

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 119



Number 119 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 29-04-2010**

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



**The JUMBO JUBILEE seen at the Westerscheldt River
Photo : Rob Oostdijk (c)**

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The latest (Damen Stan Patrol 4207) newbuilding YN 549869 **ОБЗОР** for the Bulgarian border police commenced yard trials in the Rotterdam Area

Photo : Jan Oosterboer (c)

Fusie havens Rotterdam en Amsterdam bepleit

De havens van Rotterdam en Amsterdam moeten veel nauwer gaan samenwerken en mogelijk zelfs fuseren. De rijksoverheid moet in een nationale havenstrategie de lijnen gaan uitzetten en de nationale welvaart moet uitgangspunt worden in besluiten over omvangrijke investeringen over de havens en het achterland.

Dat is de kern van een advies van de Raad voor Verkeer en Waterstaat aan demissionair minister Camiel Eurlings van Verkeer en Waterstaat. „Eén 'Gateway Holland' in plaats van een verzameling grote en kleine havens", stelt de Raad.

Achtergrond van het advies is dat Amsterdam en Rotterdam nu soms concurreren. Zo kreeg Amsterdam een containerterminal, waar Rotterdam al leidend is in containervervoer. Rotterdam richt zich op cruiseschepen, terwijl Amsterdam daar al goed in is. Door die concurrentie wordt belastinggeld verspild.

LAATSTE EER VOOR NORMAN RADEMAKERS



Afgelopen maandag is op indrukwekkende manier afscheid genomen van **Norman Rademakers**. Ook luidruchtig. Een groot aantal motorvrienden reed voor de rouw stoet uit en ging over de Haringkade langzaam aan de Iskes vloot voorbij. Alle motoren claxonnerend en de sleepboten lieten de hoorns schallen, het zware motorgeronk overstemmend. Een indrukwekkend eerbetoon aan Kapitein Storm.

Bij 'zijn' sleepboot, de **SATURNUS**, hield de rouw wagen stil, waarna de sleper van de kade wegvoer... een lege plek achterlatend. Een mooier symboliek om de lege plek die **Norman** achterlaat, is nauwelijks denkbaar....

Foto : **United Photos**

Robert Allan Celebrates 80 Years in Design

Photo courtesy Robert Allan Ltd. In May 2010, in conjunction with the presence of the International Tug & Salvage Conference in Vancouver, Robert Allan Ltd. will celebrate its 80th continuous year in business as an independent, privately held, consulting Naval Architecture firm. The firm will commemorate this significant milestone in its history with many of its local and international clients who will be attending the conference.

Robert Allan Ltd. is currently Canada's most senior Naval Architectural firm, and with 65 employees is one of the largest in the country. The company provides ship design and related consulting engineering services to an international client base for a wide range of commercial and government working vessels. It is a recognized world leader in the development of high-performance tugboat designs for tanker escort and LNG terminal support services. It is also the world's leading designer of major fireboats. Other significant project expertise involves the design of coastal and river tug-barge towing systems, offshore support vessels, crewboats, patrol craft, scientific research vessels, icebreakers, ferries and a wide array of unique specialized craft. **Source : MarineLink**



The **SLOMAN ROVER** seen approaching Willemstad – Curacao

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

Worst is over for shipping: Cosco chief

Chinese demand will drive the dry bulk and container line markets: Capt Wei

The current decade belongs to Asia in general and China specifically. And the biggest name in Chinese shipping, Cosco Group president and CEO Wei Jiafu, was the best person to tell Singapore's maritime community about the industry's prospects through the fourth Singapore Maritime Lecture yesterday.

First off - and putting to rest any doubts about economic recovery - Captain Wei said: 'The worst time has gone. The global economy is on a gradual recovery track.' Citing various global economic indicators - from healthier consumption and purchasing manager indices to stable oil prices - Capt Wei went on to say that 'these figures surely give us sufficient confidence towards the recovery outlook'.

He also pointed out that the global economy is healthier after the downturn, because structural risks and asset bubbles were eased. 'We may come to a conclusion that this financial crisis has, to some extent, released some structural risks by bringing resource allocation back to normal logic,' he said. However, the road ahead is not completely clear, he added. While the maritime industry has emerged from the 'deepest valley' and the worst of the bad times at end-2008 and early-2009 will not re-occur in the short run, market volatility will continue for a while yet, Capt Wei said.

'I am not a slavish optimist. I perceive that the crisis is far from over,' he said. 'Even though there is greater opportunity than risk in the post-crisis scenario, risks still exist.' Capt Wei was quick to share his personal management philosophy, which puts risk management at the peak and the need to stress-test all possible value-destroying scenarios before thinking about expansion.

However, driven to a large extent by China's infrastructure expansion and government stimulus packages, he said that 'with confidence and ration, the world economy will eventually walk out of the gloomy climate'. Chinese demand will drive the dry bulk and container line markets. And Capt Wei reckons the dry bulk sector will lead the recovery - and

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profits in the shipping industry - because the Chinese government's targets will lead to huge growth. And their targets are always met if not exceeded, he said.

He pointed out that even in the depths of 2008-09, China's demand for energy and other resources from overseas remained strong. In the past 10 years alone, its dry bulk shipping volume has maintained an annual growth rate of 23.2 per cent, compared with 1.2 per cent for Japan, 0.9 per cent for the US and a shrinkage of 0.8 per cent for the European Union. 'Therefore the China factor has greatly facilitated the global dry bulk shipping market,' he said.

'From the perspective of internal and external factors of China's economic growth, I believe China will continue to be the key driving force of the world shipping industry, given the long-term growth of China's economy will be sustainable.' **Source : businesstimes**



Dutch Chem. tanker "**Miro D**" in the "Gatun Locks" during transiting the Panama Canal enroute to Mejilones, Chili.

Photo : Capt Erik Grootjans ©

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Pilgrims' ferry averts catastrophe

Egyptian passengers averted catastrophe in the Red Sea on a trip from Saudi Arabia to the Egyptian port of Safaga, after a terrifying 15-hour voyage that many feared may end tragically. Passengers told Al-Masry Al-Youm that the express ferry **El-Riyadh** encountered high waves and strong winds during the voyage. Weather conditions forced the captain to stray from the ship's normal route, eventually arriving at a naval base south of Safaga.

Sources from the Red Sea Ports Authority confirmed that the ferry departed from the Saudi Arabian port of Yanbu at 6 AM on Friday. On board were 624 passengers, 35 crew members, three cars and 11 trash trailers. The sources added that all of the ferry's motors performed properly and that life vests were distributed to the passengers in case the ship began to sink.

Al-Masry Al-Youm conducted interviews with a number of the ferry's passengers by phone. Musaad Salah, a resident of Kafr el-Sheikh and a leader of a group of 40 pilgrims, said that immediately after departure passengers sensed the boat was leaning due to high waves. He said the captain refused to turn back and kept sailing, causing passengers to fear for their lives as the screams of women, the elderly and the sick resounded throughout the ferry.

Salah noted that the situation became worse after dark as passengers no longer knew where the boat was heading. The crew, meanwhile, refused to inform the passengers of the ferry's status. According to Salah, the sense of fear heightened when life jackets were distributed. The passengers' panic only abated when they were told the ferry was close to Egyptian shores and their mobile phones began to work again.

Hussein el-Harmil, president of the Cairo Company for Ferries, said that the company closely monitored the ferry's status after its departure from the Saudi port. The captain, said el-Harmil, informed the company and the port of Safaga of the poor weather conditions and that he was sailing to the closest port instead. El-Harmil stressed that the ferry and its passengers were not subjected to any harm. El-Harmil added that all the passengers arrived in good health and that the ferry was scheduled to return to Safaga as soon as the weather improved. **Source :** almasryalyoum

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NAVY NEWS



Delay in Scorpene submarines will impact force levels

The delivery of Scorpene submarines to the Indian Navy has been delayed by three years and this will impact on its force levels but corrective measures have already been taken, parliament was informed Monday.



'A programme of construction of six Scorpene submarines is currently underway at Mazagon Docks Limited (MDL) under transfer of technology from a French company. As per the contract, the first submarine was scheduled to be delivered in December 2012 and thereafter one each every year till December 2017,' Defence Minister A.K. Antony said during question hour in the Lok Sabha.

'There has been a delay due to initial teething problems, absorption of technology and augmentation of MDL purchased

material. The first submarine is now expected to be delivered in the second half of 2015,' he added.

'The delay in scheduled delivery of submarines is likely to have an impact on the envisaged force level,' Antony said.

'However, the gap in submarine capacity has been addressed by modernisation with the state-of-the-art weapon and sensor fit on the existing submarines which have significantly enhanced their combat-worthiness against any eventuality,' the minister added. **Source : Sifynews**

Now complete, submarine USS Missouri will launch in July

The newest naval vessel to be named for the Show-Me State is proceeding toward commissioning.

The **USS Missouri** is a \$2 billion, nuclear-powered attack submarine. The Virginia Class sub will belong to the Navy's Submarine Group 2. Gov. Jay Nixon received an update on the **Missouri** last week from Rear Adm. Michael McLaughlin, who commands all attack submarines in the North Atlantic.

McLaughlin says the Navy will begin trials next month to see if the submarine is seaworthy. The Missouri will undergo several rigorous tests before its scheduled commissioning July 31 in Groton, Conn.



The sub was christened in December as the fifth **USS Missouri**. The most famous was the battleship on which the Japanese surrendered at the end of World War II. It is now a floating museum in Hawaii. **Source : Kansas City.com**

Royal Navy ships sold to Bangladesh

TWO former Royal Navy offshore patrol vessels built by Hall Russell in Aberdeen have been sold to Bangladesh's navy.

HMS Leeds Castle and **HMS Dumbarton Castle** entered service in 1982 and protected the fishing fleets and oil and gas fields in the North Sea before long-term duty guarding the Falkland Islands after the war.

Ship repair yard A&P Tyne will overhaul the vessels and will train 66 Bangladeshi sailors to operate them. **Source : Scotsman**

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The LPG tanker **Maea** seen in the Lyttelton dry-dock undergoing survey work - **Photo : Alan Calvert ©**

President impressed by CSBC's delivery of three ships in one day

President Ma Ying-jeou on Monday hailed CSBC Corp., Taiwan's delivery of three container ships to a German customer in a single day, saying it was a feat rarely seen even in major shipbuilding countries such as Japan and South Korea. Addressing a joint christening and delivery ceremony for the three ships at a CSBC shipyard in the southern port city of Kaohsiung, Ma also lauded German shipping company Peter Dohle Schiffahrts-KG for its decision not to cancel its orders with CSBC despite the 2008-2009 global financial crisis. "I came here to especially express my gratefulness to Peter Dohle and other companies that decided not to cancel the orders. This is obviously a wise decision," Ma said at the ceremony. "I also want to stress it is our strategy for making Taiwan the innovation center of the world, the springboard for investment in Asia, and the global headquarters location for Taiwanese companies and regional headquarters location for multinational corporations," the president said.

More than a year ago, Ma said, Taiwan's economy faced harsh challenges amid a global economic downturn. Through concerted public and private efforts, Taiwan has emerged from a year-long recession, with exports rebounding almost to pre-crisis levels, he added. Citing a recent International Monetary Fund (IMF) forecast, Ma said Taiwan is expected to outpace the other Asian Tigers -- South Korea, Hong Kong and Singapore -- with a 6.5 percent growth rate, coupled with a 1.5 percent inflation rate. Moreover, he said, the IMF report predicts Taiwan will lead the three other Asian Tigers for most of the next five years. Ma further said he hopes the current export recovery will help fuel growth in various industrial sectors, including the shipbuilding industry, so that Taiwan can realize its ambitious goal of connecting with the Asia Pacific region and reaching out to the world. The ships delivered Monday include two vessels that can accommodate 6,600 20-foot containers and one ship capable of carrying 4,200 20-foot containers. **Source:** CNA

<p>MEET TOS  AT</p> <p> from 18th until 20th May</p>	<ul style="list-style-type: none">• Global Ship Delivery• Crewing Solutions <p>www.tos.nl</p>
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S.Korean shipyard orders up

Hyundai Heavy Industries Co., the world's largest shipyard, and other South Korean shipbuilders had an almost 200 percent increase in orders in the first quarter as a recovery in global trade boosted demand for new vessels. South Korean shipbuilders received orders for 1.54 million compensated gross tons, a measure of building time and human resources used per ton, in the three months to March 31, the country's Ministry of Knowledge Economy said yesterday in a statement. Shipyards won orders for 520,000 compensated gross tons in the first quarter of 2009. South Korea, the world's biggest shipbuilder, accounted for 51.5 percent of the global shipbuilding market, the ministry said. Orders may show further improvement in the second quarter as a recovery in U.S. consumer demand may spur shipping lines to buy new vessels, the statement said.

The global recession and excessive capacity from five years of shipbuilding that broke records caused new orders to plunge in 2009, leading to the collapse of some shipyards, including C&Heavy Industries Co. of South Korea in late 2008. **Source:** Bloomberg



Above seen the Dry Dock in Guangzhou Wenchong Shipyard - **Photo : Gert Bodewits ©**

Bharati Shipyard takes German client to court

India's Bharati Shipyard has taken a German customer to court for cancelling a shipbuilding contract signed in 2007, according to local media. "Opielok Bereederungs GmbH and Co. KG, Hamburg, Germany has cancelled the order for one platform supply vessel due to the financial situation in Europe," a spokesperson for Bharati Shipyard said in an emailed statement. "This cancellation is not as per the contract. Hence, Bharati has initiated arbitration proceedings in the UK. Since the matter is sub-judice, we do not want to comment any further." In 2007, Opielok had ordered two platform supply vessels at Bharati Shipyard, each valued at \$26.5m. **Source: seatradeasia**



The **DEEP CYGNUS** seen moored at the Balck yard in Rotterdam-Waalhaven

Photo : Jan Koelink ©

Bangladeshi Navy deal secures 100 Tyne shipyard jobs

A multimillion-pound deal with the Bangladeshi Navy has secured 100 jobs at a Tyneside shipyard. A&P Tyne will refit two offshore patrol vessels, guaranteeing three months of work for employees and local sub-contractors. .

As part of the contract, specialist staff from the yard will also train 66 Bangladeshi naval crew members to operate the ships. Work will begin in May when the vessels are towed to the firm's Hebburn yard. .

Stewart Boak, managing director of A&P, said: "It is a tribute to all the partners involved that we now have the opportunity to carry out the work, securing employment for up to 100 staff and sub-contractors in the face of the recession." .

The Castle Class patrol vessels were built in Aberdeen and first entered service with the Royal Navy in 1982, protecting the fishing fleets and oil and gas fields in the North Sea. .

They also did long-term service guarding the Falkland Islands after the war, before being sold to the Bangladeshi government. The project will include the overhaul of the vessels' engines and an upgrade of crew accommodation. .

Source: BBC News.



Above seen the "MPSV Seisranger" during a basket-transfer alongside the Solitaire, at present the Solitaire is working on the Tupi Project, existing of laying a 18" gaspipe, 130nm south of Rio de Janeiro Brazil.

Photo : Arjen Perdok ©

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Cat C32 ACERT Engines for Dutch Pilot Boats

Loodswezen, the Dutch pilot organization responsible for coordinating large ship arrivals and departures in the ports of The Netherlands, chose Kvichak Marine Industries in Seattle, Washington, USA, to build a boat designed by naval architecture firm Camarc Design in the UK, which had also designed Loodswezen's current high speed pilot boats.



Photo : Ton Schouten (c)



Delivered in March 2010, the 72-ft all-weather fast pilot boat, **M/V Aquila**, is powered by twin Cat C32 ACERT engines, rated at 1300 bhp (970 kW) at 2100 rpm. Certified with an EPA (US Environmental Protection Agency) Tier 2-compliant 'B' heavy duty-rating, the C32 ACERT engines are manufactured in Caterpillar's Marine Center of Excellence (MCOE) in Greenville, South Carolina, USA and delivered by N C Power Systems, the local Cat dealer for the Pacific Northwest. Improved performance from Cat engines not only means more power overall, but also better acceleration, more reserve power and rated power available at a wider speed range, all while operating virtually smoke free. These engines allow for excellent manoeuvrability and a top speed of about 28.5 knots fully loaded, which match the performance of the rest of the pilot boats in Loodswezen's fleet.

The **Aquila** is equipped with an exhaust after-treatment system consisting of a Selective Catalytic Reduction system (SCR) and a Diesel Particulate Filter system (DPF). The SCR system injects a urea based mixture downstream of the engine exhaust outlets into the dry exhaust piping, which is combined with nitrogen oxide (NOx) emissions with the aid of a catalyst. The DPF collects the unburnt soot and with the presence of another catalyst converts the carbon monoxide (CO), hydrocarbons (HC), and particulate soot into carbon dioxide (CO2) and water (H2O). Normal running exhaust temperatures are high enough to achieve an almost complete burn of these captured soot particles. The emission performance will have a reduction of 98 percent of particulate matter and 60 percent reduction of NOx, fulfilling all new requirements by IMO and EU guidelines.

Now that Kvichak has delivered the **M/V Aquila**, Loodswezen has two identical boats on the way: the **Draco** in May 2010 and the **Orion** in June 2010. All three boats will rely on the proven reliability and low environmental impact of Cat C32 ACERT engines. **Source : MarineLink**

UK Dredging issues update on construction of new dredger

UK Dredging says its new dredger, **UKD Orca**, is currently still at the yard in Lemmer being outfitted. Trials are planned for 14-15th June 2010 on her way to dry dock for shot blast and a full paint job, and electrical systems are being commissioned.

The vessel's hydraulic system is coming together and is expected to begin commissioning in late April 2010 starting with a full system flush. Hydraulic oil was due to be delivered on April 14th to begin the system start-up.

The consumer stations are fitted in port and starboard buoyancy spaces, pump room and bow thruster room.

The accommodation is almost complete and the cabins are coming out to a good standard. The bridge is now ready for electronics all consoles are fitted. On the Monkey island, the main mast and dredging masts are fitted. Radars and VHF aerial are in place. The engineroom has been painted apart from the deck top coat which is to be green.

The main alternator and propulsion motor cabling is complete. The hopper doors still being kept closed by temporary bottle screws but main door rams and operating tubes are now fitted. **Source : Dredging News Online**

PSA to buy out Chennai terminal partner

Global terminal operator PSA International is reportedly ready to buy out its minority partner in a container terminal in the Indian port of Chennai, according to a report Monday by the Indian business newspaper Mint. The minority partner, Sical Logistics, owns a 27 percent stake in the terminal at India's second-biggest container port. The terminal has a capacity of 1.5 million TEUs.

Sical is said to be pushing for the sale of its stake to raise cash to offset losses in other, unrelated business divisions; and because it sees limited chances for growth as the minority partner in the terminal. Sical's request to sell its stake has been referred the Chennai Port Authority though L.R. Sridhar, managing director of the Chennai-based logistics company, said the "deal has not been done yet." **Source: American Shipper**



The **DISNEY MAGIC** seen moored in Malta

Photo : VISET Malta plc – Operators of the Valletta Waterfront & the Valletta Sea Passenger Terminals

Paragon orders bulker quartet from China

Athens-headquartered dry bulk specialist Paragon Shipping Inc. reports that it has entered into shipbuilding contracts with a Chinese shipyard for the construction of two 37,200 dwt Handysize dry bulk vessels and two 82,000 dwt Kamsarmax dry bulk vessels, each approximately 82,000 dwt, for an aggregate purchase price of approximately \$111.5 million.

Delivery of the Handysize ships in the fourth quarter of 2011 and the Kamsarmax ships in the second and third quarters of 2012. Following the delivery of these four vessels, the company's fleet will expand to 16 vessels with an aggregate carrying capacity of approximately 1,000,000 dwt.

Paragon has options to build an additional two Handysize and two Kamsarmax drybulk vessels with expected deliveries in the third and fourth quarters of 2012, respectively.

Chairman and CEO Michael Bodouroglou commented: "We believe the order will provide our fleet with greater flexibility by expanding the sectors in which we operate to the Handysize and Kamsarmax classes. Furthermore, we believe the newbuildings will be constructed with such specifications and equipment that will provide our charterers with greater operational capabilities."

Mr. Bodouroglou concluded, "While the newbuildings will grow our fleet by approximately 33%, we will continue to monitor the market for other high-quality secondhand and newbuilding vessels that we believe will provide long-term shareholder value." **Source : MarineLog**



The **TORM GARONNE** seen moored at Brunsbüttel/Kiel-Canal, on April 25th, 2010.

Photo : Michael Brakhage ©

Ackermans & Van Haaren confirms dredging company DEME "on track" with investment programme

Ackermans & van Haaren in Belgium says dredging company DEME remains "on schedule" with its investment programme for 2008-2011.

Said Ackermans & van Haaren in a recent statement: "In the last quarter of 2009, the trailing suction dredger **Artevelde** was delivered, with a capacity of 5,600m³, as well as the water injection dredger **Dhamra** and the 6,250kW cutter suction dredger **Ganga**."

"In addition, the jack-up platform **Goliath** and two self-propelled split hopper barges with a capacity of 2,750m³, **Sloeber** and **Pagadder**, were also delivered." Source : Dredging News Online

Wartsila to temporarily lay off 730 Finnish staff

Finnish engineering group Wartsila said on Monday it would temporarily lay off 730 workers at its production unit in Vaasa in western Finland. The company said in a statement layoffs would start mid-May. Wartsila, which last week

posted weaker-than-expected first-quarter earnings, hit by flaccid demand in its key shipping business, has said it needs to reduce the number of staff to meet lower demand. **Source: reuters**



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FSO5 (OIL STORAGE) DELIVERY FOR PETROVIETNAM



A 150,000-DWT Floating Storage and Offloading (FSO) Unit 5 of the Vietnam Shipbuilding Industry Group (Vinashin) disembarked on April 26, bound for the Bach Ho oil field.

The **FSO5**, built by Vinashin, will anchor at Bach Ho oilfield in the southern coastal province of Ba Ria-Vung Tau to be handed over to the Vietnam National Oil and Gas Group (PetroVietnam) in the next 20 days.

The FSO5, a seagoing vessel used to store and export oil, was built in mid 2007 and launched on Jan. 14, 2009.

The one-deck, double-hull vessel is 258.14 metres long, 46.4 metres wide, and 24 metres high. Its oil storage was designed by the UK's Monobuoy firm under the supervision of ABS of the U.S. and the Vietnam Register.

FSOs are usually used in oilfields where it is impossible to lay pipes linking the drilling platform with onshore facilities. The drilling platform transfers oil to the FSOs where it is stored until a tanker arrives. Oil storage **FSO5 (PTSC Bạch Hổ)** is delivered for Petrovietnam on 26th April 2010. She was built at **Namtrieu shipyard – Haiphong city-Vietnam**

This is the biggest vessel to be built in Vietnam

Particular specification : Loa=258,14m; Lpp=224,22m; B= 46,4m; D=24,0m, T=18,0m; Deadweight=150.000 tons

CMA CGM Hikes India Rates

CMA CGM will seek a new general rate increase on all westbound cargo moving on its EPIC Service from India and Pakistan to Europe and the Mediterranean, starting May 10. The planned increase will be \$200 per 20-foot dry container, and \$400 per 40-foot dry and high cube container. In addition, the ocean carrier will also levy a surcharge of \$150 per dry TEU on overweight containers of more than 23 tons (including the weight of the container). The French liner earlier applied a similar GRI on the EPIC with increases of \$250 per TEU and \$500 per FEU as of March 1.

CMA CGM India said the increases are necessary to restore freight rates to a “sustainable level”, and to be able to provide reliable services to customers. The move by the Marseilles-based company follows a new GRI announcement by Zim Integrated Shipping Services on the same trade lane. Zim will increase rates on all cargo shipped from the Indian Subcontinent to destinations in the Mediterranean, the Black Sea and North Europe by \$200 per TEU, as of May 15. **Source: Journal of Commerce**



The **DISNEY MAGIC** seen departing from Malta – **Photo : Anthony Chetcuti ©**

Boskalis/Tideway contracted for Nord Stream post-lay

The Nord Stream consortium has contracted the Dutch joint venture Boskalis-Tideway Offshore for post-lay rock placement. Work on the \$133-million contract is due to start in 2011 and should be completed in 2012.

Various pipelay contractors are installing the Nord Stream trunklines, which will take gas from fields in northern Russia through the Baltic Sea to mainland Germany.

Pre-lay rock placement is currently being performed in certain sections of the pipeline route to create a stable base for the pipeline and to keep resultant free-spans to acceptable lengths. In some areas, rock berms will also be installed post-laying to protect the pipelines against fatigue.

Rock for this activity will be sourced from countries on the Baltic Sea coast. The rock material has to be free from clay, silt, chalk, vegetation, or other damaging substances in order to meet the project's engineering and environmental specifications. The deposited material should behave as any existing inert material on the seabed. In shallow water parts of the route, algae should soon populate exposed surfaces, and in deeper water, where oxygen and light are deficient, the surface of the rock should eventually be populated by micro-organisms. **Source : Offshore**

ABUELO LOADED ONBOARD THE CIMBRIS



In the Dutch port of Den Helder the catamaran yacht **ABUELO**, which was heavily damaged due to a collision with a floating container during October 2009, was loaded onboard the **CIMBRIS**.

Photo'S : Tom van Oossanen - Peterson SBS Den Helder ©

Tanker S&P deals hot up

Frontline has acquired at least two double hull VLCCs, NORDEN has confirmed the purchase of two MRs, while Crude Carriers has taken two Suezmaxes. Other deals were believed to be close to fruition. These are among the major sales reported this week.

Frontline said that it had purchased the VLCCs '**Callisto Glory**' and '**Andromeda Glory**' from interests believed to be connected with Gulf Marine Management (GMM). The two 321,300 dwt vessels were built by Daewoo last year and were reported to be of high specification. The vessels are expected to be delivered between May to June 2010. Broking sources said that there was a third GMM VLCC involved – '**Atlantis Glory**'- built this year. The price paid by Frontline for the trio was \$311 mill, they said. Another VLCC also changed hands. This was the 2000-built 'Sanko Unity', which was sold by Sanko Steamship to Blystad for \$62 mill. This marks the debut in this sector for the Norwegian/UK owner, an analyst said.

The two Suezmaxes were snapped up by NYSE-listed Crude Carriers, who agreed to pay a total of \$132.4 mill for the pair. These were the 2008-built **Amoureux** (ex-**Tango**) and **Aias** (ex-**Waltz**). They are to be delivered next month.

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This move followed Greek rival Alma's unsuccessfully bid to raise IPO proceeds to buy the ships for \$136.6 mill. "These vessels were committed 'subject to an IPO' and when Alma didn't go through, they were released," Crude Carriers CEO Evangelos Marinakis said in a conference call. The sellers were believed to be interests connected to Germany's Hartmann Schifffahrts.

Upon the delivery of the new acquisitions, Crude Carriers fleet will consist of three Suezmaxes and two VLCCs. Marinakis said the company would continue to grow, "We would not have done all this [the IPO] if we intended to stay with a couple of vessels," he explained. "My vision is for Crude Carriers to become one of the leaders." To fund the acquisitions, the group's revolving credit facility with Nordea has been expanded from \$100 mill to \$150 mill. About \$120 mill will be drawn down for the current fleet, to be refinanced through a secondary offering "when the time is right", he explained. Meanwhile, an Aframax newbuilding was believed to be close to being sold. Originally ordered by Geden at Samsung, the 116,000 dwt vessel was thought to be the target of Greek interests. Brokers thought that the buyers were willing to pay around \$56 mill in a deal, which will include a bareboat charter back to the Turkish company.

In the smaller sector, NORDEN said that it had purchased two modern Italian Handysize product tankers. The **FD NORD FAST** (built in 2008) and **FD NORD FARER** (built in 2005) were acquired from Fratelli d'Amato and were expected to join NORDEN's fleet in June/July this year. The price paid for the two vessels was around \$52 mill. In addition, NORDEN paid about \$3 mill to d'Amato as compensation for the cancellation of the two vessels' long term charters. They have both been operated by NORDEN since their delivery from the shipyard in 2005 and 2008 respectively. **Source: Tanker Operator**

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Mega Yacht **Utopia** leaving the port of Horta April 27th. Is usual to see her all the years here when passing the Atlantic
Photo : Miguel N6ia (c)

Japanese company wins Kenyan port tender

www.allafrica.com reports that a Japanese company has won a Kenyan government tender to carry out a feasibility study on the proposed construction of a second port in Lamu, which maritime experts hope will position the country as a major transshipment hub.

The company - Japan Port Consultants - is expected to finish negotiations with the government this week to begin the study, which is expected to take about 10 months, according to Transport ministry chief economist and head of planning, Mr Alfred Kitolo.

The government has already allocated Sh500 million this financial year to the project, he said. "We have identified the firm and we are now trying to have an understanding on the terms of reference before the project commences," Mr Kitolo said.

International companies that pre-qualified to carry out feasibility studies submitted their proposals to the ministry last year. The ministry sought proposals for the study on the development of the port and Lamu-Southern Sudan-Ethiopia Transport Corridor (LAPSSET) which is expected to start next year.

The study will involve development of a master plan and design works for the project. The government's lead consultant on the second transport corridor, Dr Mutule Kilonzo, in an earlier interview said that the government's main task will be to develop the designs for the project which according to estimates will take five per cent of the project's cost.

The construction will be funded through government-private sector partnership. "The project is estimated to cost \$16 billion but the actual cost will be known when the feasibility studies are complete," Dr Mutule said. "There are so many investors and governments that have expressed desire to fund various components of the project and once the feasibility study is ready, it will take us less than an year to seek partners," Dr Mutule said.

The port is expected to have a total of 22 berths with a quay that will lie on 1,000 acres. It will serve the Ethiopian market, currently served by Djibouti port and Southern Sudan which relies on Port Sudan. **Source : Dredging News Online**



Combi-Lifts **PALMERTON** seen anchored at Singapore Eastern anchorage last week

Photo : Richard de Jong ©

Vopak Q1 operating profit up 28 percent

Dutch oil and chemicals storage firm Vopak's adjusted operating profit rose 28 percent in the first quarter of 2010, more than analysts expected, helped by a pick-up in the chemical industry.

Earnings before interest and tax (EBIT), excluding exceptional items, rose to 110 million euros (\$146.6 million) in the first quarter, compared with a 102 million euros average forecast in a Reuters survey of five analysts, and up from 86 million euros in the same period in 2009.

"Following higher output of the chemical industry, the global flows of chemical products revived from the sharp drop early last year," Chief Executive John Paul Broeders said in a statement.

The world's largest independent tank terminal operator said it expected earnings before interest, tax, depreciation and amortisation (EBITDA) of at least 560 million euros in 2010, compared to about 513 million euros in 2009.

It has described 2010 as a transition year as it develops projects that are due to come on-stream in 2011 or 2012.

Vopak, which stores and handles liquid and gaseous products, reaffirmed its forecast for capacity expansion to boost EBITDA to between 625 million euros and 700 million euros in 2012. **Source: reuters**

Cruise vessel Nautica arrives at NMPT

M V Nautica —third cruise vessel of the new fiscal year 2010-11 called at New Mangalore Port on Monday with 644 passengers and 398 crew on board the vessel. The vessel called at New Mangalore Port as its First Port of Call at 7 am and around 300 passengers opted for ground tour and visited places in and around Mangalore like Thousand pillar Basadi at Moodbidri, monolithic statue of Lord Bahubali at Karkala, Soans farm, cashew factories, St Aloysius chapel, Gokarnanatha temple, Kadri Manjunatha temple, City shopping malls. The vessel sailed out at 6 pm.

This luxury cruise vessel with majority of tourists from USA with the age group of 50-60 called at Mangalore from Port Klang, Malaysia and next port of call will be Goa. As many as 12 passengers disembarked at New Mangalore Port to visit Mumbai by flight and will embark the same vessel at Mumbai after their visit there. This is the 5th voyage of this vessel since its maiden call to the Port on April 25, 2008.

NMPT Chairman P Tamilvanan while appreciating the efforts made by the State Government for arranging immigration facilities has stated that 10 Immigration Officers including 4 from Bangalore are deputed for the smooth handling of this cruise vessel as its first port of call. He has also added that all security arrangements under ISPS Code has been put into operation **Source : Deccan herald**

Aanleg Maasvlakte 2 verloopt voorspoedig



De aanleg van Maasvlakte 2 verloopt voorspoedig. Twee weken geleden werd door aannemerscombinatie PUMA de grootste hoeveelheid zand ooit in één week in een landwinningproject verzet. Elf sleepopperzuigers van Boskalis en Van Oord brachten in één week 3,8 miljoen m3 zand naar het Maasvlakte 2 gebied, voor zover bekend een wereldrecord.

Foto : Rik van Marle ©

Afgelopen zondag is de 120 miljoenste m3 zand opgespoten. Daarmee is de helft aangebracht van al het zand dat voor de eerste fase van Maasvlakte 2 tot 2013 nodig is. Het project ligt daarmee goed op

schema. De bouw van de eerste kademuur is in februari gestart en PUMA is begonnen met de aanleg van de harde

zeewering aan de noordwestkant van het nieuwe land. Hier is de laatste maanden een schiereiland van ca. 3 km opgespoten. Op dit moment wordt een unieke kraan, de '**Blockbuster**', opgebouwd om grote betonblokken te plaatsen als onderdeel van die zeewering. Daarmee gaat de aanleg van Maasvlakte 2 een nieuwe fase in.

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HAL's "**ROTTERDAM**" the "**CARNIVAL ELATION**" and the **CV 41 MIDWAY** seen at San Diego Cal. 4 Jan. 2010
Photo : [Henk van der Linden](#) ©

Adventure Has a Name: Dockwise Yacht Transport



If it weren't for Dockwise Yacht Transport (DYT), Mary and Larry Mason of Sacramento, Calif., would not be half as worldly as they are today. The husband and wife have been married for 38 years and run their own power yacht. It's a Nordhavn 57' named **No Plans** that they call a "second home" even though their live-aboard status is typically valid nine months out of the year.

"Imagine having your boat at St. Marks Square, Venice, and then cruising the Croatian coast and having over 1,000 islands to explore," said Larry Mason, who typically fills the role of "captain." He

credits Dockwise boat transport with always getting their vessel to their location of choice with ease. Mason's wife, who is equally adept at handling the boat, proudly accepts the role of "first mate" and is as comfortable in the engine room as the galley – an expansive area that claims a Sub-Zero freezer, a Miele dishwasher, and a potted herb garden among its cruising-serious amenities.

"We navigated through the Montenegro Fjord to the Bay of Kotor on the Adriatic Sea, transited the Corinth Canal and Straits of Messina, and then cruised the French and Italian Rivas before entering the Grand Harbour at Valletta, Malta. Dockwise made our dream of exploring the Mediterranean a reality when they first delivered our yacht from Martinique to France in 2006," said Mason, citing DYT's yacht transport as both wondrous and practical.

Dockwise has a total of four yacht carriers including the 686-foot (209 meter) super ship **Yacht Express**. They use the float on/float off loading method that allows yachts of any size to be safely floated on and off as cargo. The carriers submerge themselves by pumping nine million gallons of water into their ballast tanks; the vessels are floated into place one-by-one; and then finally they are sea-fastened before the ship pumps dry to prepare for boat transport. The process is reversed to allow the yachts to safely disembark once they reach their final destinations.

"Most yacht owners are well aware of the risks and expenses involved in sailing or powering across the ocean," explained DYT's President, **Clemens van der Werf**. "DYT provides fixed route yacht shipping services so owners can enjoy the benefits of Caribbean or Mediterranean cruising without having to actually sail there themselves."

For the Masons—who were brand new to power boating when they bought **No Plans** in 2005—crossing the Atlantic on their own wouldn't have been an option in the first place.

"The only experience Larry had was from 40 years ago when he owned a 10-foot catamaran sailboat for all of two years," said Mary last summer in Newport, R.I., aboard the DYT carrier **Yacht Express**. With **No Plans** fully floating in the ship's dock bay and soon due for departure under its own power, her husband was conducting a routine systems check in the wheelhouse before starting the engines as focused as any commercial airline pilot during pre-flight. At any sign of a possible problem, Mary leaped like a cat to make an adjustment somewhere, sometimes disappearing into the bowels of the vessel but always re-appearing with a smile and an all-clear message.

This had been the return trans-oceanic boat transport trip for No Plans, and the Masons were now proud veterans of four cruising seasons (generally February through October) in the Mediterranean. With this adventure over, however, it wasn't too soon to begin planning for their next. Currently, the Masons are in Papagayo, Costa Rica, having delivered No Plans on its own bottom with two experienced friends last February. The voyage, which started in Ft. Lauderdale, Fla., took them to Mexico, then Belize and Roatan (off the coast of Honduras) and the islands of San Andrés and Providencia (Colombia). **No Plans** then continued through the Panama Canal before heading north in the Pacific Ocean to stop in Costa Rica.

"We arrived in Costa Rica a week ago and were sad to learn we had just missed the Dockwise going north," said Mary Mason, recognizing a new sort of irony in the name written so matter-of-factly on their boat's transom. "We would

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have loved to have loaded and shipped **No Plans** to Vancouver. We needed a break after the long transit, tough weather and shallow waters.”

But not ones to stress, the Masons simply adjusted their schedule for a longer stay in Costa Rica and plan to take the trip north by using one of the Dockwise yacht carriers in November. “We have used Dockwise yacht delivery services for two Atlantic crossings,” said Larry Mason, pointing out that Dockwise takes care of customs paperwork and includes insurance for each of its voyages, “and we will work with them to get No Plans to the next great cruising ground of the Pacific Northwest and Alaska. Another dream to become reality!”



According to DYT's Van der Werf, everyone has a different reason for relying on Dockwise. “Whether it's a couple like the Masons fortunate enough to be exploring the world as they are, a boat captain needing to get to the Med to meet a charter schedule, or a big-game fisherman seeking hallowed ground for catching giant blue marlin, one of the beauties of owning a boat is that you can transport it anywhere you want.”

DYT's global yacht transport routes for its semi-submersibles include the U.S. East Coast (Newport, Rhode Island and Port Everglades, Florida), the Mediterranean (Toulon, France; Genoa, Olbia and Taranto, Italy; Marmaris, Turkey; Palma de Mallorca, Spain), Northern Europe (Southampton, UK), the Bahamas (Freeport), the Caribbean (St. Thomas and Martinique), the Pacific West Coast (Golfito, Costa Rica; La Paz and Ensenada, Mexico; and Vancouver, B.C., Canada) and the South Pacific (Papeete, Tahiti; Auckland, New Zealand; and Brisbane, Australia).

“The bottom line is we don't have to worry about a thing when our boat is making a Dockwise trip,” said Mary. “They take care of the hard part before leaving us in friendly cruising country.”

After not servicing Marmaris, Turkey, for some time now, DYT is re-introducing this port of call on its schedule in June of 2010, with a voyage that originates in either Newport, R.I. or Port Everglades, Fla., and also services Palma on the way. The voyage then returns from Marmaris via Taranto, Italy (gateway to Croatia) and back to Port Everglades, then Newport, in September/October of 2010.

“We adjust our schedules to follow the migratory habits of our clients, said Van der Werf. “It is exciting for DYT that nautical tourism along the Adriatic coast has been experiencing steady growth over the past few years.”

Even though its schedule with the semi-submersible yacht carriers regularly covers main harbors around the world, as well as more unique destinations, DYT recognizes that it can't meet every demand for location or timing with its own ships. Therefore, the company has entered the lift-on/lift-off market, offering the same dogged professionalism and attention to detail in servicing this alternative method of yacht transportation which is adaptable mostly to smaller yachts that are more easily placed in cradles on the deck of cargo ships.

"Owners still work directly with our DYT loading masters and service managers, utilizing the most sophisticated systems for flawless handling of logistics and interaction of transportation routes," said Van der Werf. With its lift-on, lift-off offerings, DYT has serviced the following ports thus far this year: Dubai (UAE), Genoa (Italy), Jacksonville (Florida), Palma de Mallorca (Spain), Phuket (Thailand), Rio de Janeiro (Brazil), Rotterdam (The Netherlands), Singapore, and Southampton (UK).

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The **AL KHOR** seen departing from Hamburg - **Photo : Cornelia Klier ©**

.... PHOTO OF THE DAY



The **MSC SAVONA** seen during her maiden call in Harwich – Photo : Andrew Moors ©

BOEKBESPREKING

door : Frank NEYTS

“Mooring and Anchoring Ships. Vol. 1 & 2”.

Bij **The Nautical Institute** in Londen verscheen in twee delen het standaardwerk “**Mooring and Anchoring Ships**”. Het eerste deel heeft als ondertitel ‘**Principles and Practice**’, het tweede ‘**Inspection and Maintenance**’. Bij het aan- en afmeren van schepen gebeuren, zowel op de kaai/steiger als aan boord van het schip, onaanvaardbaar veel incidenten, vaak met verstekkend leed als gevolg. Hetzelfde geldt bij het ankeren van schepen. Het is dan ook geen luxe dat **The Nautical Institute** uitpakt met een goed gedocumenteerd boek over deze onderwerpen, geschreven in een duidelijke taal met glasheldere illustraties. De kennis die de twee boekdelen meegeeft is dan ook een absolute must voor alle opvarenden van handels- en marineschepen. Wie bovendien, als niet varende, interesse heeft in wat reilt en zeilt aan boord van een schip, zal aan deze boeken heel wat genoegens beleven!

“**Mooring and Anchoring Ships Vol 1&2**” (ISBN 978-1-870077-93-4 voor Volume 1 en ISBN 978-1-870077-94-1 voor Volume 2), werden op A4-formaat uitgeven, kosten samen £130 en tellen elk 264 pagina's. De boeken kunnen ook afzonderlijk worden aangekocht en kosten dan elk £75. De prijzen zijn exclusief P&P. Ingesloten vindt men ook een cd-rom met de inhoud van beide boeken. Aankopen kan via de boekhandel, of rechtstreeks bij The Nautical Institute, 202 Lambeth Road, London SE1 7LQ, UK. Tel. +44.20.79281351, E-mail: bh@nautinst.org

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