

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 125



Number 125 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 05-05-2010**

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

An advertisement for Multraship Towage & Salvage. It features a white tugboat with the number 16 on its side, sailing on a blue sea with white waves. The background is a yellow and blue diagonal split. The company logo, "MULTRASHIP TOWAGE & SALVAGE", is in the top left. At the bottom, the website "www.multraship.com" and email "info@multraship.com" are listed.

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The FAIRMOUNT ALPINE seen in Chaguaramas Bay (Trinidad) – Photo : Fop Leder ©

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In Singapore the **BLUESTONE TOPAZ** was renamed in **EXCELLENT DIVER** and now homeported Lagos

Photo : Piet Sinke ©

Bunker prices to weigh down on shipping companies earnings in 2010

In what proved to be Hellenic Shipping News' most successful monthly poll, since we first initiated this type of interaction with our readers, more than 5,512 votes were casted, answering the question we raised on which factors will impact ship owners' costs the most during 2010. The prices of bunker fuels, which have been steadily increasing this year, on the back of higher oil prices and increased demand was deemed as the most important weight on companies' costs. This particular factor was the choice of 2,036 readers, amounting to a total of almost 37% of votes. In second place came port fees and delays. With ship congestion making an impact around key ports around the world, owners have found vessels stranded for many days, but of course this coin has two sides. Fewer ships in the market is translated to potentially higher rates for the tonnage available for hiring. Port fees and delays took in a total of 1,157 votes or 21%. It was closely followed with just six votes less at 1,151 or 20.9% by the factor of environmental regulations. They have been on the agenda for these past few years, with a global shipping levy among the proposals discussed, in order to protect the environment, not to mention new areas around the world, where ships aren't allowed to use high sulphur fuels.

Finally, in the last two spots came insurance costs with 735 votes (13.3%) and piracy-related costs, which amassed 433 votes or 7.9%. With many ship owners opting for longer voyages, bypassing the dangerous seas around Somalia, trips have become more expensive and less efficient. On the other hand, such a choice can eradicate the danger of a ship being hijacked by pirates, which could very easily turn out to be a tragedy for the people involved (crews and their families), let aside the mental ordeal for those concerned.

During May, we have posed yet another interesting question, where we'd like you to step in and tell us what you think. With freight rates for dry bulk carriers being among the key drivers of the industry, as evidenced by the latest surge in sale and purchase deals for second hand vessels, it's interesting to find out which factors will prove to be the most decisive in determining the future course of the market. First of all, we have the ever so important iron ore trade stemming from China. During 2009, China's iron ore imports proved to be the most decisive factor determining rates, but from 2010 onwards other developments have come into play, such as the growing trade of Indian coal imports, which could very well be the next "Eldorado" for dry bulk ship owners. Also, factors affecting tonnage supply, such as new building deliveries or cancellations and scrapping of older carriers can be chosen for vote.

Last month we had asked you about which dry bulk shipping stock you would be willing to invest to after the companies' 2009 results. Navios Maritime Holdings proved the most sought after stock. With an overall participation of almost 3,100 votes in total, Navios Maritime Holdings raised 17% or 523 votes. In second place came Dryships Inc. accumulating 508 votes which made up for 16.5%, while in third place came Diana Shipping Inc with just one vote down on Dryships (507). Paragon Shipping Inc. followed with 14.3% and 440 votes. The list was complemented by the likes of Star Bulk Carriers which followed closely by with 433 votes (14.1%), Excel Maritime Carriers (10.8%) and Genco Shipping (10.7%). **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Somali Pirates' Attack Repelled by Iranian Navy

The Iranian Navy's fleet of warships dispatched to the Gulf of Aden repelled attempted hijack of a foreign vessel by the Somali pirates, the Iranian Navy announced on Sunday. According to a statement issued by the Army's Navy, Somali pirates attacked the 'Atlantic' trade vessel, headed for the Suez Port from Singapore, in the Gulf of Aden using 22 boats but failed to hijack the ship after the Iranian fleet of warships rushed to the rendezvous point to confront the attackers. The statement said that despite the Iranian warships' warning shots, pirates continued their attack on the cargo ship making the Iranian forces open direct fire at the assaulting boats. Following the engagement of the Iranian warships, pirates fled the scene into Oman's territorial waters, the statement added.

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The Iranian Navy's 7th fleet, including two destroyers named **Sabalan** and **Khark**, was dispatched from the first naval zone on an extraterritorial mission to the Gulf of Aden a month ago. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, MV **Delight**, off the coast of Yemen. According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to the Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor, particularly because Persian Gulf oil is shipped to the West via the Suez Canal. **Source: FNA**

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The series which the *Daily Mail* described as having "enough dramatic scenarios and jobs to have spawned several lesser series" returns to Britain's screens for a second run of five action-packed shows. The new season kicks off in Taiwan, where an elite team of salvors from Titan in Florida scramble to try and refloat an old freighter only to be hit by the worst typhoon in 50 years, and on the East Coast of the USA, where another salvage team try to haul an old dry dock from a river. The rest of the series features unusual salvages in The Azores, Virginia Beach and South Africa, as well as more dramatic footage from Southern Taiwan, as an oil tanker is driven ashore under the eyes of a salvage team during Typhoon Morakot.

Producer: Wael Dabbous,
Shooter Directors: Patrick Collins, Steven Fullagar, Charlie Laing
Edit Producer: Alison Quirk
Editors: Steven Love, Stephen Prince, Paul Meadows, Jose Garrido, Tom Parsons, Alex Pascall, Mark Hanford
Executive in Charge of Production: Simon Potter
AP: John Owens
Production Manager: Justine Faram
Series Producer: Colin Campbell
Executive Producer: Charles Thompson

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Pride of America crew responds quickly to 'man overboard'

A crewman aboard the **Pride of America** cruiseliner fell overboard in Hawaiian waters this morning and was quickly fished from the sea by fellow crewmembers in a rescue boat. The Coast Guard was notified of the accident by **Pride of America** crew and classified the incident as a "self rescue."



Because the Coast Guard was not directly involved, Petty Officer Anthony Soto said he had no other details, such as the condition of the crewman. But passenger **Brett Aubrey** captured the ship's rescue with his Nikon camera

Aubrey is a 63-year-old professional photographer and former member of the Canadian Navy who was on his first Hawaii visit and first passenger cruise yesterday morning.

Aubrey was on the **Pride of America's** Promenade Deck around 8:30 a.m. when he heard the announcement, " 'Code Oscar, Code Oscar' — and then I saw a whole lot of people scrambling. .. I looked out and did, in fact, see a man overboard." Crewmembers cleared the Promenade Deck and Aubrey went to his cabin, where he documented the rescue on film.

Over the next 15 to 18 minutes, "Everything seemed to go smoothly," Aubrey said. "They got the guy onboard quickly. I thought they did a great job, I really did."

Officials with Miami-based Norwegian Cruise Line, which operates the **Pride of America**, did not immediately return calls. Aubrey could not estimate where the **Pride of America** was sailing when the crewman went overboard, but said the ship was heading north after leaving Honolulu Harbor last night at 7 p.m.

In his eight years in the Canadian Navy, Aubrey served aboard an aircraft carrier, destroyer, ocean escort and submarine and saw only one sailor fall overboard. "Here, we're onboard for just over 13 hours and we get one," said Aubrey, who now lives in Calgary, Alberta, Canada.

After the rescue, Aubrey said the captain of the **Pride of America** came on the ship's public address system and told the passengers, "This kind of thing is unfortunate. But it does happen. We picked him up safely." **Source : honoluluadvertiser**



Deepwater Horizon Incident, USCG Update

The National Response Team (NRT), an organization of 16 federal departments and agencies responsible for coordinating emergency preparedness and response to oil and hazardous substance pollution incidents was quickly activated and a coordinated group of federal partners-including the United States Coast Guard, Departments of Homeland Security, Commerce, Interior and the Environmental Protection Agency-immediately began directing and overseeing BP's response.

Coastal protection and booming operations under the direction of the Unified Command Mobile are ongoing, actively deploying as rapidly as possible as part of the strategic plan across Mississippi, Alabama and the Florida panhandle, Unified Command Mobile said. The protective measures are targeting the barrier islands and prioritized environmentally sensitive areas. Additional areas will be designated for booming as trajectories are updated each day.



Overall, the combined response has deployed 275,580 feet of boom, staged 316,470 feet, and has on order an additional 250,000 feet.

To date, more than 60,000 feet of boom have been placed along the Mississippi, Alabama, and the Florida panhandle coastline.

The boom deployment operations will continue as aggressively and as rapidly as possible with all boom being used and staged for deployment to maximize the protection of coastal shorelines. The specific locations where boom is deployed are:

- Deer Island, 8,500 feet deployed
- Davis Bayou, 1,500 feet deployed
- Pascagoula Bay, 11,000 feet deployed
- Grand Bay West, 1,500 feet deployed
- Pascagoula River, 9,500 feet staged and in process
- Bay of St. Louis, 10,500 feet deployed
- Dauphin Island 5,750 ft, with 10,000 ft staged and in process
- Orange Beach 36,000 ft with 80,000 ft staged and in process
- Grand Bay 18,000 ft staged and in process
- Bayou La Batre 14,450 ft with 3,000 ft staged and in process
- Pensacola area, 55,000 feet deployed
- Weeks Bay, 650 ft deployed
- Bayou Caddy, 6,500 ft deployed
- Henderson Point, 2,600 ft deployed

The Unified Command is using the Alabama, Mississippi and Northwest Florida Area Contingency Plan as a guide to respond to the oil spill and focus response resources. The ACP is a comprehensive plan developed in conjunction with the federal, state and local agencies to coordinate tactics for just this type of catastrophe. The ACP is updated yearly to include new technology and points of contact. **Source : MarineLink**

Asian shipowners express concern on Rotterdam Rules

The Asian Shipowners Forum (ASF) has expressed concern on some aspects of the Rotterdam Rules, China's new regulation on marine pollution and the proposed US sanctions against exporting refined petroleum products to Iran. In a statement, the ASF said: "While the ASF committee was of the opinion that widespread ratification of the Rotterdam Rules would provide global consistency, which is desirable, it acknowledged that there are some aspects that shipowners continue to feel uncomfortable with."

ASF members agreed to continue to further study the Rules with their governments. The ASF has also noted the regulation China on the prevention and control of marine pollution from ships which has been causing concern among the international maritime community. Although the Chinese regulation came into force on March 1, 2010, no implementing code or regulations have been issued. Some ASF members had been in touch with the Chinese authorities and had been assured that until the implementing codes are published, full enforcement of the regulation would be postponed.

Meanwhile, the ASF also expressed its deep concern over the wide scope of the proposed United States sanctions against the exportation of refined petroleum products to Iran. The potential US regulations would seem to indicate that all domestic and foreign entities that might be involved in shipping such cargoes to Iran, or even insuring or reinsuring the cargo or ships, could be subject to the sanctions. While the sanctions would be through domestic legislation, the effect of the sanctions would have an international impact. The ASF is of the strong opinion the US legislation that would seek to affect the international community should only be promulgated through the United Nations, and encourages all governments to express their concern at the proposed unilateral action by the United States. The ASF also noted the treatment of seafarers who are unfortunately involved in maritime accidents. While recognizing that local legal procedures must be followed, the ASF is concerned that seafarers who are involved in accidents are being treated as criminals as a response to and to satisfy public concern about the effects of the incident, even when it is clear that there has been no recklessness, criminal intent or obvious fault involved. **Source: Manila Bulletin**



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Departure of tug **DMS Eagle** towing barge **Stoney II** from Hazira India, on the right seen the waterinjection dredger **Iguazu**.

Photo : **Hans Boeschoten** ©

Forty new platforms

A senior UK oil industry executive has suggested that there are up to 40 platform jackets are out to bid in the North Sea , Alistair Birnie, chief executive of Subsea UK, made the comment after the close of a North Sea conference in London.

Speaking after the end of the Oil & Gas Outlook North Sea 2010 event, organised by business event co-ordinator Terrapin Birnie said: "We heard clearly that huge potential remains in the North Sea with 40 new jackets currently out to tender."

And he continued: "As a mature province, decommissioning is naturally on the agenda and one third of decommissioning activity will be subsea related. The conference heard that it is vital to invest in subsea technology and operational improvements in order to reduce the cost of decommissioning which will enable further investment to be made in extending the producing life of the North Sea."

Delegates at the event heard debates on a range of issues related the North Sea including new projects and the need for infrastructure and asset owners to make their facilities available to new players eager to exploit the smaller resources which are still available to be tapped. **Source : offshore247**



The US COAST GUARD seen patrolling the port of New York – **Photo : Richard Palmer ©**

2 Chinese crewmen dead in Northland port log accident in NZ

Two Chinese crewmen were dead Monday afternoon after becoming pinned by logs and suffocated in a ship's timber hold at Marsden Point wharf near Whangarei, according to local media.

Another Chinese crewman is in a serious condition following the accident, which happened at about 05:00 pm local time at Northport, 38 km south east of Whangarei, NZPA reported. The injured man was flown by helicopter to Whangarei Hospital. yPolice said details were sketchy but a crew member of the Panamanian-registered bulk carrier **TPC Wellington**, which was loading logs, became trapped in the hold, a second member of the crew became trapped attempting to rescue him and a third went into the hold after them both.

Northport chief executive Jon Moore told NZPA that the deaths were a "terrible" event. He understood the Chinese crew had entered an enclosed space containing logs. The logs had not been fumigated but the space may have become oxygen depleted through a natural organic process.

The accident was an on board issue and not ship loading or port- related and Maritime New Zealand would further investigate the accident, he said. New Zealand Police and the Department of Labour are also investigating **Source : Xinhua**



End of an era as RNLI embarks on new £7.6m station

A lifeboat slid down the slipway at a boathouse for the last time yesterday ahead of a multi-million-pound redevelopment. Work is soon to begin on a futuristic-looking boathouse at Kilcobben Cove on the Lizard in Cornwall, which represents one of the RNLI's biggest ever construction projects.

The £7.5 million station, which will provide modern facilities for crew training and allow better public access, will take 18 months to build. The RNLI was able to replace the 1960s boathouse through donations, including some that have been left in legacies. The new Lizard lifeboat station will house a Tamar-class all-weather lifeboat and serve the station for 60 years.

Mike Lord, chairman of the Lizard RNLI lifeboat station, said: "There's no pretending that the next 18 months are going to be easy. "The demands on the coxswain and volunteer crew are going to be enormous and I thank them in advance for their patience and goodwill.

"But we will come out of the project with a superb new lifeboat station that will be the envy of many and a delight to the RNLI team here." When work begins on May 10, the existing boathouse at Kilcobben Cove will be demolished and a new facility will then be erected in its place.

Designed by St Ives architects Poynton Bradbury Wynter Cole, the building will also provide a workshop for the mechanic and better access for members of the public. Howard Richings, RNLI head of estates management, said: "This build has been a long time in the planning and it is fair to say this will be a demanding site to work on.

"Any building with its feet in the sea and the rest exposed to the forces of wind and wave is going to be a challenge to construct but it will be a vital investment for the future of the RNLI on the Lizard. "In engineering terms, this will be a fascinating projects."

The Lizard station is also trying to raise £1.8 million towards the cost of a new lifeboat, which is due to arrive in autumn 2011. Particular features of the construction contract will be a tower crane that will be erected at the site, and a large jack-up barge that will provide support from the seaward side. **Source : thisiswesternmorningnews**

KNRM opent deuren voor donateurs en andere belangstellenden

Spectaculaire Nationale Reddingbootdag op zaterdag 8 mei



Foto : Arie van Dijk ©

Voor het 17e achtereenvolgende jaar organiseert de Koninklijke Nederlandse Redding Maatschappij (KNRM) de Nationale Reddingbootdag. De open dag vindt plaats op zaterdag 8 mei van 10.00 uur tot 16.00 uur. De Nationale Reddingbootdag is in beginsel bedoeld voor Redders aan de Wal (donateurs) van de KNRM, maar ook andere belangstellenden zijn welkom om een kijkje achter de schermen van het reddingwerk te nemen. Alle 42 reddingstations van de KNRM zijn deze dag geopend voor publiek.

De KNRM ontvangt geen overheidssubsidie, maar wordt in stand gehouden door vrijwillige bijdragen. Ruim 75.000 Redders aan de Wal vormen een vaste inkomstenbron voor de organisatie. Uit dit gegeven vloeide het idee voort dat de KNRM één keer per jaar iets zou moeten organiseren voor deze groep 'supporters'. Dat werd de **Nationale Reddingbootdag**: een dag die door veel donateurs wordt aangegrepen om nader kennis te maken met de vrijwilligers en het materieel van de Redding Maatschappij.



Vroon's **IVER EXPORTER** seen moored in Singapore – Jurong – Photo : Piet Sinke ©

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Eye In The Sky

The Norwegian satellite, **AISSat-1** will be launched from India on 9 May. The satellite will be used by maritime authorities as an additional means of ensuring safety at sea in the High North. The satellite is equipped with technology developed in a joint effort by the Norwegian Defence Research Establishment (FFI), Kongsberg Seatex AS, the Norwegian Coastal Administration and the Norwegian Space Centre. The project is funded by the Ministry of Trade and Industry.

All passenger ships and large vessels in international traffic are required to carry the Automatic Identification System (AIS) onboard. AIS is primarily a ship collision avoidance system and is based on a range of onshore base stations with an offshore range of about 40 nautical miles. 35 base stations are deployed along the Norwegian coast and all IMO nations have deployed, or are in the process of deploying, a similar chain of base stations.

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AISSat-1 is a demonstrator and experimental satellite carrying equipment for reception and relaying AIS signals. Thus expanding the AIS coverage area from coastal waters to all maritime zones controlled by Norwegian Authorities.

The exploitation of this technology in a fully deployed system will improve the safety for ocean-going vessels in the High North and around Spitzbergen. Such a system will also simplify the identification and coordination of vessels in a search and rescue situation as well as being used for monitoring of vessels carrying hazardous cargo and other environmental risk assessment situations.

Clusters within Norwegian technology and industry working with satellite communication are well recognized globally and Europe, USA and Canada have shown a keen interest in the AISSat-1 test satellite.

"This satellite is an example of how a long-term investment in Norwegian expertise leads to innovative and high-technology solutions designed for Norwegian purposes," says Minister of Trade and Industry, Trond Giske.

"Norway and KONGSBERG have been at the forefront with leading technology and solutions within this area of expertise. We are therefore very pleased to have the opportunity to provide the AIS payload for AISSat-1. Further, the AISSat programme is also an important factor in the overall work for safe navigation and operation in the High North," says Gard Ueland, President of Kongsberg Seatex AS. **Source : ShipTalk**

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The Supplier **Touchdown** seen on stand-by near the **Balder** offshore Angostura project Trinidad.

Photo : Teye Otter o/b DCV Balder ©

NAVY NEWS

USNS Mercy Sets Sail for Pacific Partnership 2010

Pacific Partnership 2010 commenced as the Military Sealift Command (MSC) hospital ship **USNS Mercy (T-AH 19)** departed its homeport in San Diego on May 1.



Pacific Partnership 2010 is the fifth in a series of U.S. Pacific Fleet humanitarian and civic assistance endeavors aimed at strengthening regional relationships with host and partner nations in Southeast Asia and Oceania. The mission is made possible through the collaborative efforts of the Pacific nations as well as non-governmental organizations and military personnel.



Photo's : US Navy ©

Guinea. At each of the visits, military and civilian personnel will participate in civic action projects and community service engagements, all part of the goodwill the ships will bring to the nations.

"This is going to be an outstanding opportunity to do good throughout the world," said U.S. Navy Vice Admiral Richard W. Hunt, commander, U.S. 3rd Fleet, who was on hand to bid the crew farewell. "This is clearly a mission that develops partner nation capabilities, operating with host nations and our allies to provide assistance in developing the ability to respond during a time of crisis."

USNS Mercy was originally built and used as an oil supertanker but was subsequently delivered to the Navy's Military Sealift Command in Dec. 1986. It has since been outfitted as a fully functional hospital ship. More recently, **Mercy** came out of the shipyard in San Francisco in March, where it was refurbished and updated to best serve the mission this year. The ship has a full spectrum of surgical and medical services, is capable of maintaining up to 5,000 units of blood, and has a total patient capacity of 1,000 beds.

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At each visit the ship makes, teams of military and civilian specialists will deliver valuable medical, dental, biomedical repair, engineering, and veterinary services based on the needs, as identified by the host nations. A majority of these services are done at sites in the country, however some services, such as surgery, are done on board the *Mercy*.

Equally important are subject matter expert exchanges, where those deploying with *Mercy* will work closely with personnel from the host and partner nations to learn from one another. This will greatly serve all parties involved, as they are preparing and practicing in a time of calm should a natural disaster occur.

The partnerships developed during Pacific Partnership missions help ensure first responders have had the opportunity to collaborate in an environment that would come as close to resembling a real-world natural disaster. The U.S. Navy is no stranger to the region as it has been the first responder during past natural disasters.

Mercy has participated in past disaster relief missions. *Mercy* responded to the December 2004 tsunami in Southeast Asia as part of Operation Unified Assistance. Then in 2006, *Mercy* provided humanitarian assistance to the Republic of Philippines, Bangladesh, Indonesia and Timor-Leste by leading *Mercy* Deployment. Most recently, *Mercy* led Pacific Partnership 2008, which visited the Republic of the Philippines, Vietnam, the Federated States of Micronesia, Timor-Leste and Papua New Guinea. **Source : US Navy**

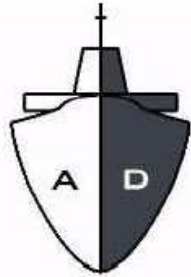
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The Sandown class minehunter **M 110 RAMSEY** seen inbound for Rosyth April 28th passing the tug **Dalmeny** on her Houndpoint Mooring Buoy
Photo : Iain Forsyth ©

SHIPYARD NEWS

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Brazil to fund shipyard in Venezuela

LR-Fairplay's Daily Newbuilding News says Brazil's development bank BNDES has announced that it will pay for building a US\$1 billion shipyard in Venezuela.

LR-Fairplay said the deal was discussed by Venezuela President Hugo Chavez and Brazilian President Luiz Inacio Lula da Silva during talks in Brasilia. The yard will be built by an as-yet-undetermined Brazilian company, an aide to Lula told the Mercantile Monitor newspaper.

The ships built there will be used to service Brazil's huge pre-salt offshore oilfields, said Marco Aurelio Garcia, the aide.

The decision to build the yard in Venezuela is aimed at stimulating shipbuilding in other parts of Latin America, Garcia said.

"This is very important because it demonstrates that the development of Brazil pulls in the other countries in the region," he added. Garcia stressed that Brazil does not want to be "an industrialised island, surrounded by countries with economic difficulties". No details were given about where or when the yard would be built.

Source : Offshore Shipping Online

Europe's shipbuilders may break out of the doldrums before Asia's

FOR those who regard the smashing of a champagne bottle as a tragic waste, the problems facing the world's shipbuilders are excellent news. It takes such a long time to construct huge ocean-going container ships, bulk carriers and oil tankers that the vast shipyards of South Korea, China and Japan will still be cracking bottles of bubbly over newly launched ships for a couple of years yet. But once these vessels, ordered in the boom before the financial crisis, are in the water, the course ahead looks rocky. Oddly, Europe's shipyards, although still storm-lashed after 30 years of low-cost competition from Asia, seem to face a slightly brighter horizon.

Fresh orders for the world's shipyards are at a low ebb. Last year they were more than 80% lower than in 2007, when sky-high freight rates and cheery economic forecasts encouraged shipping companies to scramble for new vessels. The subsequent recession in the rich world sent shipping rates tumbling. A swift rebound is unlikely: despite more scrapping and some cancellations, hundreds of ships are poised to hit the oceans this year.

Asia's shipyards, streamlined and efficient, concentrate on building large, standardised ships. These are the sort in greatest oversupply. South Korea's shipyards won over half of global orders for new ships in the first quarter of 2010, but they were worth just \$2.2 billion. In 2008 Korean yards won orders worth \$32 billion. Hyundai Heavy Industries, one of four big Korean shipbuilders, has not won a single order for a ship since late 2008.

European shipbuilders are suffering from a dearth of new orders too. The Odense shipyard owned by A.P. Moller-Maersk, one of the world's biggest shippers, has an illustrious history: it produced the world's biggest container ship. But cheap Asian competition for this type of vessel has holed it below the waterline. It will close in 2012. Europe's shipmakers are turning to national governments and the European Union for help, claiming that their industry is close to collapse. In early April representatives from nine EU countries called for an emergency programme to support the industry. Shipyards want help in gaining access to credit lines and soft loans, as well as rules to promote greener ships. This would support them until shipping finance recovers and hesitant customers regain faith in the world economy.

Yet the restructuring forced by low-cost Asian competitors has left Europe's shipyards with some advantages. Their revenues of €30 billion-40 billion (\$40 billion-53 billion) a year come mainly from niche markets which are not suffering from as much overcapacity as the mainstream. Cruise ships are a particular speciality, and the market is growing. Four orders have been placed with European yards this year, compared with one in 2009. Ferries, another area of European dominance, are also in demand, and ageing ferry fleets in the Mediterranean are due for replacement soon. The offshore wind farms sprouting around the continent provide another opportunity. Europe's shipmakers are adept at designing cable-laying ships and other service vessels. And as oil firms are forced to drill in ever deeper waters, ships suited to the task of towing and maintaining new rigs will be needed.

Pressure to make ships greener will also favour European shipyards. The International Maritime Organisation is discussing regulations that may force ships to belch out less carbon dioxide, and has introduced tighter limits on other pollutants. Europe leads in this type of technology, too. European shipmakers will also benefit from plans to encourage greater use of the continent's inland waterways to ship goods instead of hauling them by road. If they can weather the current storm, Europe's shipyards may yet resound again to the smashing of bottles. **Source: The Economist**

COSCO Shipyard Group accepts Asian shipowner's request to delay delivery

COSCO Shipyard Group will be delaying the delivery of a vessel for an unnamed Asian shipowner. This follows a request from the shipowner to COSCO (Dalian) Shipyard. The agreement means the delivery of one unit of bulk carrier of 80,000 dead weight tonne (dwt) will take place in April 2011 instead of October 2010.

The rescheduling is not expected to have any material impact on the net tangible assets (NTA) and earnings per share (EPS) of COSCO Shipyard Group and its parent company COSCO Corp for the year ending 31 December 2010. Meanwhile, COSCO Corp has announced that two deliveries have been made by its Chinese shipyards in Zhoushan and Guangdong. Both shipyards each delivered a bulk carrier of 57,000 dwt to their European buyers. **Source: CNA**

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The **PACIFIC RUNNER** seen anchored at Singapore West Jurong - Photo : Piet Sinke ©

Port operator sets sights abroad

THE consortium that bagged state contracts to operate the ports of Manila North Harbor Port and Subic plans to venture overseas. "We're looking at ports outside the Philippines. We're bidding for the Guam ports right now," Michael Romero, Harbour Centre Port Terminal Inc. (HCPTI) president and chief executive told reporters. HCPTI owns 60 percent of Manila North Harbour Port Inc. (MNHPI), which won the right to develop and operate the Philippines' premier seaport. The local unit of Hong Kong-listed First Pacific Co. Ltd., Metro Pacific Investment Corp. (MPIC), owns the remaining 40 percent of MNHPI. Romero said only HCPTI would join the bidding for the Guam ports, but MPIC has the option to join this venture. "MVP and I are also looking at a port owned by Anthony Salim in Indonesia," Romero said, referring to MPIC chair, Manuel Pangilinan. Anthony Salim is the chairman of First Pacific, which also controls Philippine Long Distance Telephone Co. (PLDT).

Romero, who is also the president of MNHPI, said the company is also looking at the Port of Vladivostok in Russia, as well as another in China. HCPTI earlier secured a \$32-million contract to develop and operate the Subic Bay Freeport's naval support depot and four wharfs in the former US military base-turned-economic zone. HCPTI had guaranteed state-run Subic Bay Metropolitan Authority annual revenues of \$500,000 over a 25-year period. The company had

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committed to invest about P6 billion, of which P3 billion would be allocated for the improvement of the supply depot, and the remaining P3 billion for the procurement of equipment. HCPTI had also pledged to construct a food terminal, an oil depot, cold storage facilities and warehouses within the area. The company plans to make the property a multipurpose terminal that could handle bulk, break-bulk and general cargo.

The naval supply depot—where the US Navy used to store its supplies—is presently used for unloading grains, heavy machinery and vehicles. It handles about two million metric tons of cargo a year, servicing businesses inside the Freeport as well as firms in Central and Northern Luzon. HCPTI said it plans to jack up the depot's cargo capacity to six million metric tons. As for the Manila North Harbor, MNHPI will operate the country's busiest port for 25 years, and spend about P14.5 billion to modernize it. **Source: Manila Times**



Top the **WMS HARLINGEN** - photo : Marijn van Hoorn © seen passing Schiedam outward bound whilst below the **WMS VLISSINGEN** - photo : Piet Sinke © is seen passing the Singapore straits westbound last week



Seawings Cruising to Success

With the development of the Dubai Cruise Terminal and a successful 2009-2010 cruise season flying over one thousand eight hundred passengers, Seawings, the Middle East's only Seaplane tour operator will continue to expand its cruise operations.

Given the current market growth and demand for exciting experiences expected for the 2010-2011 cruise season, Seawings will have two seaplanes permanently based at Port Rashid Cruise terminal as well as a fully operational check in terminal lounge.

Commenting on the expansion, Prerna Fogat, Business Manager of Seawings said, "Since starting operations in late 2007, the partnership with the cruise lines has been a successful endeavour. With the cruise segment growing and guests having very limited time in each destination, we worked to establish an operation departing directly from the Port Rashid cruise terminal to offer guests a way to see Dubai and all its icons in less than an hour. The seaplane experience provides guests with a unique way to discover the sheer scale of Dubai from the sky."

The additional capacity, with the two seaplanes permanently based at the cruise terminal, will allow Seawings the ability to handle the required demand as it enters the 2010-2011 cruise season.

With the increase of Cruise line traffic and cruise liners like Costa, Aida and Royal Caribbean adding extra fleet to the region, Seawings will continue to develop its seaplane services and will design packages and offerings specifically for the cruise lines and their guests **Source : Seawings**



Fishing vessels seen moored in Suva, Fiji - **Photo : Willem J.M. Kappert (c)**

Tideway confirms award of Nord Stream and Sevmash Pirazlomnoya deals

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Tideway Marine & Offshore Contractors, part of DEME group in Belgium, has confirmed that it has been awarded two Letters of Intent (LoIS) recently, the first to install rock on the 1,220km Nord Stream gas pipelines running through the Baltic, connecting Russia to Northern Germany; the second for rock placement to protect a Gasprom Nevtshelf platform against scouring in the Kara Sea southwest of Nova Zembla.

The accumulated value of the contracts amounts to approximately €115 million, with the Tideway's share amounting to approximately €65 million.

In January 2009 Tideway was awarded a contract for seabed preparation prior to the installation of the two 48in gas pipelines. The new contract requires Tideway to install rock berms at critical sections after the pipeline is laid. "This contract will represent one of the largest pipeline rock protection contracts ever awarded," said DEME. "The rock - coarse gravel with a diameter of typically less than 10cm - will be sourced from countries on the Baltic Sea coast. The rock material has to meet certain engineering and environmental criteria. Material has to be free from clay, silt, chalk, vegetation, or other deleterious substances. It will behave as any existing inert material on the seabed and will be re-colonized within a few years. In shallow waters, algae will soon populate exposed surfaces and in deeper water where oxygen and light are scarce, the surface of the rocks will be colonized by micro-organisms."

Tideway worked closely with the main contractor Saipem in the preliminary project phase. The project will be executed in a 50/50 partnership and at least two, potentially three fall pipe vessels will be deployed, depending on the pipeline installation sequence chosen. The project is scheduled to start in 2011 and will be completed in 2012. The value of this contract is approximately €100 million, with Tideway's share being approximately €50 million.

The second Letter of Intent calls for placement of approximately 100,000 tons of rock to protect a new offshore platform (a Gravity Based Structure or GBS) against scouring.

The platform has been built by JSC Sevmash for the account of Gasprom Nevtshelf and will be towed to the Pirazlomnaya oil field near Varandey in the Kara Sea southwest of Nova Zembla for installation on the sea bottom.

Tideway will apply scour protection rock dumping in a sub-contract to Global Maritime. The bulk of the works will be executed during summer 2011 with Tideway's new fall pipe vessel **Flintstone**, which was launched on 28th April 2010 in Singapore.

The DP2 **Flintstone** has a carrying capacity of 19,000 tonnes and can place rock with high accuracy at a record depth of up to 2,000m thanks to the use of highly sophisticated state-of-the-art equipment. The vessel is built under Ice Class notation, which allows more flexibility when active in Arctic waters.

The contract is valued at €15 million. Earlier, in 2004, DEME group company Dredging International dredged the channel and enlarged the access channel at Severodvinsk to enable the Sevmash platform to be towed to its final destination in the Pirazlomnaya field. **Source : Dredging News Online**

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Genco Shipping & Trading Limited Announces Plan to Sign Time Charter for Supramax Vessel

Expands Time Charter Coverage to 67% for 2010

Genco Shipping & Trading Limited announced that it has reached an agreement to sign a time charter for the **Genco Predator**, a 2005-built Supramax vessel, with Pacific Basin Chartering Ltd. for approximately 11 to 13.5 months at a rate of \$22,500 per day, less a 5% third-party brokerage commission. The time charter is expected to commence on or about May 7, 2010 and is subject to the completion of definitive documentation. Currently, Genco has approximately 67% of its fleet's estimated available days secured on contracts for the remainder of 2010.



Ships seen anchored off Bangkok at the Chao Praya river

Boskalis confirms award of Nord Stream post-lay rock protection project

Royal Boskalis Westminster has confirmed that it has been awarded a Letter of Intent to install rock on the 1,220km Nord Stream gas pipelines running through the Baltic Sea, connecting Russia to Northern Germany.

The value of the contract will amount to approximately €100 million, with the company's share amounting approximately €50 million. Earlier, in January 2009 Boskalis already acquired the contract for seabed preparation prior to the installation of the two 48in gas pipelines. This subsequent contract requires Boskalis to install rock berms at critical sections of the installed pipelines after the pipeline is laid. This single contract will represent one of the largest pipeline rock protection contracts ever awarded.

The rock - coarse gravel with a diameter of typically less than 10cm - will be sourced from countries on the Baltic Sea coast. The rock material has to meet certain engineering and environmental criteria. Material has to be free from clay, silt, chalk, vegetation, or other deleterious substances. It will behave as any existing inert material on the seabed and will be re-colonised within a few years. In shallow waters, algae will soon populate exposed surfaces and in deeper water where oxygen and light are scarce, the surface of the rocks will be colonised by micro-organisms.

Boskalis Offshore worked closely with the main contractor Saipem in the preliminary project phase. The project will be executed in a 50/50 partnership and at least two, potentially three fallpipe vessels will be deployed, depending on the pipeline installation sequence chosen.

The project is scheduled to start in 2011 and will be completed in 2012. **Source : Dredging News Online**



ITC's **TEMPEST** seen in IJmuiden – **Photo : Jan Plug ©**

Rolls-Royce issues statement regarding acquisition of Odim

Anders Almestad, President Offshore at Rolls-Royce Marine, has issued the following statement regarding the company's recent acquisition of ODIM ASA. "I am pleased to inform you that on 19 April, Rolls-Royce completed the acquisition process to become the owner of ODIM ASA. Over the coming weeks and months, our two organisations will be integrated. Our priority is to ensure that the transition period is as seamless as possible for our customers and will continue to provide the best possible service to you."

"Our combined organisation, built on technology and innovation, will be unrivalled in its ability to provide our customers with an even broader range of world-class capabilities, expertise and service. The ODIM ASA Offshore business will now be organised in a new segment within the Rolls-Royce Offshore organisation, called Deck Machinery Seismic & Subsea." "This new segment will be headed by Håvard Haanes, SVP Deck Machinery Seismic & Subsea, Offshore. Arild Hatløy is appointed SVP Finance & Strategic Planning, Rolls-Royce Offshore. Per Ingeberg is appointed VP Subsea & Business Development, Rolls-Royce Offshore."

"For other parts of the former ODIM ASA business, the organisational structure is still being discussed. There will be no change in the way we communicate with our customers as a consequence of this acquisition, and if nothing else is communicated, your point of contact with our joint company remains the same." **Source : Offshore Shipping Online**



The **HAPPY EAGLE** and **GRANDE ATLANTICO** seen "in a bend" at the Scheldt river near Antwerp
Photo : Stan Muller ©

\$40m cruise ship bonanza predicted

A surge in the number of cruise ships heading to New Zealand is expected to inject an estimated \$40 million a year into the Dunedin economy. Cruise-ship passenger numbers were expected to increase by almost a third this season, and New Zealand should prepare itself for a "big step change", Cruise New Zealand chief executive Craig Harris, of Auckland, said.

"The question now is how we are going to handle it." The cruise industry was now New Zealand's largest growing international sector, and Dunedin had emerged as one of the most popular drawcards, he said.

Last season, 86,381 cruise-ship passengers visited Dunedin, and numbers were projected to increase to 122,000 this season, and 133,000 for 2011-12. Mr Harris said the global financial crisis, which affected last season's cruise-ship numbers, was clearly over and there was growing interest in New Zealand as a cruise destination. Tourism Dunedin chief executive Hamish Saxton said the increase was "going to be a boon" for the tourism industry and wider economy. "This is such a gift to our city." Increased passenger numbers and crew would inject a conservative estimate of \$40 million into the Dunedin economy during the 2011-12 season, he said.

Dunedin's attractions, coupled with its geographic location - often the first or last New Zealand port of call for cruise ships - made it a must-see destination for cruise-ship operators, he said. Previous surveys indicated passenger satisfaction with Dunedin was particularly high, but forecast numbers would not test transport infrastructure to and from the city.

"We will be ready for it. We are planning now to cope with the influx." Mr Saxton said the increase in visitors would result in businesses taking on more staff, and more passengers returning to the city as free and independent travellers.

Cruise-ship passengers often used the trips to "try before they buy" and would return to those destinations which impressed them, he said. Targeting cruise staff was also an important market, with more than 40,000 crew visiting the city each year, he said. While short of the record 64 cruise ships which visited in 2008-09, the 61 cruise ships which headed to Dunedin this season were much larger. The 2010-11 season begins with the arrival of the **Sapphire Princess** on October 19, and ends with the **Pacific Dawn** on April 4 next year. Source : Otago Daily Times

MEET TOS  AT

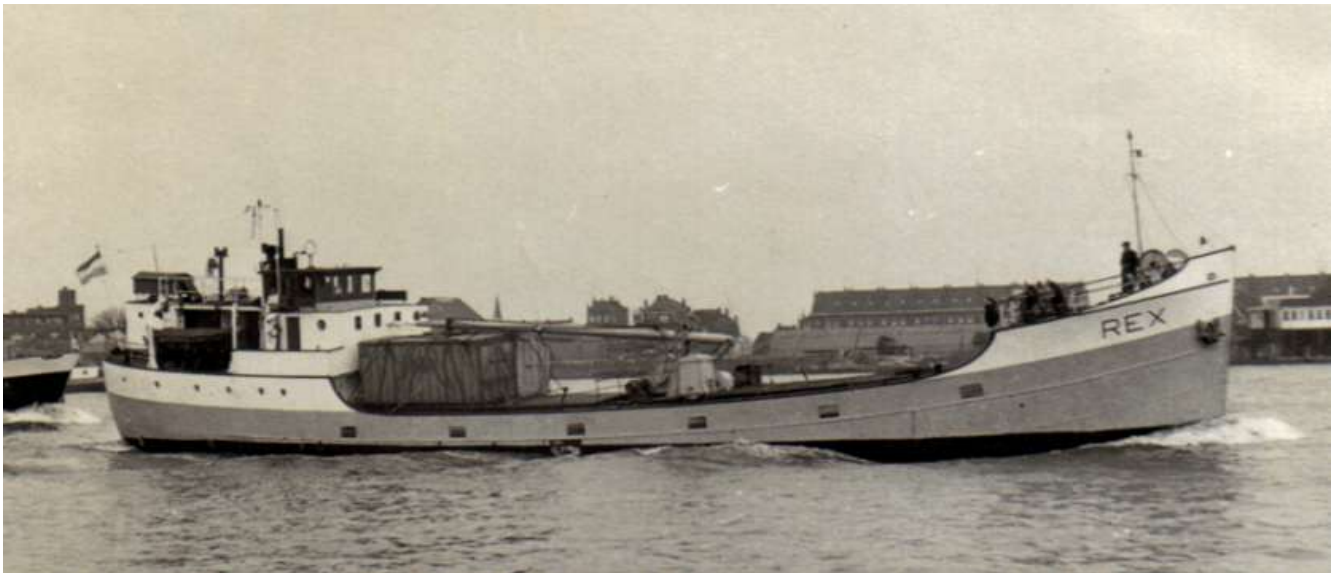


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OLDIE – FROM THE SHOEBOX



Seen in 1963 at the Dordtse Kil the **REX** - Photo : **Bernt R. Koning (c)**

.... PHOTO OF THE DAY



The M/V "**Kent Sunrise**" (ex "**Morgenstond I**") belonging to C.T. DRENT BEHEER B.V., Netherlands, under paint works, in CERNAVAL Shipyard, in Algeciras, Spain.

Photo: Nicolai Vikre ©

BOEKBESPREKING

Door : Frank NEYTS

"World Naval Review 2010".

Bij Seaforth Publishing verscheen "**World Naval Review 2010**". Het boek werd samengesteld door Conrad Waters. Het opzet van "**World Naval Review**" is een betaalbaar maar toch gezaghebbende samenvatting te bieden van wat er tijdens de voorbije twaalf maand is gebeurd in het maritiem-militaire gebeuren. Het combineert een overzicht van wat gebeurd is per regio samen met één of ander baanbrekend artikel over vermeldenswaardige schepen of marine-ontwikkelingen. Naast de meest recente ontwikkelingsprojecten voor nieuwe schepen bekijken de samenstellers van het boek ook het belang van de marine in een breder perspectief.

Bovendien is dit boek geïllustreerd met prachtige zwart-wit foto's. Een must voor iedereen die mee wil zijn met de meest recente ontwikkelingen op het vlak van de marine.

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"World Navel Review 2010" (ISBN 978-1-84832-051-2) telt 201 pagina's en werd als hardback uitgegeven. Het boek kost £25.00. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij, Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire S70 2AS, UK. Tel. +44.1226.734555, Fax +44.1226.7344438, email: enquiries@pen-and-sword.co.uk

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