

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 113



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The last moments of the Deepwater Horizon are approaching

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Gulf towns pray for news from Deepwater Horizon oil rig explosion

Roughneck towns along the Gulf coast are waiting for news from the Deepwater Horizon oil rig explosion. Eleven people are missing, although one family received a happy call.

In the roughneck communities of coastal Louisiana, Texas, and Mississippi, families gathered and prayed Wednesday amid conflicting news reports about the plight of 11 oil rig workers missing after the Transocean Deepwater Horizon oil rig explosion Tuesday night.

Dora Ezell prayed, too, although hers had already been answered. Her husband, Miles Richard Ezell, a career rig worker on the state-of-the-art deepwater drilling platform, had earlier in the day been listed among the missing, but had been located in good shape. "Definitely people need prayers," says Ms. Ezell, reached at her Hattiesburg, Miss., home on Wednesday. "The rig has received excellence awards, so I don't know what could have happened. It's always been a very, very safe environment. I just thank God I have a husband."

The small bayou towns of America's oil belt have a precarious relationship with the oil fields. Jobs ranging from roustabouts to roughnecks, galley hands to mud hands offer a lot of money, often for people with high school degrees or less. The rewards and time off is great, but the danger is always in the background, says Lafayette, La., lawyer Rusty Galloway, a former rig worker. "They come from small towns where the oil field is their life," says Mr. Galloway. "The fears that these people have, it's life and death out there. You risk your life for a lot of money."

News from officials in Plaquemines Parish first indicated that a lifeboat had been sighted after the 10 p.m. Tuesday explosion and then that the 11 workers were "safe and sound." But the Coast Guard quickly dismissed that report, indicating that they'd neither heard of a lifeboat nor located the 11 missing crew members. The confusion could have

come about from a missing or partial crew manifest, says Galloway. Coast Guard crews in cutters, helicopters, and an airplane expanded their search cordon Wednesday as they remained "optimistic that we can find them," as Petty Officer Mike Blakney told the Los Angeles Times. But at a press conference later in the day, Coast Guard Rear Adm. Mary Landry said, "We have no idea where the 11 unaccounted-for personnel are."



The ongoing fire fighting operation of the **DEEPWATER HORIZON** seen with 3 Chouest vessels in action

The majority of the rig workers are veteran third-party contractors while 26 are directly employed by Houston-based Transocean, which built and owns the rig. Six others are employed by BP, which is leasing the rig at about \$500,000 a day to explore oil deposits lying as deep as 30,000 feet below the Gulf's floor.

The crew had been involved in some of the most dramatic drilling ever done. The Deepwater Horizon last year broke the world record drill depth of 32,000 feet as it uncovered vast new oil reserves in an area known as Tiber. "The new technology on this rig is state of the art, and they don't let a bunch of rookies operate this equipment," says Jorge Pinon, former president of Amoco Latin America. "These are experienced professionals who know what they're doing." Much of rig work is "hurry up and wait," Galloway says, but "things also happen fast when you're working offshore." It's not yet clear what caused the explosion. The fire is apparently burning on-board fuel, but has proved stubborn. Along with rescuers, teams of environmental disaster experts are also on scene, although the damage isn't expected to be widespread. **Source : The Christian Science Monitor**

Fire still raging on Deepwater Horizon

The Coast Guard issued video of the efforts to fight the fire raging aboard the Transocean semisubmersible drilling rig **Deepwater Horizon**. It said efforts to find 11 missing crew members would continue through the night.

http://www.youtube.com/watch?v=w3AvrlyfiJE&feature=player_embedded

In an update on an earlier statement, Transocean said: The rig was staffed with a 126 member crew, 11 remain missing and 115 have been safely evacuated. The ongoing search and rescue effort is being coordinated among Transocean's Emergency and Family Response Team, the lease operator, BP Exploration & Production, Inc., and the

U.S. Coast Guard. The rig continues to burn and Transocean, BP and the U.S. Coast Guard are actively pursuing various methods to stem the flow of hydrocarbons that appear to be fueling the fire. The rig is being monitored continually for stability. The U.S. Coast Guard has contingency plans in the event environmental risk escalates.

The cause of the fire and explosion is unknown at this time. An investigation into the cause of the incident and assessment of the damage will be ongoing in the days or weeks to come. At a press conference in New Orleans this afternoon, Adrian Rose, vice president of quality, health safety and environment for Transocean, said that the rig, which was operating in 5,000 ft of water, had completed cementing and casing of an 18,000-foot exploratory well, when a sudden and abnormal pressure build up occurred in piping connecting the well to the rig.

"Gas or oil got into the pipe and as it came up through the riser it expanded rapidly and ignited," Mr. Rose said, though he cautioned it was far too early to determine the exact cause. A formal investigation will be made by the Coast Guard and the Minerals Management Service. It is too soon to know if the rig is salvageable, Mr. Rose said. The rig has been reported as listing by as much 10 degrees, but is said to be in no danger of capsizing. Plans are to stem the flow of combustible oil and gas that is fueling the fire by using an ROV to reposition the rig's blowout preventer on the ocean floor. Thus far these efforts have been thwarted by the raging fire.

The **Deepwater Horizon**, placed into service in 2001, is a dynamically positioned ultra-deepwater semisubmersible rig capable of working in water depths of up to 10,000 feet. Last year drilled the deepest oil and gas well ever while working for BP and its co-owners on the Tiber well in the U.S. Gulf of Mexico. Working with BP, the Transocean crews on the Deepwater Horizon drilled the well to 35,050 vertical depth and 35,055 feet measured depth (MD), or more than six miles, while operating in 4,130 feet of water.

Oil rig off Louisiana has sunk



The **DEEPWATER HORIZON** seen just minutes before disappearing under the surface

An oil drilling rig that was burning in the Gulf of Mexico off the Louisiana coast sank on Thursday as rescuers continued searching for 11 missing workers, the platform's operator Transocean Ltd said. The **Deepwater Horizon** went below the surface at 10:21 a.m. CDT (1521 GMT). It was unclear whether it sank to the bottom in several thousand feet of water. The Coast Guard said private interests reported that the fire was extinguished.

The Coast Guard, which had sent all vessels, helicopters and aircraft in the area to look for the missing, was diverting aircraft to the scene 42 miles southeast of Venice, Louisiana, to confirm the reports, a spokesman said.

The rig was drilling for BP Plc with 126 workers on board when it was ripped by an explosion and fire about 10 p.m. CDT Tuesday. Some 115 workers escaped, including 17 helicoptered to New Orleans area hospitals with injuries.

"I can confirm it sunk," Guy Cantwell, a spokesman for Transocean, said. Preparations were underway to control the flow of oil from the damaged well and to clean up the spill of oil and other fluids from the crippled rig, officials said.



The **Deepwater Horizon**, a floating offshore rig that went into service in 2001, had been under contract to BP for a rate of more than \$500,000 per day, Transocean said. The explosion comes almost three weeks after President Barack Obama unveiled plans for a limited expansion of U.S. offshore oil and gas drilling.

The search continued on Thursday for the 11 workers missing since the initial blast. Officials said they have not given up hope of finding the missing workers alive, carried from the scene by ocean currents. Transocean, based in Zug, Switzerland, is the world's largest offshore drilling contractor. BP, one of the world's largest oil companies, is a leading oil and gas operator in the Gulf.

The rig explosion did not have an effect on crude oil prices because the well was not in production mode.

Shares of Transocean fell 50 cents to \$89.87 traded on the New York Stock Exchange, while shares of BP traded on the NYSE were off 63 cents to \$59.45.

Stranded travellers going home

A British navy ship arrived in the northern Spanish port of Santander on Tuesday to pick up troops and civilians stranded due to the volcanic ash cloud grounding flights across Europe. The **Albion** will transport more than 450 army personnel as well as 280 civilians to the port of Portsmouth in England, the British Defence Ministry said. Among the army personnel who boarded the ship were members of a field hospital regiment and an air force squadron who had completed a tour of duty in Afghanistan. The soldiers were able to reach Spain by plane as it is one of the few European nations not to be significantly affected by the ash cloud. Most of the civilians who boarded the ship were holidaymakers who became trapped because of the closure of British airspace, with priority given to those "with a pressing need to return to Britain," a British Embassy spokesman said. A luxury cruise ship, the **Celebrity Eclipse**, left the English port of Southampton on Tuesday for the northern Spanish port of Bilbao to pick up about 2,000 stranded

Britons. Meanwhile, London's Heathrow Airport said Tuesday it had reopened after a five-day airspace shutdown and a first flight had arrived from Vancouver.

A spokesman said the airport -- the biggest and busiest in Europe -- reopened just before 10 p.m. after the British air safety watchdog announced shortly beforehand a gradual lifting of flight restrictions. "I can confirm Heathrow has now reopened, a first BA flight from Vancouver has landed," he said.

A British Airways spokeswoman confirmed that its flight BA84 from Canada had touched down at the airport's Terminal 5. She said it was the first flight to land at the airport since it reopened. BA added that more than 20 long-haul flights were due to land at Heathrow or Gatwick airport -- also in London -- late Tuesday or early today.

Some others tried to land earlier but had been diverted to European airports after failing to get permission to touch down, said the spokeswoman. Other European airports also were gradually being reopened. **Source : theprovince**

TAKLIFT 4 LIFTS 1300 MT MODULE IN BRAZIL



The floating sheerlegs **Taklift 4** during the lifting of the first module (1300mt) onto the **P-56 FPU** deck box at the Brasfels yard in Angra dos Reis, Brazil.

Photo's : Dennis Broekhuizen ©



The **KOYO MARU** – Photo : Nick White (c)

Singapore Maritime Week to address industry woes of manpower, piracy

The Singapore Maritime Week, now into its fourth year, is due to set sail next week. The Maritime Port Authority said this year's event will feature over 25 conferences and forums. Key issues on the agenda include the manpower squeeze in the maritime sector and cutting carbon emissions.

Concerns about the ongoing acts of piracy in the gulf of Aden and the Indian Ocean are also expected to be raised.

On Tuesday, three Thai fishing boats were seized by pirates off Somalia. And a Singapore-registered tugboat remains missing after it was suspected to have been hijacked in Kuantan waters on Monday. A report out in 2009 showed that the cost of piracy to the maritime industry could reach US\$16 billion a year.

An agreement aimed at combating piracy is expected to be signed at the Singapore Maritime Week. The Baltic and International Maritime Council is set to sign a memorandum of understanding with ReCAAP, a regional information sharing centre for combating piracy.

Thomas Timlen, Asia Liaison Officer, BIMCO, said: "We have seen great improvements in the Asian region, the Malacca and Singapore Straits and this is primarily a result of cooperation we have seen with the littoral states and other nations in this area.

"On the other hand, the situation off Somalia in the Gulf of Aden and the Indian Ocean continues to be a challenge for the merchant ships, and all of the countries of the world are trying to find a solution.

"One of the reasons for that is there is no recognised government in Somalia that can control what is happening not only along its coast, but within its own territory, so this absence of authority to take decisive action has enabled these pilots to continue these operations." **Source : channelnewsasia**



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Weet je nog van kok die over de rooie ging van de 'rode saus'? Of de stuurman die een cursus luiervrouwen praktizeerde tijdens vibrecoren? Of de hwtk die een tweede hands kinderwagen af wilde leveren bij een collega bootsman in Schotland maar het geval 'vergat' tijdens een alcoholische pauze? Of een surveyor die naar Denemarken op vakantie wilde maar de afslag bij Den Oever miste en toen maar besloot naar Frankrijk door te rijden?

Legendarische figuren die ons met een glimlach doen omzien naar een tijd die geweest is. Waar zijn ze gebleven? En hoe vergaat het ze?

Voordat iedereen in de vergetelheid raakt hebben we gemeend zoveel mogelijk mensen uit deze tijd bij elkaar te zoeken voor een samenkomst.

Datum: 25 September 2010, Amsterdam

North P&I Club Sets out Benefits Of Better Web Access for Seafarers

North P&I club says improved internet access at sea could help boost crew retention levels by offering closer links with family, friends and trainers. The advice comes in the latest issue of the 110 million GT, 'A' rated club's loss-prevention newsletter Signals. 'Faster turnarounds in port and restricted shore leave mean life on board can become increasingly lonely,' says North's head of loss prevention Tony Baker. 'Improving the ability to get online can have significant benefits for crew morale and wellbeing - but it needs to be managed properly.'

The club says living conditions on board and the quality and cost of communication with family are key issues of concern for people considering a seafaring career. According to Baker, 'Young seafarers now expect to have similar internet connectivity when at sea as they do at home.'

North also believes better web access will aid seafarer training, which will in turn improve crew retention and reduce accidents. 'Continual professional development programmes rely on a significant amount of on-board training and supervision, much of which could be done online,' says Baker.

However, the club points out there are a number of technical issues that need to be overcome, not least potentially prohibitive data costs - though system development and availability are continuing to make downloading cheaper. Legal issues are also critical, potentially resulting in ship detention and crew arrest if ships' servers or personal computers are found to contain inappropriate material when calling at ports in certain jurisdictions. The club recommends shipowners include suitably worded terms in contracts of employment to ensure the benefits of internet use at sea can be enjoyed by all while maintaining the rights of individuals and employers. North provides P&I insurance to 110 million GT of shipping entered by 375 member groups worldwide. The 'A' rated club, which is celebrating its 150th anniversary this year, is based in Newcastle-upon-Tyne, UK with regional offices in Hong Kong, Piraeus and Singapore. **Source: North of England P&I Association Ltd**



The **WEC VAN EYCK** seen passing Spijkenisse - **Photo : Lia Mets (c)**

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'Jewel of Muscat' reaches Lankan port of Galle

The '**Jewel of Muscat**', a traditionally-made Omani ship that is making a historic voyage from here to Singapore using ancient maritime techniques, has arrived in the Sri Lankan port of Galle where the crew was given a festive welcome. It reached Lanka after a ten-day journey from Kochi in India, its first stop after setting sail from Muscat.

The 60-foot-long vessel is expected to arrive in Singapore, one of Oman's oldest trading partners, in June after a third halt in Malaysia. In Singapore, it will be officially handed over as a gift from the sultanate, and displayed there to promote awareness of the old trading routes between the two countries.

The welcoming party in Galle consisted of Ahmed bin Yousuf al Harthy, Under-secretary for Diplomatic Affairs at Oman's Foreign Ministry, Prime Minister of Galle District, the Mayor of Galle, Sheikh Humaid bin Ali Al Ma'ani, Sultanate's Ambassador to India and non-resident Ambassador to Sri Lanka, senior officials and local dignitaries.

Hundreds of local Sri Lankan school children waving Omani flags joined a dance troupe and the Sri Lankan Naval band to celebrate the historic visit of the Jewel of Muscat to Galle. "The arrival of the **Jewel of Muscat** celebrates the cultural ties that have existed for hundreds of thousands of years of antiquity and the melting pot of culture that we have all thrived in," Ma'ani said, adding: "This relationship continues to grow quickly, especially with the new direct flights from Muscat to Colombo."

He said the Jewel of Muscat was living proof of the sustainability between all the countries around the Indian rim.

The Secretary-General of Sri Lanka foreign ministry, Prime Minister of Galle District, the Mayor of Galle and other officials delivered speeches, welcoming the arrival of the ship in the city of Galle, praising the historic relations between the Sultanate and Sri Lanka and the role of this journey to revive the silk route between the East and the West. Captain Saleh Al Jabri, later addressing a news conference, said the crew was "incredibly proud to be here in Galle. It has been 10 days since we left Kochi and even though this was shorter in time than the journey from Oman and the land of frankincense to India, it has been the toughest so far. We are a crew of many nationalities, but we are working as one nation."

The ship will stay in Galle while the crew source replacement wood to mend the main mast which cracked in major storms that the vessel encountered last week. Once the new mast is fitted, it will sail across the Bay of Bengal to their next port of call in Georgetown, Malaysia, before the final station in Singapore at the end of June. The Jewel of Muscat takes after a 9th century wreck of a ship that was carrying more than 60,000 pieces of Chinese ceramics, silver and gold artefacts, spices and other commodities, now known as the Tang Treasure, that was discovered in 1998 in Indonesian waters.

Featuring the characteristics of vessels built in the western Indian Ocean at that time, the ship's reconstruction represented a major feat of maritime engineering. The vessel took 12 months to build on the beach of Qantab in Muscat, in which members of the Royal Navy of Oman and Oman Sail, local villagers from Qantab, as well as the Jewel of Muscat team, were involved. The story of the ship's construction and voyage will be captured in two exclusive one-hour documentaries to be shown in 164 countries on the National Geographic Channel from later this year. **Source :** **Khaleej Times Online**



Piracy attacks down by a third in Q1 2010

Pirate attacks around the world fell by 34 percent in the first quarter of 2010 from a year ago due to the continued presence of foreign navies in the Gulf of Aden, a maritime watchdog said on Wednesday.

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The London headquartered International Maritime Bureau (IMB) said its piracy reporting center in Kuala Lumpur logged a total of 67 incidents from January to March this year. There were 102 incidents in the first three months of last year.

The total number of attacks hit a six-year high of 406 last year. The bureau noted a "dramatic decline" in attacks in the Gulf of Aden and its adjacent seas which link Europe to Asia. The area recorded 17 incidents in the first three months of this year compared to 41 in the same period in 2009.

"This marked reduction can be attributed to the continued presence of the navies in the Gulf of Aden along with the robust anti-piracy measures adopted by the merchant navy fleet," the bureau's quarterly report said.

Foreign navies have been deployed off the Gulf of Aden since the start of 2009 and have operated convoys, as well as setting up and monitoring a transit corridor for ships to pass through vulnerable points. Despite the measures Somali gangs who account for more than half the incidents continued to extend their reach, making millions of dollars in ransom by hijacking ships as far away as 775 nautical miles from the Somali Coast in the Indian Ocean. IMB director Potenggal Mukundan said while Somali pirates have increased their capabilities, "robust action by the navies against the mother ships, pirate skiffs and pirate action groups has been vital to keeping attacks under control."

The report said only two incidents were reported in the first quarter of 2010 in Nigeria, although violence toward crew remained high in the area. There were also no incidents recorded in the Malacca Straits, a key shipping lane for world trade, although Indonesia recorded its highest number of first quarter incidents in two years, with six boardings from January to March this year. **Source : washingtonpost**



The **CELEBRITY CONSTELLATION** opened the cruise season in Rotterdam – **Photo : John van der Linden (c)**

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NAVY NEWS



The Taiwanese Kang Ding class frigate **FFGH 1205 WU CHANG** seen moored in Kao-hsiung
Photo : Jacob Hogendorp ©

The Kang Ding Class are La Fayette Class frigates built for the Taiwanese Navy. In 1992, the Taiwanese government contracted with prime contractor Thales (formerly Thomson CSF), arranging for the construction of six ships. Weapons assembly was to take place in Taiwan, carried out by the China SB Corporation at Kaohsiung.

The frigates were constructed at French state shipbuilder DCN's Lorient Naval Dockyard. The first ship, the **Kang Ding**, arrived at Taiwan's Tsoyng naval base in May 1996; the final frigate of the six, **Chan Te**, was launched in August 1996, and was commissioned for service with the Republic of China Navy in January 1998.

Hulls include: **Kang Ding (1202)**, which was commissioned in June 1996, **Si Ning (1203)**, in September 1996, **Wu Chang (1205)**, in December 1997, **Di Hua (1206)**, in August 1997, **Kun Ming (1207)**, in August 1998 and **Chen Te (1209)**, in January 1998.

Blackseafor to Conduct Drills

The Black Sea Naval Cooperation Task Group (Blackseafor) has left the Bulgarian port of Varna to conduct its next stage of exercises, according to the Blackseafor commander. Blackseafor, created in 2001 under the leadership of Turkey, comprises all Black Sea littoral states, namely Russia, Bulgaria, Romania, Ukraine, Russia and Georgia.

The first stage of the exercises was conducted in the south-western region of the Black Sea which involved search and rescue operations, and replenishment and refuelling at sea as well as monitoring of civilian aircraft.

During the next stages, the Blackseafor warships will exercise tactical manoeuvres, conduct combat operations against surface ships, practise air defence and communications, assistance to ships in distress and ship inspection.

A Black Sea fleet Caesar Kunikov Ropucha-I Class large landing ship is representing Russia in the Blackseafor.

The purpose of Blackseafor is to promote security and stability in the Black Sea maritime area by conducting search and rescue operations and environmental monitoring. **Source : naval-technology**



The **P 810 JAGUAR** seen arriving in Willemstad – Curacao
Photo : Kees Bustraen - community.webshots.com/user/cornelis224 (c)

India Navy to get 16 stealth frigates in 10 years

The Indian Navy is to get 16 stealth frigates in the next 10 years, with 10 being built indigenously, three imported from Russia and another three on order, an officer said on Wednesday.

The first indigenously-built stealth ship, **INS Shivalik**, will be commissioned on April 29. The 6,000-tonne ship was built at Mumbai's Mazagaon Docks Limited under Project 17. Two more such vessels - **INS Satpura** and **Sahyadri** - are under construction and are likely to be commissioned in the next one year. The cost of each frigate is nearly Rs 2,300 crore. The stealth features prevent a ship from being easily detected by radar, reduce underwater radiated noise signatures and ensure infrared suppression.

The ship is fitted with state-of-the-art technology and bristles with a sophisticated system of radars and weaponry. Its armaments include the Klub surface-to-surface missiles and the Shtil and Barak air defence missiles, rocket launchers and indigenously designed sonar systems meant for detecting and attacking submarines.

Shivalik, which has a crew of 250, "is equipped with a judicious mix of Russian, Western and indigenous weapons and sensors. The indigenous effort accounts for over 60 per cent of the ship's cost," Rear Admiral KN Vaidyanathan, director general (Naval Design), told reporters in New Delhi.

"Besides design and construction, which is totally indigenous, the ship incorporates technologically advanced indigenous systems such as the integrated versatile console system, ship-wide data network and the jointly developed (with Russia) combat management system," he added. According to naval officers, the Shivalik class vessels will be the mainstay frigates of the Indian Navy in the first half of the 21st century. The ships also have the indigenous Kavach chaff-dispersing system to counter incoming missiles, as also indigenous sonars and anti-submarine warfare systems. Vaidyanathan pointed out that for the first time, an Indian Navy ship would be powered by combined diesel or gas (CODOG) technology. "The propulsion plant combines the long endurance of diesel propulsion with the high-power of the gas turbine for high speeds."

He said designing is in an advanced stage of the Project 17A vessels, a follow on of the Shivalik class frigates with advanced weapons and sensor suites and improved stealth features. Seven such vessels will be built. "Acceptance of necessity (AON) has been accorded in June 2009 for building seven ships of this class," he added.

The Indian Navy operates three stealth frigates - **Talwar**, **Trishul** and **Tabar** - bought from Russia. Three more are being built in Russia and likely to be commissioned by next year. With the completion of Project 17A, the Indian Navy will have 16 stealth frigates in its fleet. **Source : [economictimes.indiatimes](http://economictimes.indiatimes.com)**

Ukraine extends Russia naval base lease for 25 years

Russia and Ukraine on Wednesday announced a landmark deal to extend the lease of a Russian naval base in Crimea by 25 years in exchange for Kiev receiving a huge discount on gas imports.

The deal, announced after talks between President Viktor Yanukovich and his Russian counterpart Dmitry Medvedev, is the most substantive result yet of the warming in Kiev-Moscow ties after Yanukovich's election in February. "The decision that has been taken is without precedent in the history of our relations," Yanukovich said after the talks in the northeastern Ukrainian city of Kharkiv, barely 50 kilometres (30 miles) from the Russian border.

The meeting saw the signing of agreements granting Ukraine a discount of around 30 percent on Russian gas imports and extending the lease of the Russian naval base for at least another quarter-century. The Russian and Ukrainian parliaments will discuss whether to ratify the deal in simultaneous sessions next week, a Kremlin spokeswoman said Wednesday, Russian news agencies reported.

"The reading will take place simultaneously next week on Tuesday April 27," Medvedev's spokeswoman Natalya Timakova told the RIA Novosti news agency, citing an agreement reached by the two presidents. "Russia has won again and outplayed Ukraine on gas," said analyst Volodymyr Fesenko, head of the Penta political research centre in Kiev. "The problem is the lease is very long. Ukraine will have Russian influence for a long time."

Cash-strapped Ukraine was pushing to pay less for Russian gas to help keep down its budget deficit in line with International Monetary Fund conditions for receiving the next disbursement of a crucial loan package. Russia meanwhile has been working hard to secure the future of its Black Sea fleet base in the Crimean port of Sevastopol in southern Ukraine -- a strategic facility for Russia's military -- when the current lease expires in 2017.

"Our Ukrainian partners will receive a discount on the gas price which will amount to 100 dollars if the price (per 1,000 cubic metres) exceeds 330 dollars or if the price is lower will amount to 30 percent," Medvedev said.

Yanukovich said the gas deal would be worth 40 billion dollars to Ukraine over the next 10 years. The gas deal was signed by the heads of the Russian and Ukrainian state gas firms, but the accord on the Black Sea fleet was personally inked by the two presidents. "We signed an agreement which says that the period of the presence of the Russian base is extended by 25 years," said Medvedev, adding there was also the option of a further five-year extension.

"This was a step we have awaited for a long time," said Medvedev. The clearly delighted Russian president also made clear that the two agreements on gas and the Black Sea fleet were linked. "The gas discount will be considered as part of the rent for the presence of our military base in Sevastopol," he said.

Gas remains a hugely sensitive issue between Moscow and Kiev after a bitter row in January last year led to Russia turning off the taps to Ukraine, which in turn left many European countries short of gas.

The accords immediately aroused the ire of Ukraine's pro-Western politicians, who have repeatedly accused Yanukovich of seeking to sell out Ukrainian national interests to Moscow. Former president Viktor Yushchenko's Our Ukraine party called for Yanukovich's impeachment. "A president who breaches the norms of the Ukrainian

constitution ... on a ban on hosting foreign military bases on Ukrainian territory, should be deposed by impeachment," the party said in a statement on its web site.

The Our Ukraine party with its allies controls 72 seats out of 450 in the Ukrainian parliament but would need a three-quarters majority to impeach the president, according to the country's constitution. Yanukovich's defeated rival in the presidential elections, Yulia Tymoshenko, vowed to annul the agreement in the Ukrainian parliament, the Interfax-Ukraine news agency reported.

"We must show there is a threat to Ukraine's national interests, to Ukraine itself as a sovereign state," added pro-Western former parliament speaker Arseniy Yatseniuk. Russian-Ukrainian relations plunged to a post-Soviet low under Yushchenko, Yanukovich's predecessor, whose staunchly pro-Western policies riled Moscow so much that Medvedev refused to have any dealings with him. But the election of Yanukovich marked the defeat of the leaders of the 2004 Orange Revolution, Yushchenko and Tymoshenko, who had swept to power on promises to build a prosperous Ukraine firmly anchored in Europe and free of Russian influence. The new president has long been seen as a strongly pro-Russia figure, but in recent months he took a number of steps which led some to conclude he was shaking off his image as a Kremlin lackey. **Source : Defense Talk**

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Hyundai Heavy Q1 rises 87 percent to \$795.3 million

Hyundai Heavy Industries reported a higher-than-expected 87 percent jump in quarterly operating profit despite a sector downturn on previous lucrative ship orders and strong growth in its plant and construction equipment businesses. The world's biggest shipbuilder posted on Thursday a 880.9 billion won (\$795.3 million) operating profit in the January-March quarter, far above a consensus forecast of 621.5 billion won from Thomson Reuters I/B/E/S. That improved sharply from a 471.4 billion won operating profit a year earlier and 674.8 billion won earned in the previous quarter. South Korea's top shipyards including Hyundai, the world's No. 2 Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries are set to benefit from their strength in offshore and plant businesses in the middle of a prolonged shipbuilding slump.

Shares in Hyundai Heavy, South Korea's seventh-largest stock worth around \$17 billion, jumped more than a third in January-March, far outperforming the wider market's 0.6 percent gain. **Source : Port News**

China's 2010 Shipbuilding Activity Accounts for 48% of World Total

While, China's shipbuilding orders have increased to 8.26 million dwt in first quarter of this year. China's Ministry of Industry and Information Technology stated in the period from January to March the country's output of completed ships surged 128% during the same period from 09' to 10' now accounts for 41% of the world's total. China's total shipbuilding orders amounted to 184.1 million DWT at the end of March, 2.2% less than at the end of 2009.

The total existing orders, 88% of which are for export, make up 37.3% of the world's total. In the first two months of this year, China exported US\$6.72 billion worth of ships, boats and floating structures, 65.8% more than in the same period of last year. **Source: Maritime Executive**



Taken from the new tower crane in Antwerp Ship Repair is on the left side in DD3: mv **FURIOSA** and on the right side in DD4: **MAURITZ**

Photo : Hans Bisschop - Antwerp Ship Repair N.V. ©

Solstad converts PSV's at Gibdock for Petrobras charter

Solstad Offshore ASA is redeploying two UT755 LN platform supply vessels as potable water and fuel oil carriers to service Brazil's offshore rig market for Petrobras.

To ready them for this role, the 2006-built **Normand Trym** (3,326 dwt) and the 2008-built **Normand Vibran** (3,376 dwt) entered Gibraltar's Gibdock for a four week project that saw the mud tanks in each vessel converted to store 1,500 cu.m of fresh water with other tanks converted for 800 cu.m of fuel oil carriage. At time of writing, the 74m long by 16m wide UT755 LN vessels were en route to Brazilian waters. "We have undertaken routine repair work for Solstad in the past, building up a solid relationship with a high value client," said Richard Beards, Gibdock Commercial Director. "However, this is the first time we have undertaken one of their conversion projects." "This was an extensive

job in terms of planning and complexity, while limited access to tanks made welding challenging and restricted the number of men on board at any given time, dictating the pace of work," he added.

Solstad U.K. Technical Manager Malcolm Rosie said Gibdock was chosen to carry out this work because of a very positive attitude to the project, good location en route to Brazil and competitive rates.

Along with general steelwork, the job included installation of steel tank floors that were prefabricated by the shipyard to minimize the need to weld in position. A 600 mm cofferdam arrangement had to be built into the tank bottoms on both vessels to meet class requirements. All converted tanks were blasted and coated, with a specialized 500 micron thick Sigma paint applied in a single operation. The job also saw the No:1A ballast water tank (Forepeak Tank) blasted and coated for carriage of fresh water.

Gibdock vessel superintendent Steve Davis said modernization of existing pipe and valve work and installation of new pipework for fresh water carriage proved a demanding task, involving galvanization. "These are sister ships, but it is fair to say that the pipe work on board Normand Trym was more complex than was the case with Vibran," he said. "This type of conversion project is not common, either in general or for Gibdock," Mr. Davis added. "As well as the extensive pre-planning and pre-fabrication, it required considerable adaptability to deal with the structural work."

"Of course, during the conversion/dry-docking there are always challenges, and any that did come about were dealt with in a very professional manner by Gibdock to the satisfaction of both Solstad and the classification society DNV," said Mr. Rosie. "The quality of work and flexibility to resolve any technical challenges by Gibdock was excellent and the project was completed on time and on budget."

In addition to the conversion work, Gibdock also carried out **Normand Trym's** scheduled drydocking at the same time. On completion of the conversion project, considerable attention was paid to ensuring that all signage on board both ships would meet Port State Control requirements for operating in Brazilian waters. **Source : MarineLog**

Submarine builder axes 41 jobs

The Australian submarine builder ASC has announced it will retrench 41 staff., The company has merged its submarine and ship building divisions. Redundancies at the Adelaide-based firm, formerly known as the Australian Submarine Corporation, were announced on Wednesday morning.

Another 34 vacant positions were also abolished. Chief executive Steve Ludlam said the reduction in staff numbers "while necessary was regrettable". "Wherever possible we have taken into account attrition rates and abolished vacant positions in an effort to retain as many employees as possible, but unfortunately we could not retain everyone," he said in a statement.

ASC previously had a contract to build the Collins Class submarines. Following the redundancies, ASC will have 1500 workers. But it says it will need another 300 employees during the next three years to build the Hobart Class air warfare destroyers. The destroyers are expected to enter service from about 2013. **Source : smh.com.au**

ROUTE, PORTS & SERVICES

Diana Shipping Inc. Announces Time Charter Contract for m/v Clio

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, yesterday announced that it has entered into a time charter contract with Daelim Corporation, Seoul, for one of its Panamax dry bulk carriers, the m/v **Clio**, at a gross charter rate of US\$25,000 per day for a period of minimum twenty three (23) to maximum twenty five (25) months. The charter is expected to commence during the first half of May 2010.

This employment is anticipated to generate approximately US\$17.3 million of gross revenue for the minimum scheduled period of the charter. The m/v **Clio** is a 73,691 dwt Panamax dry bulk carrier built in 2005. Diana Shipping

Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source:** Diana Shipping

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Another milestone in the restoration of the ocean-going tug **Elbe** when **ALPHATRON Marine** started installing the antenna's and wiring for all the navigation- and communication equipment.



A crane from **BOEKESTIJN** helped the guys to reach greater heights. – **Photo's : Roger van der Kraan ©**

Capacity to rise as carriers add big ships and new loops

GLOBAL shipping lanes are expected to experience a surge in capacity, as Maersk and CKYH Alliance - now known as the Green Alliance - deploy bigger ships while a start up called The Containership Company (TCC), will add a new transpacific loop.

Maersk has made the biggest move by increasing capacity on its AC-2 service, which will soon retire 5,500- to 7,400- TEU ships in favour of 8,000- to 8,500-TEU vessels. The rotation will be Hong Kong, Xiamen, Shenzhen-Yantian, Ningbo, Kwangyang, Shanghai, Balboa, Lazaro Cardenas and Yokohama.



The **MAERSK SAIGON** seen passing Terneuzen outward bound from Antwerp.

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

Maersk will also expand capacity on its Far East-India FM-3 loop from a 3,600-TEU average to a 4,000- 5,500-TEU average. Retired ships will be readied for the re-launch of Maersk's ME-3 service between the Middle East and the Mediterranean. FM-3 includes stops in Hong Kong, Shenzhen-Dachan Bay, Kwangyang, Busan, Hakata, Port Kelang and Singapore.

Green Alliance (formerly CKYH) member Cosco said it will put on the 8,495-TEU Cosco Malaysia in its CEN service linking China with the US west coast, which will replace smaller vessels, which are to be phased out, Paris-based Alphaliner reported.

Alliance member Yang Ming will expand its transpacific PSW-2 loop from 3,700- to 4,250-TEU ships to an average size of 5,500-TEU ships. Ports of call for the service will be Shenzhen-Yantian, Kaohsiung, Hong Kong, Keelung, Oakland and Los Angeles.

Adding to capacity is the no-frills start up carrier The Containership Company (TCC), which recently chartered another vessel for its Great Dragon Service linking Taicang near Shanghai to Long Beach. The loop's ships are between 2,500 and 3,000 TEU.

China Shipping Container Lines posts net loss of CNY6.49 billion for 2009

China Shipping Container Lines Co. said Wednesday it swung to a net loss last year as the global financial crisis depressed its freight rates and squeezed traffic volume. The company, which is China's largest container shipper by capacity, said its net loss for the 12 months ended Dec. 31 was CNY6.49 billion, compared with a net profit of CNY134.69 million in 2008. Revenue fell 43% to CNY19.94 billion from CNY35.25 billion. The company said it holds a "cautiously optimistic" view on the market outlook and expects revenue to rise to CNY26.17 billion this year, due to expectations of a more certain global economic recovery and a sharp improvement in freight rates. However, it cautioned that it still faces uncertainties such as rising oil prices and appreciation of the Chinese yuan. China Shipping Container, which is listed in both Hong Kong and Shanghai, is a unit of Shanghai-based China Shipping (Group) Co.,

the world's eighth-largest shipping company by capacity and parent of China Shipping Development Co. **Source:** **dowjones**



The **HERMANN-S** seen discharging at the Put van Terneuzen - **Photo : Adri van de Wege ©**



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Neptune Marine Services secures contract from Boskalis Australia

Neptune Marine Services Ltd in Australia has announced that it has been contracted by Boskalis Australia to provide a range of diving support services on the Gorgon Project in Western Australia. Additional to the Gorgon works announced in January of this year, the latest contract comprises the provision of diving equipment and personnel to the port construction works being undertaken by Boskalis.

Neptune's Managing Director and CEO, Christian Lange, said the company was very pleased to continue its involvement in Australia's largest resources development project. "Our involvement in the Gorgon Project is consistent with our focus on securing longer term contracts that provide Neptune with more predictable and stable revenue streams," he explained.

The Gorgon Project is operated by an Australian subsidiary of Chevron and is a joint venture of the Australian subsidiaries of Chevron (approximately 47 per cent), ExxonMobil (25 per cent) and Shell (25 per cent), Osaka Gas (1.25 per cent), Tokyo Gas (one per cent) and Chubu Electric Power (0.417 per cent).

Internationally, Neptune has also recently secured a range of new projects involving a number of its specialist divisions. Valued at approximately A\$12 million, the new works include:

- Inspection and scheduled maintenance services for ConocoPhillips and Woodside in Australia.
- Engineering and manufacture of subsea equipment for GE Oil & Gas and BP in the UK.
- A range of survey, positioning, geophysical support and pipeline stabilisation services in Australasia.

"This latest round of work confirms the steady recovery and long term growth opportunities that exist in the Australian oil and gas industry, and particularly Western Australia," Mr Lange said. "Internationally, our US business is showing positive signs of recovery, albeit a little slower than anticipated, as dictated by the recovery of the broader US economy. Our UK and Asian businesses continue to perform consistently in line with increasing industry demand for and associated expenditure on offshore operations and maintenance, subsea IRM and ROV services, while our successful entry into Qatar holds the potential for significant longer term opportunities."

Mr Lange said Neptune's proven ability to partner with some of the world's leading blue chip oil and gas companies and contractors, both in Australia and internationally, also provided additional scope for growth.

"Concurrently we continue to tender aggressively on a range of international projects and we look forward to updating our shareholders on these developments as they come to hand," he added. **Source : Dredging News Online**

Maiden voyage of the 'Hyperion Leader'



The '**Hyperion Leader**', commanded by Captain Quazi Mukit Hossain of Bangladesh, called at the Port of Vancouver USA on April 16 as part of her maiden voyage.

The '**Hyperion Leader**' was built in Japan and launched on March 25. The vessel is 189 metres in length and has a deadweight capacity of 14,381 tonnes. The crew for the vessel's first visit to the Port of Vancouver USA is from India, Bangladesh and Sri Lanka. The vessel is owned by Hyperion Maritime and operated by Wilhelmsen SM. Inchcape Shipping Services is the agent for the vessel.

The ship discharged 2,000 Subaru vehicles and loaded back 140 for Korea while in port. After leaving Vancouver, the vessel sailed to Port Hueneme to complete her discharge.

Source : Baird



The **AQUARIUS J** seen departing from Rotterdam – Photo : Marijn van Hoorn ©

Evergreen and Coscon to split apart ESA service

Evergreen Line and Coscon have announced that they are to divide the existing jointly operated Far East and South Africa/ East Coast South American (ESA) service to meet market demands. Effective mid-May, the new routes will be the Far East - South America (ESA) service and Far East - Africa Express (FAX) service.

"Our customers need services that are transit time-competitive to meet their market demands. Dividing these two services will allow greatly flexibility and more expedient round-trip voyages," said an Evergreen Line and Coscon statement.

The new Far East - Africa Express (FAX) will start operation May 14. Evergreen Line and Coscon will dispatch eight vessels of 2,700 - 3,400teu. The port rotation is as follows: Shanghai - Ningbo - Kaohsiung - Hong Kong - Yantian - Singapore - Tanjung Pelepas - Durban - Cape Town - Singapore - Kaohsiung - Shanghai.

The new Far East - South America (ESA) service will commence from May 15. Evergreen will deploy six ships and Coscon will deploy four vessels each of 3,500teu. The port rotation is as follows: Shanghai - Ningbo - Yantian - Hong Kong - Singapore - Santos - Montevideo - Buenos Aires - Santos - Singapore - Hong Kong - Shanghai. **Source :** [seatradeasia](#)

Offshore 2010

On June 12th-13th the **IOS – International OSV Society** - will held the 8th offshore model meeting in Gütersloh/Germany.

It will be a meeting of high detailed models of any kind of offshore related vessels in different scales. On two days more than 50 first class models will be on display in an exhibition as well as in action on the water.



NORMAND NEPTUN, STRIL POWER, STRIL POSEIDON 1:75; MAERSK LAUNCHER 1:50
Photo : Jörg Lindemann (c)

The IOS is an international society of model makers, people of the offshore industry and ship lovers who have dedicated their work and interest to the offshore support industry.

Contact and more information at

http://www.smcnautilus-guetersloh.de/html/ankundigung_offshoretreffen.html
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SAL's **REGINE** seen enroute Rotterdam – Photo : Ruud Zegwaard ©

Dubai World Unit Said to Arrange Loans for Inchcape Acquisition

Dubai World's investment unit Istithmar World PJSC is arranging as much as \$350 million of loans to attract bidders to its Inchcape Shipping Services, two people familiar with the matter said. The so-called staple financing will be available for any bidder for Inchcape Shipping and comprises senior leveraged loans and junior debt due in about six and eight years, said the people, who declined to be identified because the information is private.

Bank of America Merrill Lynch and Royal Bank of Scotland Group Plc are arranging the financing, the people said.

A spokesman for Dubai World, who declined to be identified citing company policy, wouldn't comment on the transaction. RBS spokeswoman Claire Gorman and a London-based spokeswoman for Bank of America also declined to comment.

Istithmar is selling Inchcape Shipping after the U.K.-based transport company more than doubled earnings before interest, taxes, depreciation and amortization to about \$70 million last year. Inchcape Shipping, which traces its origins to 1847 in Calcutta, provides port, marine and cargo outsourcing services in 50 countries.

Loans to the company would represent five times its Ebitda, higher than the average ratio for leveraged buyout targets in Europe of 4.7 times, according to Fitch Ratings. In an LBO, private equity firms pay for an acquisition by loading a target company with debt and using its cash flow to repay lenders. Dubai World, which separately is seeking to restructure \$24.8 billion of debt, is one of the emirate's three main state-owned holding companies. **Source:**

Bloomberg



The **AL MOSHTAREE** seen outward bound from Rotterdam – Photo : Rene Mostert ©



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The **MSC BEATRICE** seen departing from Felixstowe – Photo : Andrew Moors ©

Wärtsilä and ABB Turbo Systems jointly develop groundbreaking technology to cut diesel engine emissions

Wärtsilä and ABB Turbo Systems are co-operating in a joint development programme for a new and groundbreaking



application of two-stage turbocharging on large diesel engines. Advanced engine technology, together with two-stage turbocharging, offers significant advantages in fuel consumption and engine emissions. The application of two-stage turbocharging technology on Wärtsilä diesel engines has been developed through close co-operation between Wärtsilä and ABB Turbo Systems. In this programme, Wärtsilä is focusing on developing advanced engine technology, which with the turbocharger, is able to reach the highest possible performance and become a cost-effective commercial solution for its customers. ABB Turbo Systems is delivering the turbocharging technology with defined performance in terms of airflow, pressure ratios and efficiency. "ABB Turbo Systems is one of Wärtsilä's main development partners, and has played an important role in Wärtsilä's product

development for more than three decades. Our customers benefit from the productive and successful R&D activities of our two companies, both of whom are leaders in their fields," says Mikael Troberg, Director of Wärtsilä Testing & Performance.

Benefits of reduced emissions and fuel consumption In the new engine design, two turbochargers are arranged in series to generate increased air pressure, airflow and a superior turbocharging effect. This results in an efficiency rating of up to 76 per cent, which is extremely high. The increased air pressure, combined with the advanced engine technology, improves the engine output and power density by up to 10 per cent. At the same time, both fuel consumption and CO₂ emissions are reduced.

Further emissions reduction can be achieved with additional engine systems or by the use of exhaust gas after-treatment. A precise combination of fuel consumption levels and reductions in CO₂ and NO_x emissions can be selected through detailed systems configuration. Intelligent engine control allows optimum operation of the advanced engine design over the whole load range, and a significant reduction in NO_x emissions can be reached. At high altitudes, 2-stage turbocharging technology guarantees the engine's operational performance by compensating for the reduced air density.

The significant reductions in fuel consumption and emissions are the result of extensive joint testing of the 2-stage turbocharging system on the Wärtsilä engine. The tests have taken place at Wärtsilä's test facility in Vaasa, Finland, and the targets for the development programme have been successfully met. Wärtsilä and ABB Turbo Systems are planning to initiate a major pilot project with a customer in the near future. Lower lifecycle costs Another driving factor in this development work has been to significantly lower lifecycle costs, and this target has been met. So too has the goal of lowering NO_x emissions. The market potential for this technology in power plants is believed to be big. Similarly, the advanced technology for combustion control developed by Wärtsilä will be beneficial to the shipping market, when the market requirements are in place. Here, in addition to costs, the compactness and cost effective design are considered to be of importance. Calculations indicate that in certain power plant applications, the investment in advanced 2-stage engine technology could be regained in less than two years of operation.

"The conceptual design for the new power plant engine began three years ago," says Mikael Troberg. "Testing of the concept, and verification of the technology, has been successfully carried out using four-stroke Wärtsilä 20 and Wärtsilä 32 engines. We see this technology as being a key for the next generation of Wärtsilä emissions-friendly engines. The technology has been developed for the four-stroke portfolio, in both marine and power plant applications. The next logical step is the two-stroke engine family for large vessels, typically as single engine installations." Cutting emissions - high on everyone's agenda Emissions control plays an increasingly important role today, and in particular reducing CO2 and NOx levels is high on the agenda. Today, the market is demanding environmentally sound solutions with competitive lifetime costs. This need continues to pave the way for the introduction of new technologies developed by Wärtsilä and ABB.



The **UOL DISCOVERY** seen anchored at Singapore Western Anchorage – Photo : Richard de Jong ©

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.... PHOTO OF THE DAY



The **SEA GOLF** (former **BEVER**) seen in Ijmuiden – **Photo : Marcel Coster ©**