPYARD NEWS

 Transport & Offshore Services	GLOBAL SHIP DELIVERY	<ul style="list-style-type: none">• ISM Protocol• Flag State Service• Certification• Daily Reports• Vessel Tracking• Passage Planning• Technical Services• Maintenance• Crew Training
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

First propeller and gas turbine completed for QE class carrier

Rolls-Royce has completed two significant milestones for the Royal Navy's new aircraft carriers, **Queen Elizabeth** and **Prince of Wales**, with completion of the first propeller and the successful testing of the vessels' first MT30 gas turbine.



The propeller, measuring almost seven metres in diameter and weighing 33 tonnes, has completed acceptance tests at the Rolls-Royce facility in Kristinehamn, Sweden. The Kamewa adjustable bolted propeller is manufactured from nickel aluminium bronze and features five blades mounted on a central hub – there will be two on each of the aircraft carriers.

Photo : Rolls-Royce ©

Rolls-Royce is also supplying shaft lines which will link each of the vessels' two propellers with the power source. Each propeller will deliver around 50,000 horsepower – the highest power Kamewa propeller ever developed by Rolls-Royce.

The first of four MT30s for the two 65,000 tonne vessels also passed a programme of stringent tests and certification at the Rolls-Royce Marine test facility, in Bristol, where the gas turbine was operated across a range of load conditions up to the maximum power output of 36MW.

Rolls-Royce is part of a 'sub-alliance' team comprising Thales, Converteam and L-3 and has overall responsibility for delivery of the entire power and propulsion system. Richard Dingley, Rolls-Royce director programmes - naval said: "The delivery of these two major components is a significant achievement for everyone involved in the QE Class

programme. The gas turbines will, through an innovative electrical system, provide the power needed to turn the propellers and drive these huge vessels through the water at speeds of up to 25 knots.

"We are extremely proud to be involved in the development of these vessels, working alongside our many partners in the Aircraft Carrier Alliance to supply mission-critical technology and systems."

Matt Pollitt, Rolls-Royce test integration and support manager and his team carried out the MT30 test. He said: "The gas turbine performed as expected during the tests, which simulated what you would see from the bridge of the ship in a range of different sea conditions. We put the engine through rigorous tests including what happens when the ship rapidly demands either large amounts of power or large reductions in power due to propulsion motor trips. The engine coped well with such extreme load characteristics and I'm pleased to say it passed its Lloyd's certification too."

The MT30 is the most powerful available gas turbine in the marine market today and on the carriers will form part of an integrated electric propulsion system which includes the giant propellers and propeller shafts as well as rudders, thrust bearings and low-voltage electrical systems. **Source : The Motorship**

ROUTE, PORTS & SERVICES



Seajacks Kraken (left) and **Seajacks Leviathan** (right) together in the Wilton Harbour, Rotterdam. Both Jack-ups are visiting **Huisman Equipment** for an jib extension (from 50 to 70 meter outreach) of their **Huisman 300T** cranes

Photo : Michiel Helmich - Huisman Equipment BV ©

Future of Tallink's Rostock route unclear

With the closing of the Tallinn-Helsinki-Rostock route halted in late autumn, the 200-meter **Superfast VII** and **Superfast VIII** ferries were left standing still. The new season's schedules have still not yet come out. If Tallink foregoes a return to the Rostock route, then the Italian Finlines (belonging to the Grimwald family) will be left as the only possibility for traveling towards Germany; sailing from Travemünde to Helsinki and Rostock-Gdynia-Helsinki, wrote Finnish newspaper Kauppalehti. Tallink remained tongue-tied in commenting on the topic. Tallink Group Member of the Management Board Lembit Kitter said nothing has yet been decided. **Source : standbynews**



MARINT
(OFFSHORE SERVICES) LTD

**Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)**

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



The **VIRANA** seen enroute Amsterdam – Photo : Joop Marechal ©

SUBSEA 7 ANNOUNCES CONTRACT AWARD BY BP IN GULF OF MEXICO

Subsea 7 Inc one of the world's leading subsea engineering and construction companies, announced the award of an installation contract by BP for the Galapagos and Nakika Phase 3 developments in the Gulf of Mexico.

Engineering work will commence immediately at Subsea 7's Houston office. Installation will take place during late 2010 using Subsea 7's pipelay and construction vessel, the **Skandi Neptune**.

Ian Cobban, Subsea 7's Vice President – North America Region stated: "We are delighted that BP has chosen to build upon our existing long-term relationship with the award of the Galapagos and Nakika Phase 3 workscope, which will strengthen our presence in the Gulf of Mexico."

The Galapagos area and Nakika Phase 3 projects are subsea tie-backs scheduled to come on stream in 2011 and produce into the Nakika platform. The projects are located in Mississippi Canyon approximately 130 nautical miles southeast of New Orleans, LA in water depths up to 6,300 feet. **Source : Subsea 7**

Evergreen to order 100 newbuildings

Evergreen Line, which has been very cautious about adding vessel capacity to its container fleet during the last few years, confirmed recently that it will start negotiating orders with shipyards soon to build as many as 100 new containerships.

A US spokesperson for the company confirmed media reports from Japan of comments by Evergreen Group chairman Chang Yung-Fa that it will select the shipyards and start negotiating ship specifications, construction volumes, delivery dates, ship prices, and payment terms in May.

Chang also said that Evergreen Group recorded losses in 2009 for the first time since the company's inception. He said the group's overall losses totalled only \$300 million. It incurred massive losses during the first half of the year, but was able to make a comeback in the second half as it returned to profitability. Chang said refraining from placing reckless vessel orders was a decisive factor in curbing its losses.



Above seen the 7,024 TEU S-Type **EVER STEADY** – **Photo : Evergreen**

The Taiwanese carriers' plans for new ships include orders for 32 vessels of a new type with capacity of 8,000 TEU, for 20 additional S-type (7,024 TEU), 20 additional U-type (5,364 TEU) and 20 or more 2,000 TEU ships of a new type that will be used for feeder services.

Chang said Evergreen plans to negotiate orders with shipyards in South Korea, Taiwan and China, including such shipyards as STX Offshore & Shipbuilding, CSBC, Taiwan and Nantong COSCO KHI Ship Engineering (NACKS). Several Japanese shipyards have also shown interest in building the new orders.

Evergreen has refrained from ordering its own new vessels for nearly two and a half years and stopped ordering new ships after it took delivery of the last of 10 S-types at the Kobe Shipyard of Mitsubishi Heavy Industries. Ordering ships for delivery in 2011 or 2012 will be difficult, meaning the group could be forced to wait for more than four or five years before it can take delivery of new ships. However, the current oversupply of boxships in the face of lower demand may enable it to charter whatever it needs in the interim.

Because it needs to proceed with plans to replace its aging fleet, it has been preparing to order new ships since last year and has already talked with some shipyards to get an idea of ship prices and payment terms. Chang said the company plans to select the shipyards and begin negotiating orders in May. The company's group headquarters in Taiwan will order the three types of large containerships in bulk and then allot them equally among its four operating companies. Regarding the 2,000 TEU feeder vessels, orders for these will be left up to each of the four operating companies.

Chang said the company can wait as long as needed and that it is not in a rush for delivery. He stated that the company will maintain its required fleet through the short-term chartering of many ships for one or two years at the longest, while avoiding long-term charters. He said the pricing of the orders would be a big problem since the prices of its last order (for additional S-type ships) were abnormally high, forcing it to forgo the order, and said that it plans to persist in placing orders at appropriate prices this time around. **Source : The Motorship**

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact
Dutch Harbour Lay-up Services
Harbour G950 • Griendweg 14, 's Gravendeel
T: 085-8779114 • F: 085-8779115
E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.

Work commences on Torry Quay development

Aberdeen Harbour Board has started work on the first phase of its £30 million Torry Quay redevelopment.

The initial stage of the three phase project, which will take 18 months to complete, will include the demolition of the existing upstream berths, replacing them with 300 metres of realigned, deep water quays. It will be constructed from a combination of steel sheet and bearing piles, bored piles, tie-rod and anchor systems, and reinforced concrete support slabs and surfacing.

The development will provide stronger quays for heavy lifts and create more room in the River Dee for vessels to navigate. Future uses of the new facility could include a support base for oil and gas customers and the handling of equipment for offshore renewable energy installations.

With modern, deep draughted ships and heavy cargoes entering the port more regularly, the new quays will be more suitable for these vessels, such as Subsea 7's new 145m long and 26m wide diving support vessel, Seven Atlantic which recently made its first official visit to Aberdeen Harbour.

On completion, the overall project, which is part of Aberdeen Harbour Board's £65 million development strategy, will result in over 500 metres of new deep water berths and more than seven hectares of back up land on the south side of the River Dee.

Ken Reilly, engineering director of Aberdeen Harbour, said: "We are delighted to see work start on the redevelopment. The port is an integral part of the North-east's infrastructure and the improvements will provide modern facilities and enhanced configuration to better suit the larger vessels using the port.

"Throughout the project we will continue to consult with our customers and wider stakeholders, ensuring there is as little impact on regular operations as possible. As one of the busiest ports in the UK, it is essential we continue to further develop the harbour to support the requirements of the diverse range of existing and potential port users."

Aberdeen Harbour handles around five million tonnes of cargo, valued at £1.5 billion, and growing levels of shipping for a wide range of industries. With more than £200 million invested by the Board in the last 30 years, the port is one of the most modern in Europe. **Source : Dredging News Online**

FALCON LOADS MATERIALS IN ROTTERDAM-CALAND CANAL



The submerged **FALCON** seen above with already the **DMS GLOBE**, **COASTAL ENTERPRISE** and **JANNE** loaded, whilst the tugs **ARGUS** (1955) and **THIJS** (1956) are delivering a floating hose to the **FALCON's** deck, the destination of the **FALCON** is Dubai

**Photo's :
Jan Oosterboer (c)**

Cruise Ships Bring In Millions Of Dollars

The cruise ship industry is giving San Diego an economic shot in the arm. More than 25,000 people passed through San Diego's waterfront April 10 and April 11, as a result of five ships that passed through its cruise ship terminal, the 7th largest operator in the US.

Each ship pumps roughly 2 million dollars into the local economy. "It really does enliven the waterfront. People love to see the ships come in," Cruise Program Director Rita Vandergaw said. Vandergaw said they work closely with Harbor police, Security and Customs to ensure everything runs smoothly. "It's like two huge special events. We've had to coordinate with various entities. It's like conducting an orchestra."

Spring and fall are considered the cruise ship industry's busiest months. In the spring, the ships will head out from the Caribbean, make a stop in San Diego and continue on to Alaska. In the fall, they reverse the trek. Each ship can hold up to 3000 passengers. Once passengers were grounded on Sunday, more than 52 buses were on hand to transport them to Ensenada. Cruise organizers say they do their best to mitigate congestion by bringing in extra security.

Source : 10news.com



The **NANA TIDE** seen in Cape Town – Photo : Aad Noorland (c)

Nordic American Tankers to add two Suezmax newbuilds

Nordic American Tanker Shipping Limited says it has entered into a preliminary agreement with Korean shipbuilder Samsung Heavy Industries Co., Ltd. to build two 158,000 dwt suezmax tankers for delivery in the third and fourth quarters of 2011.

The definitive contracts with Samsung are expected to be signed at the end of April or in early May 2010

The purchase prices are \$64.5 million and \$65.0 million, about half to be paid on signing the definitive contracts and the balance on delivery. Nordic American says that advance payments will be guaranteed by a first class financial institution and that the acquisitions will be financed by the company's resources. There are no plans for a follow-on equity offering in connection with either these two 2011 newbuildings or two previously announced newbuildings scheduled to be delivered later this year.

Assuming no other acquisitions or dispositions, delivery of the newbuildings will take the Nordic American fleet to 20 modern double hull suezmax tankers by the end of 2011 compared to 12 In January 2009 -- an increase of 67 percent over a period of 36 months. In the same period, the company's share count is expected to have increased by about 36 percent assuming that no further acquisitions or follow-on equity offerings are made in the meantime.

Chairman and CEO Herbjørn Hansson stated: "This is an important step forward in the organic growth of our company. By adding two more ships to our fleet, we will increase our dividend capacity and bolster our earnings potential. Our strong balance sheet enables us to contract for these two newbuildings from Samsung. Our dividend policy remains the same as in the past -- a full pay out model. We already have seven vessels built by Samsung in our fleet."

Source : MarineLog



The tugs **MICHIE** (left) and **TTB SINGAPORE** seen moored in the port of Colombo prior departure to Singapore
Photo : Piet Sinke (c)

Seaway Heavy Lifting

Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Guayaquil Bridge makes maiden voyage at MICT, shows recovering cargo industry

Japanese shipping company K Line added its new vessel **Guayaquil Bridge** to its Japan- Manila- Thailand route, showing its confidence on the recovery of cargo industry from the global economic crisis.

Guayaquil Bridge made its maiden voyage at the Manila International Container Terminal (MICT), International Container Terminal Services, Inc.'s (ICTSI) flagship operation. Built by Jiangsu Yangzijiang Shipbuilding Co., Ltd., Guayaquil Bridge has a capacity of 2,500 TEUs. The international box carrier's new vessel joined **Anderson** and **Jakarta Bridge** in its Japan- Manila-Thailand routing service.

The vessel, delivered on March 5, 2010 is on charter to K-Line under a 10-year, fixed-rate time charter.

K Line, a very large Japanese shipping company which carries Japanese cargo around the world, is the 10th largest container transportation and shipping company in the world. It owns and/or controls large cargo ships, including dry cargo ships, container ships, gas carriers, RoRo ships and tankers.

On September 30, 2007, Shuichiro Maeda, K-Line president said the company will build 10 cargo ships to be manned by an all-Filipino officers and crew. The vessels are expected to be finished this year. The shipping firm will employ 7,000 Filipinos in the next four years, about 3, 330 officers and 3, 600 ratings or crew. K-Line intends to train at least 10,000 seafarers a year.

The **Guayaquil Bridge** is the first of seven Seaspan Corporation vessels to be chartered to K-Line. Seaspan owns containerships and charters them pursuant to long-term fixed-rate charters. Seaspan's customer base consists of seven of the world's largest liner companies, such as K Line, China Shipping Container Lines, A.P. Moller-Maersk, Mitsui O.S.K. Lines, Hapag-Lloyd, COSCO Container Lines, and CSAV.

Seaspan's contracted fleet of 68 containerships consists of 45 containerships in operation and 23 containerships to be delivered over approximately the next 26 months. Seaspan's operating fleet of 45 vessels has an average age of approximately five years and an average remaining charter period of approximately seven years.

All of the 23 vessels to be delivered to Seaspan are already committed to long-term time charters averaging approximately 11 years in duration from delivery. **Source : Malaya**

Ship suppliers face growing late payments problem

Ship suppliers are becoming unpaid bankers to the maritime industry according to Alex Taylor, Managing Director of leading U.K ship supplier, Hutton's. He says late payment is too commonplace and that ship suppliers are the "bottom of the payment chain."

"You have the shipowner who potentially uses a ship manager as a bank, who then potentially uses an agent as a bank, who potentially uses the Chandler as a bank," says Mr. Taylor, "but the problem is that the owner, the manager and the agent all understand the industry and accept this."

While chandlers traditionally have always understood the way the industry operates, says Mr. Taylor, "this late payment approach stops with us. It can go no further than the Chandler because we're at the bottom of the maritime chain. We are the ones that are affected and we end up bank rolling everyone higher up the chain than us."

Mr Taylor says ship chandlers can't drag their feet over payment "because our suppliers are not in the maritime industry and they are simply not going to let it happen. It's just not acceptable in the real world -- you've got to pay on time and that's it, people don't accept anything less."

"Our suppliers have strict 30-day payment terms," he says. "If you don't pay within 30 days your account is stopped and they won't trade with you again unless you keep in payment terms, but in this industry the managers and the owners seem to think it is acceptable and it's not."

"We have customers who we are supplying who owe us money going back six months and this is unreasonable," says Mr. Taylor. "You sit down with someone and you agree on a price and in that agreement you agree on payment terms. That price that has been agreed upon, that price is correct for paying within those terms. If someone wants to say they're going to pay in 120 days then that's fine and people can factor it into the prices and if a supplier doesn't want to accept those terms they won't do it and the customer can find someone who will. To agree to pay in 60 days and then stretch it out for months and months is underhand."

Alex Taylor's views chime with those of the International Shipsuppliers and Services Association (ISSA). President Jens Olsen has gone on record saying: "Late payment is a growing concern for ship chandlers in the world's ports."

Pointing out that late payment "remains a principal cause of concern on behalf of our members" Mr Olsen said: "We are working as an association to help our members." **Source : MarineLog**



The **MONTIGNY** seen arriving in Antwerp – **Photo : Stan Muller (c)**

Singapore bunker sales hit all-time high in March

Marine fuel sales in Singapore, the world's largest bunker port by volume, hit an all-time high of 3.33 million tonnes for March due to record-high vessel arrivals by tonnage, official data showed on Tuesday.

Traders said heavy supplies have depressed the market in Singapore, with March average bunker premiums, or the price differential between ex-wharf bunker and fuel oil cargo values, averaging at \$1.47 a tonne, well below last year's average of \$6.88, Reuters data show. "The market here has been depressed by heavy supplies last month and this has drawn more vessels to call at Singapore, versus other regional ports such as Hong Kong, South Korea and Japan," a Singapore-based Asian trader said. "Also, Fujairah prices were very high last month, at premiums of above \$10.00 a tonne to Singapore levels, and this has also drawn tankers to pick up their fuel supplies here." The March volumes were up 10.1 percent from a month ago and higher by 6.4 percent compared to the same month last year.

Vessel arrivals, by tonnage, were also at a record high of 159 million gross tonnes (GT), up 9 percent from February and about 4.0 percent higher versus March 2009, with tankers, containers and bulk carriers making up most of the arrivals. Reflecting the higher bunker prices at Fujairah, a tanker hub, arrivals into Singapore hit near all-time highs of

48 million GT, just 0.3 percent lower than the record high in August last year. Traders expect April volumes to be comparable or slightly lower, as supplies into Singapore remain high, pressuring sellers, but Fujairah prices have since fallen to \$1.00-\$2.00 a tonne above Singapore, down from above \$10.00 for most of March.

As of Monday, the average bunker premium for this month stood at 78 cents a tonne. The heavy cargo arrivals for March and April, at six-month high volumes of above 3.5 million tonnes for each month, have driven 380-cst cargo differentials into discount since the start of February, and at a discount deeper than \$2.00 a tonne for over a month. "Actually the bunker market, which has held in positive territory, has shown resilience against the fall in cargo differentials, which have been in discount for two months," another trader said. "That's because the market is flooded with high-viscosity barrels and does not have sufficient cutters to blend them into on-spec 380-cst." Traders expect the imbalance to improve next month, as total arrivals for May has decreased, with 2.8-2.9 million tonnes booked so far; down from 3.7-3.8 million tonnes for April. Also, there are more viscosity cutters in the arrival pool and that has been reflected by a narrowing viscosity spread, which has seen its May swap value fall to around \$9.00 a tonne, versus March's average cash settlement value of \$10.60. **Source: forexyard.com**

Cruise with over 600 tourists aboard docks at city's port after 15 years

The local authorities are rejoicing as hundreds of maritime tourists from across the globe turned up to the shores of terrorism-hit country in a world class passenger cruise after about 15 years. **MS ALBATROS**, a German cruise whose local agent is United Marine Agencies (UMA) and the operator is Phoenix Riesen, docked at Berth Number 5 of the Karachi Port after more than a decade with some 608 multinational passengers aboard.

The vessel, which had started its 140-day journey from the German port of Hamburg on December 23, would end its cruise on May 9 in Italy. The cruise was scheduled to sail off Karachi Port for Muscat at 7pm. "I would encourage the tourists to come up and visit Pakistan. I would like such (ship) calls to be made repeatedly," Chairperson Karachi Port Trust (KPT) Nasreen Haque, as a chief guest, told a welcome ceremony hosted by the UMA at the East Wharf.

Earlier, Chief Executive Officer of UMA Suhail Shams in his opening remarks said Pakistan needed more events of such type to make a mark in maritime tourism. "It is very reassuring to see that such a classic vessel has called at our port despite all the negatives that we keep hearing about Pakistan in the world media," he added.

Stressing the need to leave a lasting impression of Pakistani hospitality in the minds of over 600 maritime tourists, the UMA chief expressed hope that the multinational guests would introduce Pakistan as a peace-loving and worth-visiting place to their compatriots.

In his address, Captain Mortan Arne Hanson, the master of **MS ALBATROS**, thanked hosts saying it was a milestone for Karachi to host a passenger ship after 15 years. In his pre-ceremony media talk UMA CEO Suhail Shams said some 400 passengers had left the ship for a visit around the port city. **Source : Imran Farooq**

.... PHOTO OF THE DAY



The 108 mtr Dutch registered Heavy Lift vessel **ROELOF** seen entering Grand Harbour Malta, April 13th.
Photo : Gaetano Spiteri ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to

newsclippings@gmail.com

after receipt of this e-mail I will remove you from the distribution list soon as possible