

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 126



Number 126 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 06-05-2010**

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**Above seen the FAIRCHEM CHARGER docked in Mucuripe in the state of Ceará
Photo : Jossian Costa de Brito ©**

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EVENTS, INCIDENTS & OPERATIONS



HAL's **RYNDAM** seen docked in Huatulco. - Photo : Denny Beerens ©

Schwarzenegger terminates support for offshore drilling project

Citing the disastrous oil spill in the Gulf of Mexico, California Governor Arnold Schwarzenegger today withdrew his earlier support for the the Tranquillon Ridge offshore drilling plan. The T-Ridge project would see oil and natural gas producer PXP access oil and gas reserves located beneath California state waters from an existing federal platform that it currently owns and operates nearly 5 miles off the Coast of Northern Santa Barbara County.

PXP proposes to slant drill from Platform Irene located in Federal waters to reach oil and gas deposits located beneath state waters. PXP would not have to build any new offshore or onshore facilities or pipelines.

Today, though, the San Francisco Chronicle reports Governor Schwarzenegger as saying: "I see on TV the birds drenched in oil, the fisherman out of work, the massive oil spill and oil slick destroying our precious ecosystem. That will not happen here in California, and this is why I am withdrawing my support for the T-Ridge project."

His new stance all but guarantees the demise of the proposal , says the Chronicle. The Governor had previously said that the state should approve the plan to raise as much as \$100 million a year in new revenue. "If I have a choice between \$100 million and what you area see in the Gulf of Mexico," he said today, "I'd rather just find out a way to make up for that \$100 million." **Source : MarineLog**



Mammoet's **ZEPHYRUS** seen towing the **Pacific Dawn** at the Noordzeekanaal - **Photo : Joop Marechal ©**

Egyptian authorities handle oil spill from a Russian-flagged ship at the harborage

Eng. Maged George, Minister of State for Environmental Affairs gave his directives quickly to contain oil spills which appeared in the region of Ras Shukheir airport at Suez Gulf at the northern port of Soko adjacent to the south coast of Ras Gharib, caused by leakage of oil waste from a Russian ship at roadstead in front of the loading dock affiliated to the General Company for Petroleum in Ras Sidr, the Egyptian Environmental Affairs Agency news release said.

An airplane belonging to Petroleum Air Services working with GAPCO company has spotted a 1km/200m oil slick from Russian-flagged tanker Zalev Anadyr Agent of Barroel, owned by PRESCO company with a length of 1 km/200 m and GAPCO company has removed the oil spill mechanically.

A joint committee of the regional branch of Red Sea affiliated to the Ministry of Environment has inspected the area and there were no oil waste and the Committee noticed a thin shiny layer beside the ship , The Ministry has taken the legal actions and addressing the General Petroleum Company and Petroleum Authority not to allow the ship to travel before paying the compensation for environmental damage caused by the accident and the payment of the cost of removing it for GAPCO company. **Source : PortNews**

Saga Rose mystery moves to Mozambique

Just when we thought the mystery of the **SAGA ROSE** had been cleared up, the ship takes another turn and confuses everyone. When we last reported the cruise ship's movements, **Saga Rose** was in Richards Bay to load bunkers and water. Earlier she had confounded ship watchers by calling at Port Elizabeth for the same reason. Port Elizabeth is not a regular bunker port.



The **SAGA ROSE** seen anchored off Gibraltar earlier this year (30-01-2010) – **Photo : Krispen Atkinson ©**

While the ship lay at her berth alongside the coal terminal in Richards Bay, PORTS & SHIPS received word that the vessel had been sold to Chinese interests. Some of the mystery solved, but not her strange choice of ports for loading fuel and supplies. Durban or Cape Town would have been quicker and cheaper.

While in Richards Bay the vessel operators requested permission to wait over another day. This was apparently turned down on the ground that the berth was required for a coal ship, and **Saga Rose** sailed that same day, Thursday.

Then comes the revelation that after sailing from Richards Bay she put in to the port of Maputo, further up the coast. Why? The only thing we can think of is that some mechanical work was necessary while in Richards Bay, hence the request for another day in port, and when this was turned down the operators decided to take the ship to the Mozambique port.

Of course, the way this mystery is unfolding even that idea is likely to be shot down. **Source : ports.co.za**



The **OCEAN PRINCESS** (ex-Tahitian Princess) seen moored in Durban - **Photo : Trevor Jones ©**


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Dry-bulk fleet seen to set record growth

The fleet of ships hauling dry-bulk commodities will expand at a faster pace this year, setting a second straight record as the delivery schedule increases, Simpson Spence & Young said. Growth will swell to a net 62 million deadweight tons, 63 percent above last year's 38 million tons, Derek Langston, a director at the shipbroker's research unit, said by phone today. In the first quarter alone, new tonnage for carriers of goods such as iron ore and grains rose more than fivefold from a year earlier, SSY said on April 16 in a monthly review.

"A lot of bulker ordering was concluded prior to the charter-rate crash at the end of 2008," Langston said. The Baltic Dry Index, a measure of bulk-commodities shipping costs, rose to a record 11,793 points in 2008 before crashing to as low as 663 points in December of that year as the global financial crisis caused economies to slow, curbing raw material demand. The gauge rebounded last year, rising almost fourfold to average 2,617 points. Dry-bulk orders also were spurred by weakness in other parts of the shipping market, such as tankers and container ships, according to Langston. New oil-tanker tonnage fell to 7.2 million tons in the first quarter from 11.3 million tons in the first three months of 2009 as "softer trading conditions" caused more vessels to leave the fleet, SSY said. The dry-bulk fleet swelled by 17.7 million tons in the period, compared with 3.4 million tons a year earlier, according to London-based SSY. The company is the world's second-largest shipbroker after Clarkson Plc.

Source: Bloomberg



The **UNION MANTA** seen arriving with the **GIANT 4** in Rotterdam – Photo : Nico Ouwehand ©

Somali Islamic militia vows to end piracy

Pirates move three hijacked ships after hideout seized by militia

A hardline Islamic militia pledged after seizing control of one of Somalia's main pirate hubs to end piracy in the region by imposing syariah. A day after the Hezb al-Islam captured Harardhere town in the north of the lawless Horn of Africa state, pirates moved away three vessels they are holding, although the militants did not say if they intended to storm the ships.

'From now on Harardhere is one of the Somali towns where Islamic syariah will be implemented,' Sheik Ahmed Abu Yahya, a senior Hezb al-Islam commander, told AFP by phone. 'There will be no piracy or any kind of robbery here. From now on people will obey Islamic law,' he said, adding: 'Our presence here will change the image of this town which the bandits destroyed.'

Harardhere is one of the main hideouts for the pirate gangs that have turned the waters off Somalia into a danger zone for foreign vessels, which they capture exclusively for ransom. Local residents said the three vessels - Seychelles-owned **MV Rak Afrikana**, a Norwegian chemical tanker and a Kenyan-flagged fishing boat - had been moved up the coast from Harardhere.

'The Islamists have not interfered with us yet but some ships near Harardhere were moved in order to avoid any attempt to interfere,' Abdi Yare, a pirate in the coastal town of Hobyo, told AFP. 'The Islamists, we cannot trust them. There is not one single pirate in Harardhere today,' he added by phone from Hobyo, some 230km further north.

The **Rak Afrikana**, registered in the Caribbean state of St Vincent and the Grenadines, was hijacked last month in the Indian Ocean with a crew of 23 on board. The Norwegian tanker, the **UBT Ocean**, was captured in March with its 21-man crew from Myanmar while the fishing boat **MV Sakoba** has 16 sailors.

Harardhere fishermen confirmed the three vessels had been moved. 'There were three ships near the coast of Harardhere but this morning we cannot see them, they moved towards Hobyo,' said one fisherman, Abdikafar Mohamed.

'I think the pirates are afraid of the Islamists and you cannot see them in town today, they fled, you cannot reach them on their cell phones as most of them headed towards Hobyo,' he added. An Islamist movement that ruled Somalia in the second half of 2006 clamped down on piracy, which was outlawed under their strict brand of Islam that also banned watching films and football.

The movement, the Islamic Courts Union (ICU), was defeated by Ethiopian forces in late 2006, but its remnants fought on against the Ethiopians, who pulled out in January 2009. The Shebab, Hezb al-Islam's ally, was the youth wing of the ICU. Since the Ethiopian withdrawal, its target is the country's Western-backed transitional government.

Residents in Harardhere said the insurgents started patrolling the city yesterday, questioning people about the pirates but made no arrests. **Source : AFP**

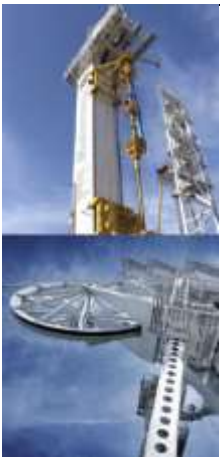
Hostage release in a standstill

The negotiations between the Somali pirates and the respective shipping companies which are trying to facilitate the release of 36 Sri Lankans who have been held hostage by the pirates are yet in a standstill. It's been over a month since both companies hired expert negotiations teams to facilitate the release of the Sri Lankans, yet no breakthrough has been made.

Highly placed sources from the Sri Lankan Ministry of External Affairs told Asian Tribune the talks between the two companies and the Somali pirates have reached a deadlock. "The Ministry is regularly following the matter through our Consulate in Jeddah. We are in regular contact with the two shipping companies and we have been told that there is a deadlock in the negotiations. However we working very closely with the two shipping companies to see that the Sri Lankan crew members are released," a senior official from the Ministry of External Affairs said.

"However we have learnt that the Sri Lankan crew members are unharmed and are in good health. They have all their food and medical supplies in the ship which they are being held hostage in. The pirates are still communicating with the expert negotiating team they have hired," he said. The vessel **MV Nassar Al Saudi** which belongs to the International Bunkering Company (IBCO) was hijacked on March 1. The vessel was carrying 13 Sri Lankans and a Greek national who are currently being held for a \$20 million ransom by the Somali pirates. On March 23, the 11,000-ton Bermudan-flagged **MV Talca** was hijacked off the coast of Oman, with 23 Sri Lankan crew members on board.

Source: Asian Tribune



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Why new ferries are yet to arrive



Commuters in Mombasa will have to continue using dilapidated ferries as the two newly-acquired vessels are yet to be shipped from Germany. The ferries mv **Likoni** and mv **Kwale** were still in the dockyard, where they were built, Kenya Ferry Services (KFS) marketing officer Elizabeth Wachira told the Nation.

And the reason she gave for the delay was that the German supplier "Schiffs-und

Yachtwerft Dresden (SYWD)" was training a group of KFS workers on the usage and maintenance of the vessels before the shipment. The vessels were initially expected to arrive last December. The arrival time has since then repeatedly been postponed. What we know is that our 11 officers at Dresden in Germany are being trained on the operation, repair and maintenance of the ferries and we hope the shipment will be done soon after that, said Ms Wachira.

The team will be trained for at least two weeks and is expected back before the vessels arrive.

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We have communicated with the workers and they have informed us that they are about to conclude their training, said Ms Wachira. A parliamentary team on transport and some KFS board directors, led by chairman Joseph Kingi, she said, were also in Germany and they would give the progress of shipment on arrival in the country.



Photo : Torsten Batge

We hope to get more information about the details of the journey of the ferries next week when a parliamentary team comes back, Ms Wachira said. When contacted to explain the delay of the vessels shipment, Transport permanent secretary Cyrus Njiru declined to comment. I am in China and I can only discuss the matter once I come back, he said.

In a telephone interview with the Nation from his Germany base last year, SYWD director Thomas Muller confirmed the vessels had been ready since November last year but could not state when they would be ferried to Kenya.

Mr Muller at the time attributed the delay to the harsh winter in Germany in particular and Europe in general. **Source : Daily Nation**



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Ancient China sea traders smuggled goods?

Archaeologists working on the wreck of a 400-year-old merchant vessel off south China have found evidence that Chinese merchants probably flouted bans on foreign trade at the time. The salvage team has recovered more than 800 pieces of antique porcelain and copper coins from the ancient ship off the coast of Guangdong province, said the provincial cultural relics bureau on Sunday.

Archaeologists believe the ship, which sank in the Sandianjin waters off Nan'ao County, Shantou City may have been carrying 10,000 pieces of blue- and-white porcelain, mostly made during Emperor Wanli's reign (1573-1620) of the Ming Dynasty (1368-1644).

Some big porcelain bowls found in the vessel, dubbed Nan'ao-1, were probably made for foreign trade as they were not commonly used in Chinese daily life at that time, they believe. The find is particularly interesting as the administration of Wanli had imposed a ban on sea trade.

Guangdong was a major centre for the sea trade in ancient China. Sheet copper and coins found during the salvage operation indicated the ship might have been smuggling copper too, as the export of copper was also banned at the time, said Sun Jian, head of the salvage team.

The Ming Dynasty restricted private sea trade to deter piracy, which had imposed huge hardships on legitimate sea traders, and ensure maritime security along Chinese coastal areas. Many ancient Chinese dynasties, including the Ming Dynasty, banned the export of copper as the metal was precious and mainly used to manufacture coins, a major currency, in ancient China.

The team also recovered equipment that looked like cannon, but it was not unusual for ancient merchants to arm their ships against pirates, said Mr Sun. More than 20 experts started the salvage operation on April 9 and would finish in another 90 days if weather conditions permitted, he said.

The excavation was scheduled to begin on Sept 26, 2009 but was postponed due to severe weather conditions, including typhoons and cold snaps. Archaeologists have been saying they believe the wreck will shed new light on China's foreign trade at the time.

Local fishermen found the wreck, estimated to be about 25 metres long and seven metres wide, in May 2007 buried in silt 27 metres underwater and about 5.6 nautical miles from Shantou City. **Source : Xinhua**



A "heavy loaded" **KANG SHENG KOU** seen departing from Rotterdam with ondeck Stemat's **NENA-W**
Photo : Leen van der Meijden ©

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The **COMBI DOCK III** seen departing from Rotterdam – Photo : Leen van der Meijden ©



NAVY NEWS

Modern missions can send sailors anywhere

Disaster relief, drug patrols mandate flexible response

After the heady days of new ship construction in the mid-20th century, the Canadian navy experienced a steady decline in the number of its ships — and some would argue, its capabilities. In 1989, the navy reached a postwar low: it had only 19 major ships, and most of them were on their last legs.

In August 1990, Iraq's invasion of Kuwait led to an immediate UN response and the Canadian navy's first shooting war since Korea in the early 1950s. Three weeks after the invasion, **HMCS Athabaskan**, **Terra Nova** and **Protecteur** sailed from Halifax on Operation Friction — one-quarter of Canada's operational warships carrying almost 1,000

personnel. Modifications that normally would have taken 18 months were completed in 10 days of 24-hour schedules in the Halifax dockyard.

Canada's ships operated in the Persian Gulf as part of a multinational force enforcing the UN trade embargo against Iraq. Canada was put in charge of a 30-ship group keeping coalition naval forces supplied with fuel, ammunition and spare parts. After successfully playing their part in the liberation of Kuwait and the invasion of Iraq, the Canadian ships returned to Halifax and a tumultuous welcome on April 7, 1991.

Today, the navy has 33 major ships. From 1992 to 1996, it commissioned 12 patrol frigates, construction of which was the largest and most complex project in Canadian naval history. Shortly afterward, 12 smaller Kingston-class multi-role maritime coastal defence vessels entered service, manned largely by long-term reservists.

One of the most controversial Canadian ship-acquisition programs ever was the replacement of the Oberon-class submarines. In 1998, Canada bought the entire Upholder class of subs from the Royal Navy, although they had been laid up for five years. In Canadian service, they are known as Victoria-class subs.

The navy's most critical shortfalls are in helicopters, support ships and destroyers. Sikorsky Cyclone helicopters are to replace the venerable Sea Kings within the next few years, while a new joint support ship (retired general Rick Hillier's "big honkin' ship") to replace Preserver and Protecteur is still on the drawing board, and replacements for the navy's three remaining 1970s-vintage destroyers are even further away.

In recent years, Canadian sailors have participated in the war on terror in the Persian Gulf region and in operations against pirates in the Gulf of Aden and drug smugglers in the southern approaches to North America. They have also helped with relief efforts in New Orleans after hurricane Katrina and in Haiti after the devastating earthquake in January.

For the past 100 years, Canadian ships and sailors have ventured far from our shores to carry out their mission of defending Canada in both war and peace. No matter what the job, Canada's sailors have always risen to the occasion. They have willingly undertaken whatever their country has asked of them. They will still be doing it 100 years from now, and Halifax will continue to be their major home port. **Source : thechronicleherald.ca**

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LCS Freedom heads for 5-day dry dock repairs

The littoral combat ship **Freedom**, built by defense giant Lockheed Martin, is due to enter a shipyard owned by LCS rival General Dynamics this weekend so engineers can repair a problem with one of the **Freedom's** water jets, Navy officials said Tuesday.

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Freedom's Blue Crew — which re-took the ship upon its arrival in San Diego last month — discovered a problem with its outer starboard waterjet, said Lt Cmdr. Chris Servello, a spokesman for Naval Surface Forces. So the ship is being taken to a dry dock at San Diego's Nassco shipyard, owned by the company that hopes its own ship design, the aluminum trimaran *Independence*, will win the Navy's LCS competition this summer.

Navy officials in Washington have taken pains to protect what they have said are "proprietary" qualities of the two LCS designs; they didn't even release the costs of the third and fourth LCS vessels for months after their contracts were awarded because officials said that information was sensitive. Servello said he could not comment on whether there would be any safeguards during *Freedom's* time in dry dock to preserve the integrity of the LCS competition, or whether such measures were necessary. He referred questions about the competition to Naval Sea Systems Command.

Because **Freedom** and **Independence** are now both commissioned warships, they technically no longer belong to their respective builders.

Engineers aren't sure what the problem is with **Freedom's** waterjet, but it will not affect the ship's spring schedule, Servello said, and it didn't make trouble during the ship's "trial deployment" that took it from Florida to San Diego. Servello said a replacement part is on its way from contractor Kamewa, owned by the British engine concern Rolls-Royce.

Freedom will be in dry dock for about five days. After its yard period, the ship is to sail to the northern Pacific for the Canadian Fleet Review, and then to Hawaiian waters for the annual Rim of the Pacific exercise. **Source : NavyTimes**



HMS **D 92 LIVERPOOL** seen departing from Devonport
Photo : Ian Denton ©

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Hyundai Heavy shipbuilding orders rebound to \$4 billion

Hyundai Heavy Industries took US\$4.3 billion in shipbuilding orders in the first four months of this year, up 20-fold from the same period last year. In April alone it won \$1.3 billion worth of orders to build 23 vessels including LPG ships, bulk carriers, pure car-truck carriers and three very large crude carriers, the company said.

The shipbuilder pointed out that although it is premature to conclude that the shipbuilding industry has recovered fully from the economic slump, it is a significant improvement compared to the situation last year when the company won no orders for commercial vessels. **Source: english.chosun**



The Fast Ferry **DELTA 2** for HKWNS in Hong Kong seen fitting out at the **Damen Shipyard** in Singapore

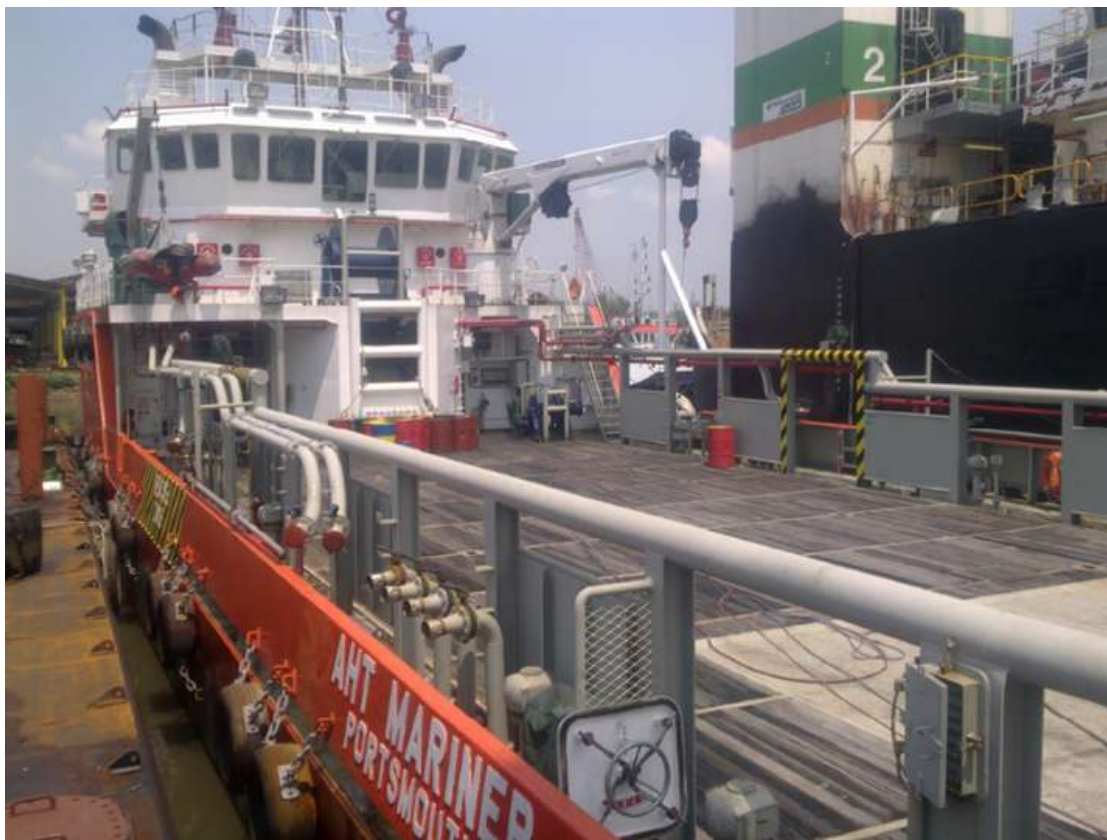
Photo : Piet Sinke ©

First giant ferry from Nordic almost complete Yards

The first of two giant ferries of the Nordic Yards shipyards in Wismar and Warnemünde is nearing completion. As the press officer of the shipyard announced on Monday, are currently under way last remaining work. So that it contradicted media reports that the "[Stena Hollandica](#)" already on the same day should be surrendered.

The technical test drive had the 240-meter-long ship that is to go as world's largest combined freight-passenger ferry for the Swedish Stena Line, the end of April already completed successfully. The final delivery date is not yet common ground, said the shipyard spokeswoman. The sister vessel is to be handed over in August.

The ferries are completely build on the Nordic Yards shipyards in consultation with the insolvency administration of former Wadan yards. After its bankruptcy June 2009, the new shipyard owner Vitaly Yusufov had taken over the Altauftrag. To decrease the ferry has long wrestled with the client Stena. Only after federal, state and a mass credit banks had secured over 187 million euros, and a lower price by 24 million has been negotiated and agreed to Stena final.



Recently delivered from Guangdong, China to J.P. Nelson, Tuas the [AHT Mariner](#)

Photo : Richard Qualm ©

Princess Cruises confirms two ship contract with Fincantieri

Princess Cruises, a unit of Carnival Corporation & plc announced that contracts to build two 3,600-passenger ships have been finalized with Italian shipbuilder Fincantieri . The contract confirms a memorandum of understanding signed in February.

The new ships - which each will have an all-in cost of approximately euro 155,000 per lower berth - are scheduled to enter service in spring 2013 and spring 2014. At an estimated 141,000 tons, the as-yet-unnamed ships will be the largest in the Princess Cruises fleet and the largest cruise ships ever built by Fincantieri

The ships' design will be evolutionary, in keeping with the themes of the line's newest vessels, but with some new features and innovations. For example, all outside cabins will feature balconies, bringing the percentage of balconies on the ships to 80 percent of all staterooms.

The company's signature Piazza - the ship's central atrium featuring dining, entertainment and retail - will be expanded, as will the popular Sanctuary, spa, and restaurants.

"We're pleased that in this challenging economic environment, the order for these new ships is a testament to the confidence in the growth potential of the Princess brand," said Alan Buckelew, president and CEO of Princess Cruises. "These new ships will include the features from our newest ships that have been so well received, and take them to the next level," he added.

Giuseppe Bono, chief executive officer of Fincantieri, said, "We are grateful to the Carnival Group for this further vote of confidence in Fincantieri. We are proud to have met the requirements of Princess Cruises, one of Carnival's most prestigious brands, with an innovative design both from a technical and architectural point of view."

Bono continued, "This is a highly important order for us, especially as it comes in a period of economic crisis. We succeeded in securing these orders with assistance and support of the Italian export credit companies, in particular SACE S.p.A."

Since the 1990s Fincantieri has built 53 cruise ships, of which 49 have been for Carnival Group. A further 12, including the two ships for Princess announced today, will be delivered by the end of 2014. **Source : MarineLog**

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SUBSEA 7'S NEW TEXAS SPOOLBASE DELIVERS FIRST PROJECT

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Subsea 7, one of the world's leading subsea engineering and construction companies, is pleased to announce the completion of the Gulf of Mexico Marathon Droshky project – the first project to be delivered utilising its new North American spoolbase at Port Isabel, Texas.

The project, managed from Subsea 7's Houston office, involved the fabrication and installation of two 8" flowlines totalling 58km (36 miles) for Marathon Oil Corporation's Droshky field development. Pipeline production took place at the Port Isabel Spoolbase between June and October 2009 and offshore operations commenced afterwards with the arrival of the Seven Oceans pipelay vessel, to start spooling the first of three offshore pipelay campaigns.



The **Seven Oceans** getting ready to leave the Port Isabel spoolbase, Texas after spooling pipe for the Droshky project.

Ian Cobban, Vice President - North America for Subsea 7 commented:

"Nearly one year on from Port Isabel opening, I'm pleased that we have proven the spoolbases capabilities with the successful delivery of the Droshky project. Our ability to fabricate and install high quality pipelines locally is an important competitive edge for Subsea 7 and these are very exciting times for the region as we build upon our presence here."

In addition to the fabrication and installation of the pipeline for the Droshky project, Subsea 7 also conducted the engineering, fabrication and installation of two 580m (1900ft) 8" risers, four termination pipeline end structures and two initiation pipeline end manifolds. The scope also included metrology, fabrication and installation of three rigid jumpers as well as pre-commissioning of the entire Droshky pipeline system.

The Droshky field development, with a water depth of 900 metres (2950 ft), serves five subsea wells via two 29km (18 miles) insulated pipelines. The development is a life extension of the Bullwinkle platform, which has seen decreasing production in recent years. This is Marathon Oil Company's first Gulf of Mexico project in 14 years as well as its first ever deepwater Gulf of Mexico project. The Port Isabel spoolbase was officially opened in July 2009 and enables Subsea 7 to offer a deepwater rigid pipelay service to clients in the North America region. Located in Port Isabel,

approximately 11 kilometres (seven miles) from Brownsville, Texas, it is 1.5km (0.9 miles) in length (including 1.2km stalk rack and 0.3km fabrication building). The base employs up to 100 people when working at normal capacity. The investment in the spoolbase, in excess of \$30 million, has allowed the company to expand its presence and capabilities in the North America and Mexico regions, and forms part of a global \$1billion+ asset and equipment investment programme which has also seen the introduction of seven new vessels so far, with an eighth, the Seven Pacific pipelay and construction vessel, expected to be delivered later this year.

Maersk Tankers says no plans to alter Torm deal

Maersk Tankers, a unit of Danish shipping and oil group A.P. Moller-Maersk, has no plan to change its pool cooperation arrangement with tanker shipper Torm (TORM.CO), its chief said on Tuesday.



The **NISSUM MAERSK** seen anchored at Singapore Western Jurong anchorage – **Photo : Piet Sinke ©**

The remarks from Maersk Tankers Chief Executive Soren Skou came after daily newspaper Berlingske Tidende said that Maersk planned to take over management of the pool, moving it physically from Torm's premises. Speculation has emerged in Danish media that Torm's biggest shareholder could be interested in putting Torm up for sale or merging it, also fuelling speculation that partners in the pool could abandon Torm. Skou told Reuters that Maersk Tankers was satisfied with its pool cooperation with Torm. "We have no plans to change our pool cooperation with Torm," Skou said. "It has worked satisfactorily for 10 years, and want it to continue." **Source: uk.reuters.com**

Northern Offshore Announces Energy Searcher to Undergo Repairs

Northern Offshore, Ltd. reported today that upon completion of the third well of a five-well drilling program for VietGazprom offshore Vietnam, the drillship **Energy Searcher** underwent an inspection that identified repairs needed to the ship's hull prior to the rig returning to drilling operations. The company intends to move the rig to Singapore to make the necessary repairs. Although preliminary and subject to further inspection in the shipyard, the company estimates downtime for the rig of at least six to eight weeks, including transit to and from the yard. Cost estimates will be prepared once the final scope of work has been defined. .

During the period the rig is in transit to Singapore, commencing on or around May 5, 2010, and under repair, the VietGazprom contract continues at zero dayrate. Upon completion of the repairs, the rig is expected to return to Vietnam to resume drilling operations under the contract. .

Northern Offshore, Ltd. is a Bermuda holding company which operates offshore oil and gas production and drilling vessels deployed around the world. The company's fleet consists of one floating production facility and five drilling units (a drillship, a semisubmersible and three jackup drilling rigs). The Northern Offshore fleet operates in various markets including the North Sea, the Indian Ocean, offshore Russia, the Mediterranean Sea and Southeast Asia. The company also provides rig management services, and is currently operating in this capacity on two semisubmersibles in the Caspian Sea. More information on Northern Offshore, Ltd. may be found by visiting the company's website at .
Source: Northern Offshore.

STENA LINE ANOUNCHED FIRST SAILING FOR HOLLANDICA MAY 16TH

Please be informed that the delivery of the new **Stena Hollandica** in Wismar, Germany, has now been scheduled for Friday 7th May. All being well, the vessel will leave Wismar on Monday 10th May.



First commercial sailing is now scheduled for **Sunday 16th May.**

Sailing schedule Stena Hollandica (III) NB 159

Fri 7-mei	Wismar delivery by the shipyard to Stena RoRo
Mon 10-mei	Dep Wismar 14:00 sailing to Harwich
Wed 12-mei	Arr Harwich 8:45 arriving after departure Stena Britannica at 08:30 berth fit from 08:45 till 11:00 Dep Harwich 11:00 to Hoek van Holland Arr Hoek van Holland 22:30 arriving after departure Stena Britannica at 22:00 berth fit/lay over/stores from 22:00 till 06:00
Thu 13-mei	Dep Hoek van Holland 6:00 to lay-by berth at shipyard in Rotterdam Arr Rotterdam 8:00 lay-by in Rotterdam 9:00 Familiarisation and stores
Fri 14-mei	Familiarisation and stores
Sat 15-mei	Familiarisation and stores
Sun 16-mei	Dep Rotterdam 11:00 departure to Hoek van Holland Arr Hoek van Holland 12:00 Dep Hoek van Holland 14:30 In schedule

Sailing schedule Stena Hollandica (I)

Sun 16-mei	Arr Hoek van Holland 7:30 Discharge only - Crew change - Inventory discharge etc. Dep Hoek van Holland 11:30 To Shipyard in Poland
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The **CARRIBBEAN PEARL** seen arriving in Willemstad (Curacao)

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

Charterers seek to return two ships to FSL Trust

Groda Shipping affiliates have asked Singapore's First Ship Lease Trust to take redelivery of two products tankers, saying that they do not do not intend to continue to make full lease payments under the lease charter agreements.

FSL Trust currently leases the two product tankers, **Verona I** and **Nika I**, each under a seven year base term bareboat charter to the charterers until November 2014. Under the lease charter agreement, the bareboat charter rate of each vessel is fixed at \$20,700 per day and the charterers are obligated to pay FSL Trust the lease rental in full on a monthly basis in advance.

According to a Singapore Stock Exchange announcement, for the month of May 2010, the charterers have made full payment for **Nika I** but not for **Verona I**

FSL Trust Management Pte Ltd (FSLTM), Trustee-Manager of First Ship Lease Trust, says that it has been informed by Groda Shipping that from June 2010 onwards, full payments should not be expected for either vessel.

The lease charter agreements are structured with credit enhancement features. Most significant are a cash security deposit of \$3 million per vessel and an assignment of the long-term Contract of Affreightment between the charterers and Russia's state-controlled Rosneft Oil Company. Both vessels continue to be employed under the COA.

FSLTM says best efforts will be made to ensure the uninterrupted operation of the vessels. FSLTM is currently in discussions with Groda Shipping and exploring available legal and commercial options. FSLTM will evaluate all options with a view to safeguarding the interests of unitholders of FSL Trust. **Source : MarineLog**



Built in 1956 by Blohm & Voss at Hamurg as **RAGNVALD JARL** for Hurtigruten in Narvik (Norway). In 1995 she was renamed **GANN** also for Hurtigruten and mainly used as trainingship. In 2007 she got her present name **SJØKURS**. She is sailing for the Sørlandet nautical college, homeported Kristiansand.

Source : Marcel & Paul van Luik - www.shipsoffterneuzen.nl

Crude Carriers Secures Option to Acquire an Additional VLCC Newbuilding

Crude Carriers Corp. a tanker company focusing on the maritime transportation of crude oil cargoes, announced that it secured a one year option at no cost to the Company to acquire a newbuilding Very Large Crude Carrier (VLCC) vessel, on the terms set out below.

With the consent of Crude Carriers Corp.'s Board of Directors, Capital Maritime & Trading Corp., a related party, recently concluded an agreement to acquire a resale contract for the **M/T Atlantis**, a 320,000 dwt 2010 newbuilding VLCC being built at the Daewoo Shipyard in South Korea. The acquisition price for the vessel was \$108 million, excluding delivery costs, and delivery is expected on or about May 20, 2010.

In connection with the acquisition, Crude Carriers Corp. secured a 12-month option, commencing on the date of the vessel's delivery, to purchase the vessel at the same acquisition price of \$108 million plus delivery costs. The option is exercisable at the sole discretion of the Company's Board of Directors.

Mr. Evangelos Marinakis, the Company's Chairman and Chief Executive Officer commented: "Within the short period of time since our IPO in March 2010 we have been able to expand our fleet to a total of five vessels, comprised of two VLCCs and three Suezmaxes with an average weighted age of approximately 1 year and total carrying capacity of approximately 1,050,000 dwt.

"We are now very pleased to have secured this no-cost no-risk option to acquire a third newbuilding VLCC paving the way to further expand our fleet. This 12-month option at no cost to the Company also underscores Capital Maritime's commitment to our growth strategy of acquiring modern high specification vessels at an attractive point in the cycle. We are committed to building Crude Carriers into an industry leader taking advantage of the favorable long term fundamentals of the crude oil tanker market." **Source : Crude Carriers Corp**



The **UNION FIGHTER** seen arriving in the port Antwerp for the first time – **Photo : Wesley Vercruysse ©**

Dockwise secures USD 65 million in Transport and Installation awards

Dockwise Ltd. announces two major awards for transport and installation projects and for two routine marine infrastructure transport. Total revenues for the various commitments are expected to reach almost USD 65 million.

Dockwise has agreed a letter of intent (LOI) with one of the oil majors for the transportation in 2013 of a deepwater production platform. Further to an existing contract already in backlog, under which Dockwise is to transport a production hull to the North Sea, the company has received an LOI from one of the independent oil companies for the second stage of the project. In the second phase, scheduled for 2012, Dockwise will transport the topside unit from the fabrication yard and install in situ, by means of float-over. Additionally, Dockwise has recently booked two routine port and marine infrastructure transports to Rotterdam and Sjarjah respectively. Client, destination and other details of these projects will be released in due course following contract formalization.

André Goedée, Chief Executive, Dockwise Ltd., said: "It is a mark of our clients' confidence in the outlook for the next phase of the cycle that substantial transport and floatover projects for several years hence are tendered now. These awards are proof that Dockwise offers the depth of expertise, asset availability and security to maintain its leading position in this premium segment of the market."



In Singapore **T&T Bisso Salvage Asia** tested her 2 newly received Mariflex built 600 HP portable Fire Fighting Units in Singapore Tuas as can be seen above.

Many thanks to Damen Shipyards Singapore for the hospitality !!

For enquiries about the Fi-Fi units please contact T&T Bisso Salvage Asia via :
rw@ttbisso.com or ps@ttbisso.com

Indonesia seen losing chance to sell Sulawesi LNG

Indonesia has lost its chance to sell liquefied natural gas from a Sulawesi project due to uncertainty over the project's outlook and political pressure to supply gas for the domestic market, an industry analyst and a Pertamina official said on Tuesday. The Donggi-Senoro project in Sulawesi, which will require \$1.7 billion for upstream activities and \$2 billion for downstream, was now expected to go on stream in 2014. "There are a lot of LNG projects in the world that will enter the market, including one from Qatar. The one from Sulawesi has already lost its chance to go into the market," Ari Soemarno, a former state oil company Pertamina president director , told Reuters.

"Currently, the government is not clear about whether it will approve the Donggi-Senoro project or not. Buyers will certainly look to other sources to buy LNG," he said.

The cost of building the Donggi-Senoro LNG project was very expensive and it would be very difficult for domestic buyers to accept the price, Soemarno added.

"The cost of gas will be about \$12 per million British thermal unit at a receiving terminal in Java island. I don't think domestic buyers can accept the price at that level," Soemarno said. Separately, Pertamina president director Karen Agustiawan said Korea Gas Corp, Japan's Kyushu Electric Power Company, and Chubu Electric Power Co may pull out from buying LNG from the Donggi-Senoro project because of uncertainty over how the project would proceed.

"The buyers have run out its patience because of a delay in the project. There are a lot of LNG offers from other sources, such as Australia and Qatar," Agustiawan said. "It will be normal for the buyers to pull out from Donggi-Senoro LNG project," she added. Pertamina, together with Indonesia's PT Medco Energi International and Japan's Mitsubishi Corp, had previously agreed to build the Donggi-Senoro LNG plant in Sulawesi, with a capacity of 2 million tonnes per year. But the government later decided that LNG produced at Donggi-Senoro must be sold to the domestic market only. That decision followed a government decree issued in September 2009 to allow firms to export gas if there were no domestic buyers.

Pertamina said in March it has begun talks with foreign buyers such as KOGAS, the world's biggest corporate buyer of LNG, and Kyushu, as it expected the government to relax its regulation. Pertamina and Medco had previously agreed to sell 1 million tonnes of LNG from Donggi-Senoro to Chubu and 1 million tonnes to Kansai Electric <9503.T> linked to a cocktail of Japanese crude prices. The contracts were due to run for 15 years. But Kansai has pulled out because of uncertainty over the project and Chubu is still waiting to see the development. **Source: Reuters**



The **TOR MAGNOLIA** seen at the Westerscheldt River – **Photo : J. Roeland ©**

Copterline may resume Tallinn-Helsinki

Finnish helicopter operator Copterline says it is considering plans to resume flights on the Tallinn-Helsinki route this year. According to Tõnis Lepp, board member of Copterline Estonia, the company's Estonian arm, Copterline has already applied to the Estonian Civil Aviation Administration for permission to resume flight operations.

Lepp said that if everything goes well, Copterline could re-start service this year.

As to the planned number of flights, Lepp said there will probably be fewer flights than before as the company feels it should make a cautious start. Copterline suspended flights between the Estonian and Finnish capitals indefinitely in mid-December 2008, citing shortage of customers as the economy was hit by crisis. Copterline Estonia posted a loss of 4.8 million kroons for 2008. **Source : balticbusinessnews**

Shore Support Seminar 'Design & Usability'

Tuesday 1st of June 2010



Damen Shipyards Bergum, location Harlingen, Korte Lijnbaan 15, 8861 NS Harlingen

Project Shore Support

The innovation project Shore Support investigates the social, legal and technical possibilities of shore support for coastal ships to improve ships safety and stimulate flexible manning requirements.

Seminar 'Design & Usability'



Design & usability are often seen as two opposites. What is designed is occasionally not user friendly and vice versa. In recent years, usability has become a real hype. Still many usability rules are too often overlooked by designers, also influenced by the limited space available on board ships. How are engine rooms designed and why is equipment placed according to quite a standard design? Questions that will be answered during the interactive Shore Support seminar 'Design & Usability' on 1 June at Damen Shipyards Bergum, location Harlingen.

The facility where the seminar will take place, is a very exciting and applicable one: the hold of a newly built ship. Six organizations will give a 10-minute presentation after which a 15-minute discussion takes place by means of the

concept 'House of Commons' (Het Lagerhuis). Thus delegates can give their opinions during these interactive sessions. Next to the presentations, there is enough space and time to network and talk to other interested people.

Location and date

The seminar takes place on Tuesday the 1st of June 2010 at Damen Shipyards Bergum, location Harlingen. The program starts at 13.00 for the group that joins the Factory Tour and at 13.50 for all other persons. The day ends at 17.45 after which some network drinks can be consumed.

Costs

Prices (excl.VAT) are per person and include drinks and snacks during the seminar: Free of charge for participants of the project Shore Support €25,- for student €50,- for members of HME or VNSI not participating in the project €75,- for regular interested parties

Registration

Please submit your registration no later than 25th of May, but we recommend earlier due to expected attendance. Click [here](#) to register.

Contact details for more information

For more information, you can contact Izabella van Tuijl, Project Manager Innovation:
T: +31(0)10 4444 333 • M: +31(0)6 301 502 41 • E: it@hme.nl



The **BOW ARCHITECT** seen moored in Rotterdam – Photo : Henk Wadman ©

Tjin Asjoe wil Carnival Cruise Lines naar Bonaire halen

Minister Elvis Tjin Asjoe (Economische Zaken) wil Bonaire op laten nemen in het reisschema van Carnival Cruise Lines, een maatschappij die het hele jaar door in het Caribisch gebied vaart. De andere cruisemaatschappijen beperken zich tot het hoogseizoen en varen niet in de zomermaanden. Aruba heeft al een overeenkomst met Carnival en Curaçao is ermee bezig. Tjin Asjoe heeft de twee eilanden benaderd om ook Bonaire mee te nemen in een deal met Carnival voor bezoeken aan de ABC-eilanden. Daarmee zijn de eilanden het hele jaar door verzekerd van cruisetoerisme, wat onder meer voor de taxichauffeurs op Bonaire betekent dat zij ook in het laagseizoen werk hebben, aldus Tjin Asjoe. Volgens de minister kan Bonaire gemakkelijk in een overeenkomst met Carnival worden meegenomen en betekent dat voor Bonaire 'duurzaam' cruisetoerisme. De afgelopen seizoenen bezochten al meer dan 200.000 cruisetoeristen het eiland.

Source : Amigoe

.... PHOTO OF THE DAY



The **UNION MANTA** seen enroute Rotterdam – Photo : Nico Ouwehand ©

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