

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 121



Number 121 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 01-05-2010**

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



LOC London Offshore Consultants
Marine & Engineering Consultants

Dynamic Positioning Consultancy FMEA Studies & Trials

Services offered by LOC:

Aberdeen : aberdeen@loc-group.com

Houston : houston@loc-group.com

Singapore : singapore@loc-group.com

www.loc-group.com

Tel: +44 1224630200

Tel: +1 281 9877400

Tel: +65 62249200



The SMIT PANTHER towed the ATLANTIC GUARDIAN from Hoek van Holland anchorage to Damen Ship repair in Schiedam

Photo : Helen Hoogendijk ©

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

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

**To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website**

EVENTS, INCIDENTS & OPERATIONS


Offshore Agency and Logistics offshorelogistics@iss-shipping.com

Inchcape
Shipping Services

Utilizing the experience and expertise of our staff in 63 countries, ISS delivers global Agency and Logistics services to the Offshore sector. A **unique** approach to meeting the demands of a **unique** sector.

www.iss-shipping.com

A World of Local Expertise



Chief Engineer Acquitted in Texas 'Magic Pipe' Pollution Trial



A jury in Houston federal court cleared Greek Chief Engineer Ioannis Mylonakis of charges that he engineered the dumping of oil tanker waste off of the Texas coast in early 2009. The jury rejected claims by U.S. Department of Justice Environmental Crimes Section that Mr. Mylonakis, as chief engineer of the 40,000-ton M/T **Georgios M**, ordered his crew to use a so-called "magic pipe" to bypass pollution control equipment and discharge sludge and oily waste into the seas near Houston and Corpus Christi, Texas.

Left: Ioannis and Evangelia Mylonakis

Kathryn Nelson, of Berg & Androphy, of Houston, and 'magic pipe' specialists, George M. Chalos and George A. Gaitas, of Chalos & Co, P.C.,-International Law Firm.

Eight (8) crewmembers testified for the government that Mr. Mylonakis orchestrated the magic pipe bypass during his tenure on the vessel. The defense team demonstrated that the crew misled the government about the involvement of Mylonakis in return for grants of immunity. The jury found that the Filipino crewmembers were not credible.

In an extraordinary ruling, presiding Judge Kenneth Hoyt struck the testimony of the U.S. Coast Guard Marine Safety Lab's expert chemist, ruling it confusing and irrelevant. Mr. Mylonakis' defense presented a letter from a former whistleblower alerting the government to the use of "magic pipe" equipment in 2006, but there was no indication of a subsequent investigation by the Coast Guard or the DOJ. A crew witness who signed the letter testified it was prepared and signed as revenge against a former company official.

Defense counsel, Joel M. Androphy, said, "This is an extremely rare defense victory. What we showed demonstrated that the crew misled the government about the involvement of Chief Mylonakis in return for grants of immunity."

Co-counsel, George M. Chalos, said, "There was good reason that Chief Mylonakis defiantly testified in his own defense and loudly protested the charges. He is innocent. The real shame of this case was the vessel's owner and operator trying to scapegoat and blame Mr. Mylonakis for acts he didn't do, which was compounded by the government's failure to appreciate the facts as they truly exist and its decision to try to convict an innocent man."

The defense team said Mr. Mylonakis – a 48-year-old married father who had not seen his daughter in more than a year while being held in the U.S. – has had an exemplary 30-year maritime career.

The case is "U.S. v. Mylonakis," Case No. 4:09-cr-00492, in the U.S. District Court for the Southern District of Texas.
Source : George M. Chalos - CHALOS & Co, P.C. - International Law Firm



KOTUG's **SD SEAHORSE** seen assisting the **NYK VESTA** in Rotterdam-Europoort
Photo : Jacco van Nieuwenhuyzen ©

Korea and The Netherlands to collaborate on Four Rivers Project

South Korea's President Lee Myung-bak and Dutch Prime Minister Jan Peter Balkenende agreed earlier this week to enhance co-operation between the two countries for the implementation of Korean projects to develop the Saemangeum reclaimed area and refurbish four rivers nationwide.

During a summit at Cheong Wa Dae, the leaders discussed ways to boost bilateral investments in the areas of green growth, clean energy and climate change, the presidential office said. The Netherlands was the third-largest foreign investor to South Korea in 2009 after the United States and Japan, with its investment totaling US\$18.9 billion.

The two governments have signed a contract to jointly develop Saemangeum in North Jeolla Province and on the transfer of technologies and researchers for the river restoration project.

"The Netherlands has become our important green growth partner. I'm glad that the two nations have a shared commitment to opening the era of green growth and developing new economic models," Mr Lee said during a reception for the Dutch delegation **Source : Dredging News Online**

Test burn tried as part of Deepwater Horizon response



The Coast Guard started a controlled burn of pockets of crude within the slick over the Deepwater Horizon site late this afternoon and stopped at nightfall. Weather permitting, burns will continue Thursday morning.

Crews from the Texas General Land Office Oil Spill Prevention and Response Program supplied 1,000 feet of special fire boom to help with the process.

Prior to the burn, the unified command said the plan was for workboats to consolidate oil into a fire resistant boom approximately 500 feet long. This oil was then to be towed to a more remote area, to be ignited and burned in a controlled manner. The plan called for small, controlled burns of several thousand gallons of oil lasting approximately one hour each.

The vast majority of the slick will be addressed through natural means and through use of chemical dispersants. Controlled burns will not affect other ongoing response

activities, such as on-water skimming, dispersant application, and subsurface wellhead intervention operations. Preparations are also underway in Louisiana, Mississippi, Florida and Alabama to set up a protective boom to minimize shoreline impact.

Meantime, the latest NOAA update issued Wednesday evening reported that workers finished fabricating the containment chamber portion of the collection dome that will be deployed to the sea floor to collect oil as it escapes from the well. Work will now begin on the piping system that brings the oil to the surface for collection; this method has never been tried at this depth before.

NOAA says the first rig to be used for drilling a relief or cut-off well is on site and should begin drilling approximately 1/2 a mile from the well head on Friday. The relief well will not be complete for several months.

Responders are still figuring out new ways to use Remotely Operated Vehicles (ROVs) to try to trigger the blowout preventer (BOP), a series of valves that sits at the well head. These efforts will continue concurrent with the collection dome and relief well(s).

Good weather today allowed for both skimming operations and aggressive aerial application of dispersants - over 50,000 gallons of dispersant have been applied to the surface oil in the last two days. Current NOAA efforts are focused on: gathering more information about the spill, planning for open water and shoreline remediation, and readying for environmental assessment and response. Natural resource damage assessment (NRDA) activities are now underway.



Winds are forecast to become strong (20+ kts) and blow from the southeast starting tomorrow and continuing through the weekend, which will continue to push surface oil towards shore

NOAA oil-spill trajectory analyses indicate that oil continues to move towards shore. 100,000' of oil-containment booms (or floating barriers) have been deployed as a precaution to protect sensitive areas in the Louisiana area. The effects of oil on sensitive habitats and shorelines in four states (LA, MS, AL, and

FL) are being evaluated should oil from the incident make landfall in appreciable quantities NOAA's Assessment and Restoration Division is evaluating concerns about potential injuries of oil and dispersants to fishes, human use of fisheries, marine mammals, turtles, and sensitive resources Baseline aerial surveys to assess marine life were conducted today with personnel from NOAA's National Marine Fisheries Service (NMFS), these will continue as needed

QUEENS BIRTHDAY CELEBRATED ONBOARD TSHD ROTTERDAM



In view of the Birthday celebrations of Dutch **Queen Beatrix**, celebrations were held onboard Dutch ships and communities worldwide , above can seen the cake made by Ricky onboard the **TSHD ROTTERDAM** which was cut later by 1st Engineer **Anna Jansen**

Photo : Ch. Engineer Kees ©



KONINGINNEDAG

Netherlands Queen's Day Reception



In Singapore Ambassador **Hans Jansing** (right) hosted a reception for Queens Day in Suntec City for the Dutch Business Community in Singapore, the Singapore Senior minister of State **Iswaran** (on the left at the photo) was the guest of honor who highlighted in his speech the cooperation between Singapore and The Netherlands in trade and technology, The Netherlands is one of the major investors in Singapore with \$49 billion.

The evening was concluded with drinks and snacks for everybody, including original Dutch Bitterballen, Rookworst and last but not least Haring, all flown in from The Netherlands by the national carrier **KLM** whilst the beer was supplied by **Heineken**. **Photo's : Piet Sinke ©**



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)
Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Oil spill reef shortcut ship Shen Neng 1 barred from entering Gladstone port, heading to Hervey Bay

THE bulk carrier, **Shen Neng 1**, which ran aground on the Great Barrier Reef causing an oil spill, has been deemed too unsafe to enter the Port of Gladstone. The Australian Maritime Safety Authority says adverse weather makes it too unsafe to bring the ship into port. Instead it will be moved to an anchorage between Fraser Island and the mainland in the northern part of Hervey Bay where its cargo of coal will be unloaded. The vessel will then be towed overseas, presumably to China. AMSA Deputy Chief Executive Officer Mick Kinley said the decision to move the ship to an alternate place of refuge was made following a request from the salvors and in consultation with the state and federal governments.

"The salvors will work with Maritime Safety Queensland to manage the towing of the ship from its current location to the place of refuge," he said. "The ship will only remain in the Hervey Bay area for the minimum time necessary to lighten it and is subject to strict safety conditions." Maritime Safety Queensland General Manager Patrick Quirk said the ship remained structurally sound despite damage when it grounded on Douglas Shoal.

"Unfortunately factors outside our control like the weather and the tides mean the risk of taking the ship into the Port of Gladstone is simply too great," Mr Quirk said. "During last week's attempt to bring the ship into port five tow lines snapped on the attending tugs due to movement of the vessels from wind and swell.

"These tow lines are as thick as a down-pipe and every time one snaps it's a risk to life and limb." Mr Quirk said he supported AMSA's direction. "Doing nothing with this vessel is not an option," Mr Quirk said. "We didn't want this ship on our reef, we didn't want it in Gladstone and we'd certainly prefer not to be taking it to Hervey Bay but this is the safest and quickest way to get it out of Australian waters." Mr Quirk said the inspection by divers had confirmed the vessel was safe to tow to Hervey Bay. He said once it was off Hervey Bay, a second transfer vessel would pull alongside and remove around half of the coal onboard. "Once about half the coal is removed the ship should be ready to take into international waters and towed overseas," Mr Quirk said. On Thursday night, maritime experts completed a 33 hour operation to remove oil and oily water from the **Shen Neng 1**. Around 1500 tonnes of oil and oily water were removed by 50m bunker barge Larcom which was due to return to the Port of Gladstone tonight to safely discharge the pollutants. **Source : Daily Telegraph**



ITC's **SUMATRAS** departed with the **SMIT AMAMBAS** from Rotterdam bound for the US Gulf

Photo : Tom Staneke ©

US oil spill raises shipping fear

Major oil and grain shipping channels through the Gulf of Mexico are not being affected by the massive oil slick, officials said on Thursday amid concerns that it could disrupt operations in the region. While oil traders braced for potential freight restrictions that could curtail crude oil imports to the nation's refining hub, the Coast Guard sought to prevent the spreading slick from affecting traffic and the nation's biggest oil import terminal off Louisiana said it did not anticipate a disruption for now.

"It is our goal not to allow disruption of traffic on the Mississippi River," said Coast Guard Rear Admiral Mary Landry, who is heading the federal cleanup effort. "We cannot disrupt maritime commerce." The Louisiana Offshore Oil Port, which handles more than 1 million barrels a day of crude oil imports, is operating normally and doesn't expect any impact on operations, LOOP spokeswoman Barb Hestermann said.

Fears of disruption to crude oil imports or soybean exports escalated on Thursday as an offshore oil well continued to gush crude, and after White House spokesman Robert Gibbs told reporters that President Barack Obama had been briefed on how the spill could interfere with shipping channels.

"A big threat is to tanker traffic both inbound and outbound," said a crude oil trader who declined to be named. "The closer it comes to shore the bigger the problem, since the Coast Guard will not want any vessel to be fouled by oil."

But for the moment, traders and port officials said they didn't anticipate a major impact, even after the U.S. Coast Guard ordered commercial seagoing vessels to avoid the slick, caused by the collapse of a deepwater drilling rig.

The giant LOOP terminal typically handles up to 15 percent of U.S. crude imports and supplies refiners in the key Gulf Coast region. It is located some 50 to 60 miles (80 to 97 km) west of the oil slick, which has been moving eastward, potentially placing shipping traffic at risk.

The oil spill -- from a BP Plc rig that exploded in the Gulf of Mexico last week -- is spewing around 5,000 barrels a day, and officials have said it could take 90 days to stop the flow, raising the specter that the slick could expand, propelled by winds and sea currents.

Any ship passing through the slick could be halted and ordered to be cleaned, according to Judith Adams, a spokeswoman for the Alabama State Port Authority. Adams said that the Port of Mobile, Alabama, which includes terminals that handle some oil and petroleum product shipments, currently expects little impact to vessel traffic beyond possible course changes to avoid the spill.

The Southwest Pass Lightering area, where about 1 million barrels of crude are transported ashore daily, near the Mississippi Delta in Southern Louisiana, also remained unaffected, said David Brasher, the head of lightering activities at shipping industry group SGS.

"The slick is headed more toward the coast between Louisiana and Alabama, so as long as the winds keep going that way, it might not affect the lightering area itself too much," Brasher told Reuters. But commodities traders and shipping sources warned that several risks remain for vessel traffic in the region.

River barge traffic in the Delta region also faces risks, including potential disruptions to outbound vessel traffic.

The Mississippi River is a vital waterway for the transportation of grains from production centers in the Midwest to the U.S. Gulf, which handles 65 to 70 percent of all grain exports from the United States, depending on comparative ocean freight rates with the Pacific Northwest, the shortest U.S. sea route to Asia. **Source : China Daily**



The **QUEEN MARY 2** seen moored in New York – Photo : Richard Palmer ©

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

Reddingbootdag: een belevenis voor jong en oud

Op zaterdag 8 mei a.s. organiseert de **Koninklijke Nederlandse Redding Maatschappij (KNRM)** voor de 17e keer haar landelijke open dag. De Nationale Reddingbootdag is dé dag bij uitstek om actief kennis te maken met het werk, de mensen en het materieel van de KNRM. Mogelijkheid om mee te varen met een van de reddingboten. De open dag duurt van 10.00 tot 16.00 uur en wordt op alle 42 reddingstations in Nederland gehouden.

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

Ook redder worden: De open dag is een uitgelezen mogelijkheid om te bekijken of je zelf ook vrijwillig redder wilt worden bij de KNRM. De redders, het materiaal, voor sommigen een droom. KNRM reddingstation Hoek van Holland kan met name nog redders gebruiken die overdag beschikbaar zijn, dus werken en/of wonen in Hoek van Holland. Geïnteresseerd? kom dan zeker praten. Dit jaar zijn de Hoekse redders al 10 keer voor een actie opgeroepen, U kunt deze acties bekijken op www.knrmhvh.nl



Fotowedstrijd Speciaal voor Reddingbootdag heeft de KNRM de site <http://fotowedstrijd.knrm.nl> gelanceerd. Omdat we vaak heel veel foto's krijgen opgestuurd van Reddingbootdag leek het ons leuk om er een wedstrijd van te maken, zodat iedereen zijn mooiste foto kan insturen, maar ook kan terugkijken op alle mooie momenten.

Regels voor het meevaren met de reddingboot:

- Redders aan de wal hebben voorrang bij meevaren op vertoon van hun pasje
- Opstapkaarten dienen te worden afgehaald bij de donateurs stand, bij het bemanningsverblijf.
- Reddingvest verplicht voor alle opvarenden.
- Kinderen tot 16 jaar uitsluitend onder begeleiding van meerderjarige.
- Kinderen jonger dan 4 jaar kunnen helaas niet mee.

Locatie:
Stationsweg 25 (Berghaven)
3151 HR Hoek van Holland

MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000

NAVY NEWS



The Dutch frigate **F 804 DE RUYTER** seen cruising off the Dutch coast last week during a family day

Photo : Peter Westdijk ©

Navy funeral held for 46 fallen sailors of S. Korea's sunken ship

A Navy funeral was held Thursday for 46 sailors killed in the March 26 sinking of a warship in the Yellow Sea. About 2,800 people, including President Lee Myung Bak and bereaved families, attended the funeral at the Navy's 2nd Fleet Headquarters in Pyeongtaek, Gyeonggi Province.



The South Korean government announced a five-day national mourning period from Sunday in tribute to the victims of the sinking. The 1,200-ton **Cheonan** was split in half by an unexplained explosion near the western maritime border with North Korea.

Of the ship's 104 crew members, 40 have been confirmed dead and six are still unaccounted for, while 58 were rescued.

After salvaging the broken parts separately, investigators have said the sinking was most likely caused by "a strong, close-range, external

explosion," deepening suspicions that North Korea may be behind the incident. North Korea has flatly denied any involvement in the sinking. **Source : Breitbart**

NATO Frigate Helicopter Arrives

The Netherlands recently received its first (of 20) NH-90 NFH (NATO Frigate Helicopter). While as roomy inside as the competing S-70 and the EH-101, it is compact enough to operate from the smallest frigates and some 1,000 ton class corvettes. The Netherlands is using the NH-90 to replace its Lynx helicopters. The naval version carries two pilots and a sensor operator. Sensors include dipping sonar and sonobuoys, magnetic anomaly detector, FLIR (heat sensing), radar and electronic warfare gear.



Costing about \$44 million each, the ten ton NH90 can also be configured to carry 21 troops or twelve casualties on stretchers, plus a crew of two. It first flew in 1995. The

manufacturer, NH Industries, is a consortium of French, German, Dutch and Italian firms. The NH-90 has a max speed of 300 kilometers an hour and has an endurance of up to five hours. The naval can carry a pair of light weight torpedoes, or anti-ship missiles. There are over a hundred NFH models on order. **Source : Strategy Page**



The Dutch MCM **M 853 HAARLEM** seen enroute Rotterdam – **Photo : Hans de Visser ©**

Iranian navy plane flies near USS Eisenhower in Gulf of Oman

An Iranian navy plane that approached a U.S. aircraft carrier last week was flying as low as 300 feet as it neared the **USS Eisenhower**, U.S. military officials said Wednesday. The incident, first reported by CNN on Tuesday, came as Iran was beginning a series of military exercises last week meant to show off their military prowess. The **Eisenhower** was on duty in the Gulf of Oman in the northern Arabian Sea, in support of the Afghanistan war efforts, when the Iranian maritime patrol aircraft flew within 1,000 yards of the vessel, according to military officials.

While the encounter was not threatening, it was unusual. U.S. navy ships have regularly encountered Iranian aircraft in the Persian Gulf in recent years, but this encounter took place in the Gulf of Oman, in an area where Iranian jets are seen much less frequently, several Navy officials said.



The officials declined to be identified, citing the extremely sensitive nature of any U.S. military interaction with Iranian forces. Adm. Gary Roughead, the top Navy officer, confirmed the April 21 incident. The Iranians were "not provocative or threatening. As long as they are professional and not threatening or reckless, it's international space," he said.

The USS **CVN 69 DWIGHT D. EISENHOWER** arrived Thursday in Abu Dhabi – **Photo : Johan de Bue (c)**

Radar on the **Eisenhower** and other U.S. ships in the vicinity closely tracked the Iranian aircraft as it approached the aircraft carrier to ensure it maintained a nonthreatening path, Roughead said. A senior U.S. military official said the Iranian plane was tracked by U.S. units for nearly 100 miles before it reached the **Eisenhower**.

The Iranian aircraft was a **Fokker F27** that was unarmed, officials said. It remained in the vicinity of the **Eisenhower** for about 20 minutes before leaving the area, according to the senior official. The Eisenhower had just finished a series of carrier aircraft flight operations and a resupply at sea mission.

U.S. officials believe the Iranians wanted a close look at the carrier, but they could not say if the Iranians took photos of the ship. One of the officials also said Iran may simply have been trying to demonstrate its aerial capabilities to the United States.

U.S. military officials continue to emphasize that recent encounters with Iranian naval forces in the Persian Gulf have been professional and without confrontation or problems. The U.S. Navy takes great care to try to stay out of the way of any Iranian forces in the region, officials said. **Source : CNN**

SHIPYARD NEWS

MEET TOS  AT



from 18th until 20th May

- Global Ship Delivery
- Crewing Solutions

www.tos.nl

Okskaya Shipyard launches 3rd tanker, ordered by AET

Okskaya (Oka) Shipyard (Navashino, Nizhny Novgorod region) launched this April Primemax **AET Nissa**, a tanker ordered by AET (Malaysia). The official launch ceremony was attended by Nordin Mat Yusuf, VP of MISS (a 100% subsidiary of Petronas, owner of AET) and Shahril Abdul Rashid, Projects Senior Manager, Volga-Nevisky Prospekt reports. The **AET Nissa** tanker will be delivered to AET in late May - early June this year.

The three-series tankers built under contract with AET are 139.9 m in length, overall width - 16,7 m, deadweight of 6,600 tons. The tankers are intended for shipment of crude oil from drilling rigs in the Caspian Sea to pipelines facility transporting oil to the Caspian Sea states and the Middle East. Okskaya Shipyard OJSC is a manufacturer of medium river and seagoing vessels (sea-river going bulkers, container ships, oil and dry cargo barges and tankers). **Source: Portnews**

Flintstone gives boost to DEME's oil and gas business

A new, next-generation fallpipe vessel was launched at Sembawang Shipyard in Singapore in the form of **Flintstone**, which is being built for Tideway, the offshore subsidiary for oil and gas activities at Belgium's Dredging, Environmental and Marine Engineering (DEME) Group.

Flintstone has a carrying capacity of 19,000 tonnes and can place rock with a high level of accuracy at a recordbreaking depth of up to 2,000m. The vessel also has ice class notation. **Flintstone** is Tideway's third fallpipe vessel, and its largest. The two other vessels owned by the company are the 11,500 tonnes **Rollingstone** and the 17,500 tonnes **Seahorse**.

The €115 million investment in **Flintstone** will provide a further boost for the oil and gas activities of Tideway.

DEME's CEO Alain Bernard was recently on the record as saying that in the coming years the group will focus - among other areas - on oil and gas related activity, the mining industry and energy utilities. Said DEME: "Recent trends in the market have made deepsea pipelaying and deep sea pipeline protection more affordable. The search for deeper offshore oilfields in Brazil, West Africa and the Arctic regions is offering new unseen opportunities. In this respect, **Flintstone** has some very important features."

Flintstone has a DP2 class dynamic positioning system and a highly sophisticated active heave compensated ROV; the vessel also has state-of-the art survey equipment, and is fully certified for working in Arctic conditions. "The capability to place rock with high accuracy to depths of up to 2,000m is a competitive advantage in itself," said DEME

"Her cruising speed of 15 knots is also a valuable asset, since the run to and from the quarry becomes less time consuming – leaving more operational time on the project site."

"The 'green design' Flintstone was built under Lloyds Environmental Protection Code, which means amongst other features the full implementation of energy-saving measures and the limitation of NOx to the absolute minimum," said the company. The vessel is due to be delivered in the first quarter of 2011 and already has a first assignment with the Russian company Sevmash, for whom **Flintstone** will install scour protection around the Pirazlomnaya Platform in the Barents Sea southwest of Novaya Zemlya. **Source : Offshore Shipping Online**



The **NOORDHOEK CONSTRUCTOR** departed from Vlissingen
Photo : Wim Kosten - <http://www.maritimephoto.com> ©

CDDL takes moves for building multipurpose vessels

Chittagong Dry Dock Ltd (CDDL), the lone state-run dockyard that repairs national and foreign flag vessels, for the first time plans to build multipurpose container vessels for national use. An ECNEC meeting held here recently approved building four vessels each of 108 TEU (Twenty-Foot Equivalent Unit) container carrying capacity for Bangladesh Inland Water Transport Corporation (BIWTC) and out of the four, two vessels would be built by the CDDL.

To carry forward the ECNEC decision, the BIWTC has sent a letter of intent to the CDDL to build two vessels. The CDDL accepted the proposal signaling its desire and capability for the same. CDDL Managing Director Engr. Enamul Baqui told BSS that the CDDL has initiated the work on building inland and seagoing vessels by making big sections and blocks in its covered workshops and open fabrication yards. Shipbuilding programme for two BIWTC vessels will be conducted by the existing technical facilities and manpower at the CDDL workshops, dock and out-fitting jetties.

Engr. Baqui, also a naval architect & chartered engineer, noted with appreciation of the ECNEC decision terming it as an epoch-making one in the country's history of shipbuilding. The decision would pave the way for materializing the long-cherished desire of the country for shipbuilding at the government initiatives and enterprises, said CDDL MD. Echoing the view of Engr. Baqui, BIWTC chairman Golam Mustafa Kamal told the news agency that they will put forward a document in this regard to the CDDL authority with a request to provide the BIWTC with competitive rates. "We will pursue to have the two vessels from the CDDL as quickly as possible. Process would be on to carry out the government's decision by any means," Kamal observed. Bangladesh Steel and Engineering Corporation (BSEC), an autonomous body run under the Ministry of Industries, was established on July 1, 1976, has now nine industrial units in operation.

The CDDL is one of the best amongst them and now planning to go for major BMRE and setting up of separate facilities for shipbuilding in addition to its on-going ship repair activities. **Source: The New Nation**

STX Europe opens yard in Vietnam - names first offshore vessel

STX Europe officially launched its shipyard in Vung Tau, Vietnam on April 28th 2010, in connection with the naming of the first vessel built there.

STX Europe's shipyard has taken a strategically important position in the Asian market for offshore vessels. With an investment in excess of US\$30 million, located in the heart of Vietnam's growing offshore operations, the new yard in Vung Tau will strengthen STX Europe's ability to serve its international customers in the region, said the company in a statement.

Speaking at the launch, Knut Ola, Chairman of STX Vietnam Offshore Ltd, said: "The establishment of the shipyard and the building of the first vessel were completed ahead of schedule at a record speed. We started early in January 2007 and I am very pleased to see the result from the Vietnam team who has managed a challenging project of building a vessel and simultaneously having the yard constructed."

"This first vessel, named **Skandi Emerald**, is the first in a series of six advanced anchor handling tug supply vessels. Skandi Emerald, owned by Aker DOF Deepwater, will be servicing anchor handling operations and take on transportation of general cargo for the offshore industry," said Mr Ola.

"The STX Vietnam Offshore shipyard is a modern shipyard in Vietnam, set up for the highest international standard. At the full operation, the yard can reach a capacity of four medium size vessels per year," said the statement. "As an international shipbuilding group, STX Europe aims to be the preferred builder of offshore and specialized vessels serving the oil industry."

"Vietnam offers a unique combination of cost efficient production, highly skilled workforce and proximity to the important and growing Asian offshore market. The shipyard in Vietnam is designed and built to fulfill STX Europe's commitment and focus on the environment in all its operations." **Source : Offshore Shipping Online**

ROUTE, PORTS & SERVICES



The **SPRING DELI** seen enroute Rotterdam – **Photo : Henk van der Heijden ©**

Hallin's New Vessel Goes Straight to Work!

With the ink barely dry on the purchase agreement, the latest recruit to the Hallin fleet, the **Penrith**, has started work on a new contract. The one year old, DP2, offshore support vessel is equipped with an air diving system, two inspection class ROVs, divers, operators and crew, and has commenced work offshore Indonesia.

Working for **PT Pertamina Hulu Energi ONWJ Ltd**, Hallin is tasked to carry out the inspection, repair and maintenance to subsea infrastructure and structures. The US\$6.5 million contract will last for more than three months and project management will be carried out from Hallin's offices in Jakarta.

Rik Zwinkels, Hallin East Division's MD, said: 'We are pleased that the **Penrith** is starting its new life with an excellent contract that builds on Hallin's success offshore Indonesia and our investment in our office in Jakarta. 'Being able to put together a package of all Hallin owned assets and staff means we can react quickly and be flexible to ensure we exactly meet the client's requirements for pretty much any project.

FESCO, Mitsui sign a deal on a joint venture

FESCO Transportation Group and Mitsui & Co., Ltd. have announced signing of the agreement to form a strategic business alliance, establishing a joint company that would provide a wide range of warehousing and distribution services in the domain of imports and distribution of Japan manufactured products in Russia, FESCO press release said.

The Moscow-based new company will start operating on May 1st this year, providing ranged warehousing and logistics services to facilitate the supply chain of leading Japanese manufacturers across the Russian territory. "This agreement marks an important milestone in FESCO development: we make yet another step towards our strategic objective to become a logistical solutions provider, capitalizing on our substantial expertise in container trade between Asia Pacific and Russia, including our trademark "land-bridge" intermodal services based on Trans-Siberian Railroad. Our valuable partnership with Mitsui opens unprecedented opportunities for this new business in terms of access to the client base in Japan and reliable logistical support in the cargo origination area," Sergey Kostyan, FESCO VP for Liner and Logistics was quoted as saying.

Mr. Masahiko Tsumoto, General Manager of Logistics Network Division from Mitsui said, that "joining forces with FESCO creates visible synergy opportunities for this business, enabling Mitsui to provide top-class comprehensive logistical solutions to Japanese clients interested in the Russian market. We believe that the new strategic alliance will be beneficial to both parties and will undoubtedly contribute to further development of foreign trade relations between our two countries". **Source: FESCO**



Seamanship
Whatever the ship. Wherever delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

Maersk sells Chinese terminal stake for \$520 mln

Danish shipping and oil group A.P. Moller-Maersk agreed to sell a stake in the Yantian container terminal in China to a unit of COSCO Pacific for \$520 million, Maersk said on Thursday. 'The transaction is expected to generate an accounting gain in the order of \$300 to 400 million in 2010,' Maersk said in a statement.

Maersk and a wholly owned subsidiary agreed to sell their 13.7 percent stake in Sigma Enterprises Ltd, which owns an interest in the Yantian terminal, to COSCO Pacific's Crestway International Ltd, Maersk said. The transaction, which depends on consent from other Sigma shareholders and approvals from shareholders in COSCO Pacific and China COSCO Holdings Company Ltd, is expected to be completed by the end of July, Maersk said. Maersk's APM Terminals has operations and holds stakes in terminals throughout China at the ports of Dalian, Guangzhou, Qingdao, Shanghai, Tianjin and Xiamen, it said.

'China is an important growth market for APM Terminals and we are dedicated to servicing the needs of our customers in China,' APM Terminals Chief Executive Kim Fejfer said. 'We remain very positive on the container port market in China and globally,' he said. 'We will continue to seek investment opportunities in China and worldwide.'

Source: Reuters

AHTS Ramla Bay sold



Photo : Thijs van der Jagt ©

Fearnley Offshore Supply reports that the AHTS **Ramla Bay** (ex Smit Lloyd 1 - built 1965 - 3,000 bhp) has been sold to Deep Maritime, Turkey. The vessel has been renamed **Deep Supporter** and will be converted into a CLV.

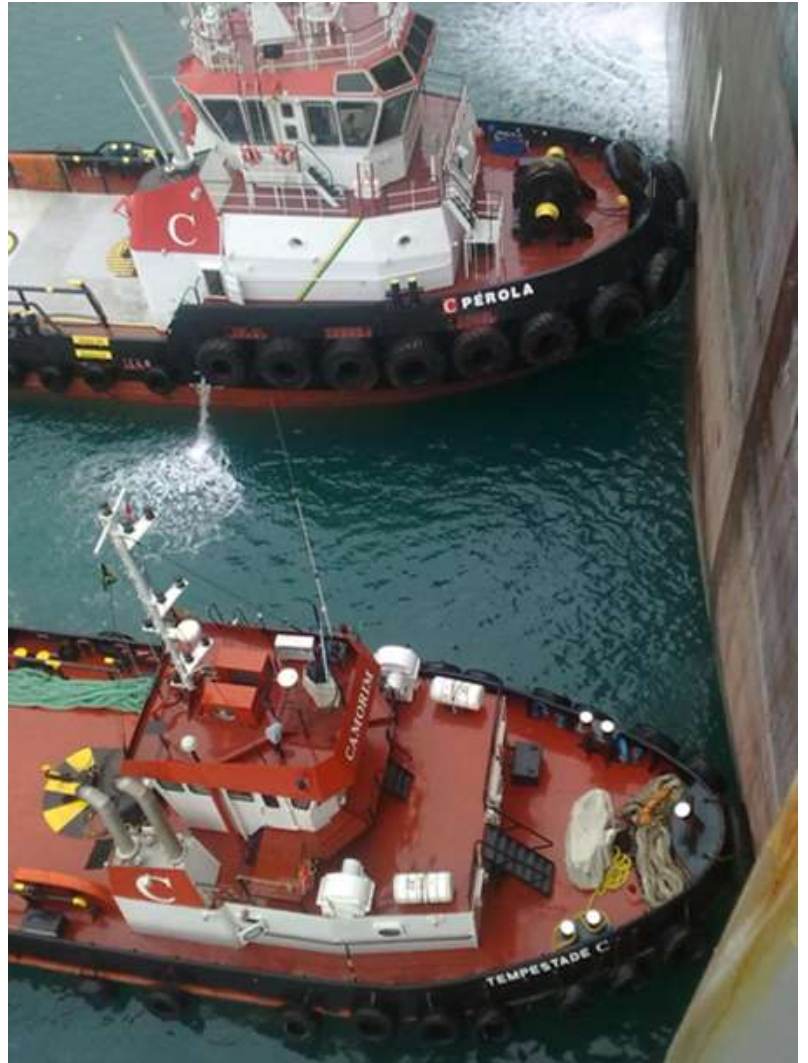
G E Shipping contracts to sell a General Purpose product carrier

The Great Eastern Shipping Co Ltd. (G E Shipping) has signed a contract to sell "**Jag Palak**", a single hull General Purpose product carrier. The 1985 built vessel of about 27,400 dwt will be delivered to the buyers in Q1 FY2011. The Company's current fleet stands at 37 vessels, comprising of 31 tankers (11 crude carriers, 19 product tankers, 1 LPG carrier) and 6 dry bulk carriers with an average age of 10.9 years aggregating 2.74 mn dwt.
Source: Great Eastern Shipping Co Ltd.

P-57 RELOCATED IN ANGRA DOS REIS



On 29th April the **FPSO P-57**, which is at Brasfels in Angra Dos Reis Brasil, was relocated from SB alongside the Finger Pier to PS alongside the Finger Pier.



To achieve that the FPSO was manoeuvred clear of the pier, towed out to deeper water through the navigation channel, rotated 180 degrees, towed back (astern) to the pier and pushed alongside.

The FPSO engine was inoperable hence 5 tugs between 43T and 50T bollard pull attended the FPSO, namely the Uranus, Perola, Mirzan, Tempesta and Auriga, all supplied by 'Camorim Servicos Maritimos Ltda'.

The conditions were good and the manoeuvre was completed safely and efficiently in 2 hours time.

Source / Photo's : Maarten Raemakers - Mooring Master

Suez Canal Container Terminal takes four more supersize STS cranes

APM Terminals-operated Suez Canal Container Terminal (SCCT) said last week it has taken delivery of four ship-to-shore cranes and 10 yard cranes as part of its ongoing expansion.

The four ZPMC super post-Panamax cranes are able to tandem lift boxes and bring the total number of super post-Panamax gantries at SCCT to 16. The new cranes are designed to serve containerships carrying up to 12,000 TEUs and have the capability to handle two 40-foot or four 20-foot containers at a time.

"This is rare in the Mediterranean market," said Jens Floe, the terminal's chief executive. "As a big player in transshipment business on the east/west trade lane we have been dealing with more and larger vessels over the past few years than ever before." SCCT also said shipping line UASC has started calling the terminal from mid-April.

"Although the ports and shipping industry was quite severely affected by the global crisis, it is important that we continue to increase the service to our customers and prepare for the future," Floe said. "Besides the transshipment market we are serving, we believe there is also high potential in Egypt for an increased local product, which further strengthens us as a hub."

The expansion will take capacity at SCCT from 2.5 million TEUs per year to 5.1 million TEUs by 2012. COSCO Pacific holds a 20 percent stake in SCCT. **Source : American Shipper**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



Providing worldwide underwater solutions

FORESTRY PRODUCT FOR EXPORT FROM NEWCASTLE

The growing diversity and export capability of the Port of Newcastle will see an increase in forestry product being exported from the port, CEO of Newcastle Port Corporation, Gary Webb, said today.

"Newcastle has been increasing its trade throughput for the past nine years and a licence has been granted for forestry product in the form of commercial plantation logs from Northern NSW to be exported through the port to China," said Gary.

"About 200,000 tonnes of the product will be exported each year for the next three years which adds to the list of 40 commodities currently imported or exported through the port."

The Port of Newcastle currently exports about 265,000 tonnes of woodchip to Japan each year. It previously imported sawn timber from North America until a change in commercial shipping routes ceased imports about five years ago.

Gary said the company undertaking the new enterprise was MTX Australia Pty Ltd which manages private and state forests to process radiata pine. "The plantation logs will initially be stored on vacant land at Dyke Point for export through the Eastern Basin Distribution Centre from mid May," he said.

"Dyke Point will be a temporary processing area until land at Mayfield (former BHP Steelworks site) is developed to accept forestry product for export across the new Mayfield No.4 Berth." **Source : Garry Luxton**



Above seen the 1906 built sailing ship **ALEXANDER VON HUMBOLDT** anchored off Xlendi Bay, Gozo on Monday 26th April 2010.

Alexander von Humboldt was originally built in 1906 by the German shipyard AG Weser at Bremen as "**Reserve Sonderburg**". She was operated throughout the North and Baltic Seas until being retired in 1986. Subsequently she was converted into a three masted barque by the German shipyard Motorwerke Bremerhaven and was re-launched in 1988 as **Alexander von Humboldt**.

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

Coastal administration recommends the port of Kirkenes

In a recently published study, the Norwegian Coastal Administration concludes that the port of Kirkenes is the best choice in eastern Finnmark for base operations for the petroleum industry.

The study has evaluated the ports of eastern Finnmark as base ports for offshore operations in the Barents Sea. Important factors which have been evaluated are harbor depth, harbor infrastructure, areas at disposal, road and airport facilities and relevant industry in the area.

The study concludes that Kirkenes is the port best suited for such operations in eastern Finnmark. The harbor depth is 30 meters in general, there are large areas which can be used for service purposes and the town has both good airport connections and road infrastructure.

– Among the ports studied in this report, only Kirkenes fulfill the demands which are set for a future oil base in eastern Finnmark, the conclusion states.

Advisor of the Norwegian Barents Secretariat, Oddgeir Danielsen, says that this report only underlines what has been known by most people working with development of the oil and gas industry in the eastern part of the Barents Sea.

– Only Kirkenes has the harbor infrastructure needed for service operations for the petroleum industry. At the same time the location is maybe even more advantageous for Kirkenes. It is the harbor located closest to Russia, the main airport of eastern Finnmark is located here and the road connections to Russia and to the south are also in the benefit of Kirkenes, says Danielsen.

Another important factor which gives Kirkenes an advantage compared to other ports, is the scope of the existing local industry. Kirkenes has one out of few ship yards in northern Norway, and can thus provide key competence for service work to the petroleum industry. In addition there is the wide range of mechanical competence within the Sydvaranger mine company, which adds to the industrial capability of the Kirkenes community, says Danielsen. **Source :**
BarentsObserver



Last week seen in Barcelona from left to right : the splitbarge **Ham 586**, Backhoe dredgers : **Goliath - Razende Bol** & **Dinopotes**. The **Eide Trader** delivered the **Dinopotes** and loaded the **Razende Bol**. Bound for the Shipyard in Finland to prepare for the next job close on the Russian border. The **Goliath** will be shipped by a dockship this week to Rio de Janeiro, Brasil for a project. **Dinopotes** will stay at Barcelona.

Photo : Stefan Mieras ©

Scan on port waste

India's ports are not adequately equipped to screen the import of hazardous materials into the country, environment minister Jairam Ramesh told Parliament yesterday, echoing long-standing assertions by green activists.

Answering questions on import of polluting waste products, Ramesh said India needed to "tighten up" port procedures to bring about greater control on the import of hazardous wastes. Environmental groups have long expressed concern

that Indian authorities are allowing the import of potentially hazardous wastes, including clinical waste, incinerated ash waste and electronic waste.

A non-government organisation recently used government data to compile a list of wastes imported into India over the past five years and showed that several types of waste prohibited by law have entered the country.

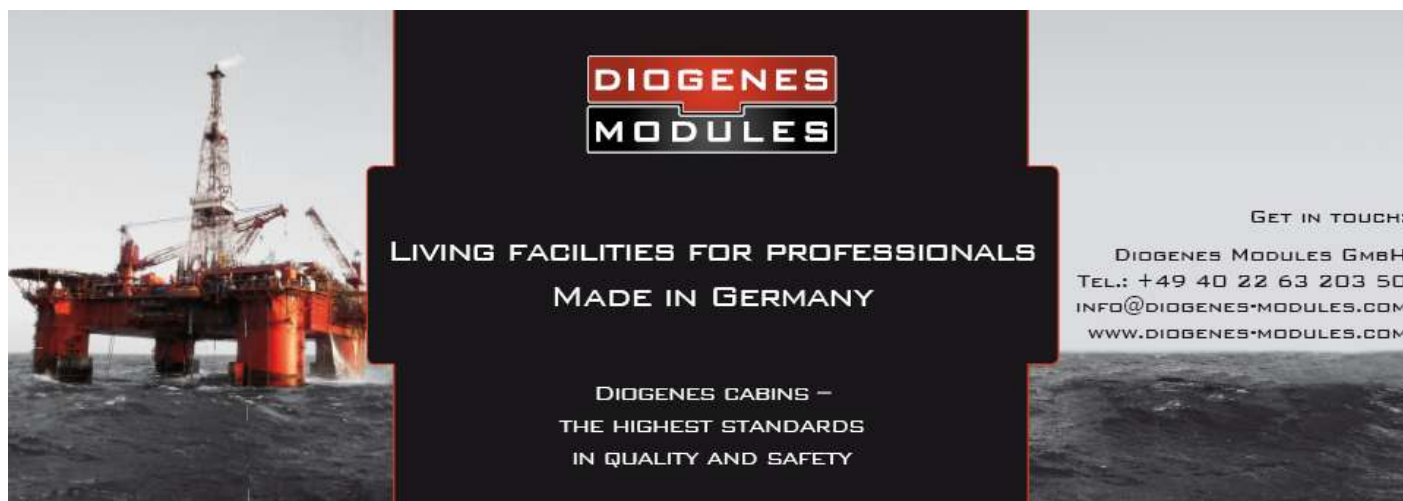
Asked by MP Adhir Chowdhury whether Indian ports were equipped to check the import of hazardous materials, Ramesh said: "The honest answer is no." Ramesh said he had written to the finance minister about the need for a joint mechanism between the environment and the finance ministries so that the customs department turns "more sensitive to this area".

However, environmental activists say various arms of the government have been encouraging the import of potentially hazardous waste. The ministry last year itself allowed the import of electronic waste. "They're consciously allowing hazardous waste imports under the garb of recycling," said Ravi Agarwal, director of Toxics Link, an environment-watch group.

"Why do we need to import electronic waste when we have our own annual estimated burden of 400,000 tonnes," Agarwal said. "Even China has banned imports of electronic waste."

Environment ministry officials said they could not understand how port authorities allowed the import of incinerated municipal ash wastes. "We need greater co-ordination between environment and commerce ministries," an official said.

The incinerated ash waste comes along with other consignments of waste as part of a process of "dumping" unwanted waste into developing countries, Agarwal said. Ramesh said certain amendments to rules on import of hazardous waste did not liberalise the imports of such waste. This facilitates the import of metal scrap which is no longer classified as hazardous waste, he said in response to MPs' queries. **Source : Telegraph India**



**DIOGENES
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY**

**DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY**

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

New milestones reached in Maasvlakte project



The **YEOMAN BRIDGE** seen discharging stone for the Maasvlakte 2 - Photo : Aad van Zon ©

Recent weeks have seen a number of important milestones in the Maasvlakte 2 project at the Port of Rotterdam. March saw construction start on the first deep-sea quay at the new facility, which is for the future Rotterdam World Gateway terminal, which will benefit from a water depth of 20m at the quay.

The quay itself will be 1,000m in length and will also be suitable also for by inland vessels and feeders vessels and will have its own rail terminal with a connection to the Betuwe Railway Line.

The terminal, which is due to be operational in 2013, will have a capacity of about 4 million TEU in the final phase. The quay walls for the deep-sea quays are made from 1.2m thick reinforced concrete poured to a depth of no less than 40m below the surface of the quay, a technique that was also used during the construction of the Euromax Terminal on the existing Maasvlakte facility.

Some 240 million m³ of sand is required for the construction of the first phase of Maasvlakte 2 and, as of the end of January 2010, 91.5 million m³ had been obtained. Of this sand, 86.5 million m³ was extracted from a borrow area in the North Sea, and 5 million m³ from the Yangtze haven, the future entrance to Maasvlakte 2 which is currently being deepened and widened.

At times, as many as 10 trailing suction hopper dredgers have been working on the site. An average of 2-3 million m³ of sand has been transferred every week since the project got underway.

Every two weeks, a Norwegian bulk carrier unloads 90,000 tonnes of rock for the Maasvlakte 2 project, which the contractor PUMA is using to build the new seawall. Approximately 5 million tons of quarry stone will eventually end up in this seawall, as well as 2 million tons of stone from the existing seawall, which will be recycled. **Source : Dredging News Online**

Red ink at K-Sea

Coastwise tank barge operator K-Sea Transportation Partners L.P. reported an operating loss of \$5.3 million for the quarter ended March 31, 2010-- a decrease of \$14.2 million, compared to \$8.9 million of operating income for the same quarter in 2009. EBITDA decreased by \$13.3 million, or 59 percent, to \$9.1 million for the period compared to \$22.4 million for the three months ended March 31, 2009.

The company believes it currently is in full compliance with all provisions of its debt and lease agreements and expects to pay when due all future debt and lease obligations. But it warns that it "expects it will not be in compliance with all its financial covenants in certain of these agreements as of the end of its current fiscal year ending June 30, 2010 and has commenced discussions toward amending these covenants."

President and CEO Timothy J. Casey commented, "The decline in U.S. refinery utilization we reported in our late-January press release continued through February. As a result, our third fiscal quarter vessel utilization fell to 71 percent, a level not seen by us in 20 years, and versus 80 percent in the immediately preceding quarter and 84 percent in the comparable quarter last year. With a significantly high drydocking quarter and the fact that our third fiscal quarter generally experiences a winter slowdown in the Alaskan and Great Lakes markets, the impact on our EBITDA was exacerbated."

"As we stated in January," said Mr. Casey, "we have continued to reduce costs, streamline operations, rationalize assets, and use available capacity to enter adjacent markets, and we are achieving tangible progress on all fronts. We have reached agreements in principle to sell several assets and are in various stages of negotiation on several additional asset sales. We are working through the unfortunate confluence of a severe drop in demand at a time when vessel capacity is coming off a peak caused by a combination of new, double-hull deliveries and the slow phase-out of single-hull equipment. As we have mentioned several times over the past six months, single-hull vessels are all but economically obsolete and we believe should be eliminated from the market by the end of 2011, regardless of their mandated retirement age. As demand for our services rebounds, albeit slowly initially, and the amount of available industry vessel capacity comes into balance, a more normal and profitable operating environment should prevail. We foresee this taking place over the next 12-18 months." **Source : MarineLog**

"K" Line plans to launch the world's first floating LNG (FLNG) production platform in 2014

Japanese shipping line Kawasaki Kisen Kaisha Ltd. (K-Line), on behalf of Flex LNG Ltd., plans to launch the world's first floating LNG (FLNG) production platform in 2014 for Thailand's state-owned PTT Exploration & Production PCL (PTTEP).

K-Line will operate the offshore facility in a natural gas field in northwest Australian waters through Flex LNG, which is based in the British Virgin Islands. K-Line is the largest single shareholder in Flex LNG, with a 15% stake. Additional stakeholders include JP Morgan Clearing Group, Credit Suisse Securities (USA), B Schulte Investment Holding, Bank of New York Mello SA/NV, and JP Morgan Chase Bank.

Japan's Nikkei business daily reported Flex LNG has already placed an order for four floating LNG production bases with South Korea's Samsung Heavy Industries Co. "We are confident that the work undertaken to date by Flex LNG and Samsung Heavy Industries to develop one of the world's first LNG [floating production, storage, and offloading vessels] will enable this project to move ahead and achieve its near term goal of producing LNG as soon as practically possible," said Flex LNG Chief Executive Philip Fjeld. Although just one facility will be used in conjunction with PTTEP, Flex LNG has ordered three more to prepare for future expansion. The final tab for the four facilities may reach as high as ¥500 billion. **Source: seatradeasia-online**

.... PHOTO OF THE DAY



The wheelhouse / superstructure with the spare propeller blades of the **QUEEN MARY 2** seen in New York
Photo : Richard Palmer ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.