

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 128



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T&T Bisso Salvage Asia sold the salvage support vessel TTB SINGAPORE to Singapore Salvage Engineers last week, which will rename the vessel SSE CHALOTTE, T&T Bisso Salvage Asia is at present in the process to obtain an other support vessel
Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS



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The 2008 decommissioned (former Brittany Ferries) **NORMANDY** seen yesterday (untouched) at the Sembawang shipyard in Singapore, the ferry will be renamed **ARV 2**

Photo : Piet Sinke ©

Counter-pirates tactics developed by NOVOSHIP are sufficient

Developed by NOVOSHIP security measures for crews at pirate attacks are quite sufficient, said Igor Tonkovid, NOVOSHIP president in an interview with PortNews IAA.



File photo of the **MOSCOW UNIVERSITY** at Maas pilot station – Photo : Frans Sanderse ©

"We are not going to implement any additional security measures for our Company's fleet in connection with the recent incident. Just because we've already had security measures, and we follow them properly! The crew members of the tanker **Moscow University** have acted in accordance with the rules developed by our shipping company that have allowed during this attack on the vessel to avoid taking hostages and casualties", Igor Tonkovid was quoted as saying.

According to him, all crews of the NOVOSHIP fleet are ready for such emergency situation. "We are paying a lot of attention to special training of seafarers. A key issue in such exercises is always the safety and security of the crew. This is the main goal that we pursue," Mr. Tonkovid said.

The **Moscow University**, owned by NOVOSHIP was attacked and hijacked by pirates on May 5th 350 nautical miles offshore Socotra, in the Gulf of Aden.

This early morning **Marshal Shaposhnikov**, a destroyer of the Russian Pacific Fleet has carried out an operation to free the **Moscow University**. A marines unit from the warship began the storm of the hijacked tanker and took it under full control. All 23 crew members were released, all of them safe and well, as 10 pirates were captured, some of whom wounded in the storm, one of the pirates was reported killed.

Kremlin - Beginning of Working Meeting with Defence Minister Anatoly Serdyukov

PRESIDENT OF RUSSIA DMITRY MEDVEDEV: Mr Serdyukov, I instructed you to handle the hijacking of the **Moscow University** tanker. An operation was carried out with good results. Please tell me about what was done.

DEFENCE MINISTER ANATOLY SERDYUKOV: On May 5, at 8 o'clock in the morning, the **Marshal Shaposhnikov** anti-submarine destroyer received a signal of the Moscow University tanker hijacking. At 8:25, it headed to the tanker's rescue. On May 6, today at midnight, it stopped within an 80-mile zone of the tanker and sent a K-27 helicopter on a reconnaissance mission.

DMITRY MEDVEDEV: You called me at one o'clock in the morning and told me that it had flown around and made observations.

ANATOLY SERDYUKOV: The helicopter needed to establish whether this was the correct vessel; this was occurring at night. When the helicopter approached, guns were fired from the tanker. The helicopter retaliated and then returned. By 2:30 the **Marshal Shaposhnikov** approached within 1.5 kilometres of the vessel.

DMITRY MEDVEDEV: This was after one in the morning.

ANATOLY SERDYUKOV: That's right, it was by the time the helicopter returned. The **Marshal Shaposhnikov** approached the tanker at 5 o'clock. Assault groups had been assembled by then, and at 5:20, they stormed the tanker. Within twenty minutes, the pirates were forced to surrender. This liberation resulted in several casualties among the pirates. There were no casualties among the tanker's crew or assault teams. At 6:00, the vessel was fully liberated.

DMITRY MEDVEDEV: Great job. Their actions were very precise.

First of all, I would like you to prepare a recommendation to award everyone who participated in this rapid, precise, professional liberation of the tanker. Incidentally, as we discussed over the phone, it is good that the forces did not act at night, because that would have been risky. This way, in daylight, they did everything very accurately and very well.

Second, we will need to work on an international legal framework to combat piracy; I will once again give instructions to you and the Foreign Minister. I last spoke about this issue in Washington with my colleagues at the Nuclear Security Summit. The problem is that everyone agrees that piracy is evil, but they just cannot agree on how to fight it, saying we do not need to establish any new courts as we already have everything we need. But at the end, the situation is very bad as far as legal and political mechanisms are concerned.

Clearly, we will fight pirates in accordance with naval law. But ultimately, we need a new legal foundation in order for all of humankind to properly respond to this very real threat. Perhaps we need to return to the idea of establishing an international court and other legal instruments.

Until then, we will have to respond to pirates in the same way as our ancestors did – you understand how. That is exactly what we will need to do. **Source : ISRIA**

Captured pirates who seized Russian tanker are freed

Russia has released pirates who hijacked an oil tanker in the Gulf of Aden because there are no legal grounds to prosecute them in Moscow, a Defence Ministry official said on Friday.

The decision reverses a plan to bring 10 alleged pirates to Russia to face prosecution for the seizure on Wednesday of the Russian-owned **MV Moscow University**, which was headed to China with a crew of 23 and a crude oil cargo worth \$52 million.

The tanker was freed and its captors detained after they surrendered on Thursday following a gunbattle with forces aboard a Russian warship that killed one pirate, according to Russian authorities.

"In the absence of necessary legal agreements, it was impossible to bring these pirates to justice," a senior Russian Defence Ministry official, who spoke on condition of anonymity, told Reuters by telephone.

"A decision was adopted to set them free aboard one of the small vessels they themselves had used to attack the **Moscow University** tanker," the official said, adding that the ministry had been unable to establish the pirates' citizenship.

Earlier, Russian investigators said they were Somali and that they would be brought to Moscow for prosecution.

The international community has become increasingly frustrated with the murky legal arena surrounding piracy.

Somalia lacks the legal infrastructure to support trials, and captured pirates are often released because of disagreements over which country should try them. Last month the U.N. Security Council, on Russia's initiative, suggested creating special piracy courts to plug a gap in the world response to the costly attacks on merchant ships off the lawless Somali coast.

"It is necessary to look for ways to try pirates with the help of international judicial mechanisms," the Interfax news agency quoted Russian Foreign Ministry spokesman Igor Lyakin-Frolov as saying on Friday.

In televised comments, Lyakin-Frolov said preliminary information indicated the tanker suffered some damage but there was no threat of an oil leak. He said it would probably put in at Fujairah or Dubai in the United Arab Emirates for repairs. Thursday's successful helicopter-backed rescue operation launched from the warship Marshal Shaposhnikov was celebrated by the Kremlin, which has been seeking to revive Russia's naval muscle far from its shores despite limited resources.

The hijacking of ships near the coast of Somalia, where an Islamist insurgency and general lawlessness have created a safe haven for pirates, has cost the shipping industry tens of millions of dollars in ransoms for vessels and their crews.

Source: Reuters

Succesvolle samenwerking in counterdrugsoperatie

Maritieme en vliegende eenheden uit Nederland, de Verenigde Staten, Dominica en Trinidad & Tobago werkten de afgelopen drie weken nauw en intensief samen in de drugsbestrijdingoperatie 'Carib Venture' in het Caraïbisch Gebied. Hierbij werden meerdere verdachte schepen onderzocht en één drugstransport verstoord.



Naast de externe verdediging van de Nederlandse Antillen en Aruba, vervult de Koninklijke Marine in het Caraïbisch Gebied een belangrijke rol in de handhaving van de internationale rechtsorde. Door de ligging van de eilanden moet hierbij vooral gedacht worden aan de bestrijding van internationale drugshandel over zee. Zo is de marine nauw geïntegreerd in de 'Joint Interagency Task Force South' in Key West, de internationale drugsbestrijdingorganisatie. De Commandant der Zeemacht in het Caraïbisch Gebied heeft dan ook de leiding over één van de taakgroepen van deze organisatie, Taskgroep 4.4.

Deze taakgroep voerde de afgelopen drie weken operatie 'Carib Venture' uit. Aan deze counterdrugsoperatie namen diverse vliegende en maritieme eenheden deel, waaronder het

Nederlandse stationsschip van de West, **Hr.Ms. Van Speijk**. Zij patrouilleerden intensief op de Caraïbische Zee, waarbij meerdere verdachte schepen zijn onderzocht. De **Van Speijk** en de Amerikaanse cutter **Valiant** vrijdelden daarbij één drugstransport. Dat gebeurde in samenwerking met de boordhelikopter van het fregat en het DASH8 patrouillevliegtuig van de Kustwacht voor de Nederlandse Antillen en Aruba. De opvarenden zijn overgedragen aan de Dominicaanse autoriteiten.

Nordic: Stena Line neemt Riesen-Fähre noch nicht ab

Hängepartie für die angeschlagenen Nordic-Werften in Wismar und Warnemünde: Die schwedische Stena Line nimmt die erste von zwei Riesen-Fähren später als vereinbart ab.

Wie das Wirtschaftsministerium in Schwerin bestätigte, monierte die Reederei am vergangenen Freitag angeblich technische Mängel an der „**Stena Hollandica**“. Nun soll morgen nach einwöchiger Nachbesserung ein zweiter Anlauf erfolgen. Der vereinbarte Kaufpreis für die beiden weltgrößten kombinierten Fracht- und Personenfähren liegt bei 386 Millionen Euro.

Der Haushaltsausschuss des Bundestages hat indes ein 326 Millionen-Euro-Hilfspaket für die Hegemann-Werften in Stralsund und Wolgast abgesegnet. Es sichert Bankkredite zur Abdeckung von Bauzeitfinanzierungen ab.

Source : Ostsee-zeitung

45 YEARS OLD AND STILL GOING STRONG !



As reported earlier the (as **SMIT LLOYD 1** 1965 built) **RAMLA BAY** was sold, and she was spotted recently in Turkey in her new colors and new name **DEEP SUPPORTER**

Photo : Ralf Kroon ©

Zeemanshuis Heyplaat tijdelijk dicht

Het Rotterdamse zeemanshuis op Heyplaat gaat per 1 juli voor drie tot zes maanden dicht. De tekorten van het zeemanshuis worden al jaren aangevuld uit inkomsten van het Maritime Hotel aan de Willemskade, dat ook fungeert als zeemanshuis. Maar het hotel heeft het moeilijk. 'Door de economische teruggang staan de hotelinkomsten, met name de kamerprijzen en de hotelbezetting onder druk', zegt directeur Arend Boer van het Maritime hotel in het radioprogramma 'Op zee' van de Wereldomroep. 'Nu zitten we op het punt dat we eigenlijk onvoldoende financiën hebben om Heyplaat te blijven exploiteren.' In het zeemanshuis kunnen zeelieden goedkoop douchen, internetten,

bellen, kaarten, biljarten, een babbeltje maken en een biertje drinken. Volgens Boer is de nu aangekondigde maatregel geen voorbode van een definitieve sluiting. 'We verwachten dat de gemiddelde kamerprijs wel weer aantrekt. Gaat het weer beter met de economische crisis, dan wordt zeker overwogen om Heyplaat weer te openen.' Later deze maand overlegt Boer nog met de internationale vakbond voor zeevarenden ITF en met CASCO, een welzijnsorganisatie voor zeelieden. Allebei organisaties die niet over bergen met geld beschikken. 'Maar misschien komen we tot bepaalde conclusies en weten we toch bepaalde mensen te vinden die dat wel hebben. In de grootste havenstad ter wereld moeten toch ook behoorlijke voorzieningen voor zeevarenden zijn' aldus Boer. De Rotterdamse haven heeft vier zeemannshuizen. Behalve Heyplaat en het Maritime Hotel zelf is er één in Schiedam en in het Europoortgebied bij hotel de Beer. **Bron:** www.opzee.nl



The **GRAND WAY** seen moored in Cape Town – Photo : Aad Noorland ©

Rumour Control

With terrorists reportedly targeting ships in the Malacca Straits – when news supposedly broke on Monday night of a massive tanker explosion there was a fear that the worst had happened.

Thankfully it appears that the initial reports of the explosion were just a rumor, officials said Tuesday morning.

A police official told the press on Monday night that "It was reported the explosion was huge with the flame could be seen from a radius of 10 kilometers. I could not as yet tell if there were casualties in the incident."

Two hours later, Singapore news sources posted a second article saying its first report was only a rumor. "We have checked for two hours in the sea and found no ship on fire. It was just a rumour," team head of a marine police unit of Bengkalis, first adjunct inspector Martin said. Officials recently warned the area is being targeted by terrorists. Back on March 4th, CBC News reported the Singapore navy warned oil tankers traveling along the 805 km (500 mile) stretch of water that terrorists were planning an attack.

"The terrorists' intent is probably to achieve widespread publicity and showcase that it remains a viable group," an advisory said. "However, this information does not preclude possible attacks on other large vessels with dangerous cargo."

The warning did not say which terrorist group is planning the attacks. But where there are rumours, there are plans too...we hope that this is not the prelude to a real attack. **Source :** [shiptalk](#)



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YOUR HELP IS REQUIRED !



Newsclippings contributor and reader **WIM KOSTEN** is having in his collection 2 photos of a burning tanker, this photos are according Wim most probably made during Oct/Nov 1968 from the Shell tanker **METULA** during her maiden voyage from Japan to the Persian Gulf when passing the Straits of Malacca.

If anybody is having more information about this tanker, please contact Wim at : wim@maritimephoto.com

Many thanks for your help !!

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Dockwise **TRANSSHSELF** arrived in Rotterdam loaded with newbuilding hulls from China for Rensen Shipbuilding, upon arrival the **TRANSSHSELF** was escorted by the inland water tanker **TITAN** as can be seen above.

Photo : Kees Torn ©



NAVY NEWS

Russian-Norwegian naval exercise in Arctic waters

Russian and Norwegian warships and military aircrafts will be conducting a joint exercise in the Barents Sea and Norwegian Sea in June. Along with ordinary military drills, the exercise will include joint efforts in releasing an oil platform from armed extremists. The exercise, called Pomor-2010, will take place in the period June 4-15. A two-day planning conference was recently held onboard the Northern Fleet's anti-submarine destroyer "**Severomorsk**", TV21 reports.

The main goal for the exercise is to drill operational cooperation between Norwegian and Russian navy and air force units in the vulnerable environment of the Arctic.

From the Norwegian side, the frigate "**Otto Sverdrup**" and the coast guard vessel "**KV Nordkapp**" will participate together with one Orion maritime surveillance aircraft, F-16 jet fighter aircrafts and Lynx helicopters.

The Northern Fleet will take part in the exercise with the anti-submarine destroyer "**Severomorsk**", one Il-38 maritime patrol aircraft, Su-33 jet fighter aircrafts and Ka-27 rescue helicopters.

The exercise will start with a conference at Norway's main navy base Haakonsværn outside Bergen, while the debriefing and wrap-up will be held in Severomorsk.

The exercise will consist of four stages, including artillery shooting on targets in the air and on sea, detection and attack on submarine, countermeasures against attack from the air, anti-piracy operations, releasing an oil platform from armed extremists, rescue operations and other drills.

While cooperation between NATO and Russia has experienced hard times over the last years, the Norwegian-Russian military cooperation in the north has remained seemingly unaffected by the higher level relations. Bilateral relations remained the same with frequent meetings even during the Georgia crisis in August 2008. **Source :**

BarentsObserver

Nuclear cruiser fleet up for modernization

Russia has decided to rebuild its fleet of laid-up nuclear cruisers of the Kirov-class, a source in the military industrial complex says. In September 2009 Deputy Minister of Defense Vladimir Popovkin said in an interview that Russia needs a renovated fleet of surface vessels, and that the nuclear powered cruisers were subject to reconstruction programs that were being developed.



The Kirov class cruiser **PYOTR VELIKIY** seen approaching Murmansk – **Photo : Piet Sinke ©**

Now a decision on this issue has been made, and the two nuclear cruisers "**Admiral Ushakov**" of the Northern Fleet and "**Admiral Nakhimov**" of the Pacific Fleet will be kept in service after modernization, a source in the military industrial complex told Interfax, TV29 reports. Both the vessels are currently moored in Severodvinsk.

According to the navy source, 500-600 million RUB have already been allocated to modernization of "**Admiral Nakhimov**". Modernization should be finished by 2011, but the time table will most probably be changed, TV29 writes. So far, no money has been allocated for repairs of the Northern Fleet cruiser. **Source : BarentsObserver**

DCNS To Finance OPV, Offer It to French Navy

DCNS has decided to finance the building of an offshore patrol vessel (OPV) under the Gowind brand name, and has offered to make the craft available to the French Navy as part of its marketing plan, the naval company said May 4.

"One of the keys to winning new business in the corvette/OPV sector is to achieve 'sea-proven' status attested by a world-class navy," the company said in a statement. "Hence, the decision to make the proposed OPV available to the French Navy for three years," the company said.

"An agreement in principle has been reached for the Navy to provide a crew for the OPV," a Navy spokesman said. Discussions are going on with DCNS on the financial details, logistical support and other practical issues.

Construction of the vessel is due to start soon at the Lorient yard, DCNS said. The OPV project is part of the company's project to double sales over the next 10 years.

The new vessel will be 90 meters long, offer three weeks' endurance at sea and have a range of 8,000 nautical miles. The craft would have a top speed of 21 knots, carry a helicopter and a crew of 30, and have room for 30 passengers.

Source : Defense News



The Australian **A 304 SUCCESS** seen arriving at Sembawang (Singapore) yesterday morning

Photo : Piet Sinke ©



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The Belgian Navy tug **Albatros A 996** (ex. **Westgat A 872**) seen arriving in Ostend
Photo : Wesley Vercruysse ©

Indian Navy to receive INS Chakra in June

The trial of Indian Navy's Akula-II class nuclear attack submarine is nearing completion according to Russian shipbuilders, paving the way for its leasing to India on schedule next month. "We are now completing the state trials of the nuclear submarine **Nerpa** in the Far East. So far everything is moving as per schedule," CEO of state-owned United Shipbuilding Corporation Roman Trotsenko told Prime Minister Vladimir Putin at their meeting in the Black Sea resort of Sochi. The **Nerpa** being acquired by Indian Navy in USD 650 million 10 year lease deal has been christened INS Chakra and would become the first advanced nuclear submarine of the Indian Navy after its induction.

The Indian Navy had leased a Soviet nuclear submarine in late 80's which was returned to Moscow. **Nerpa** was initially scheduled to be delivered in 2009, but its induction was delayed as it was hit by an accident in November 2008 while on factory trial sailing in the Sea of Japan. Twenty members of the technical staff were killed and 21 poisoned due to accidental release of toxic Freon gas from the fire suppression system in their sleeping quarters. A sailor was detained for alleged tempering of temperature gauge. Prime Minister Vladimir Putin personally flew to the highly indebted Komsomolsk-on-Amur shipyard last May and released the funds for completion of the project. Putin has been personally supervising the delivery of the sub.

An Indian Naval crew is to do joint sailing with the Russian crew before taking the delivery of the submarine.

Source : brahmand

CARAT 2010 Series Launches in Brunei

The 16th annual Cooperation Afloat Readiness and Training (CARAT) exercise series began in Brunei, May 3, with an opening ceremony at the Royal Brunei Navy's Fleet Headquarters.



Col. Abdul Halim, Commander of the Royal Brunei Navy, and U.S. Navy Rear Admiral Nora Tyson, Commander, Logistics Group Western Pacific officiated the ceremony. CARAT is a series of bilateral exercises held annually in the Southeast Asia region. Longstanding participating nations include Brunei, Malaysia, the Philippines, Singapore, and Thailand. In Indonesia, CARAT is known as Naval Engagement Activity. New countries joining CARAT in 2010 include Cambodia and Bangladesh.

"CARAT is a valuable exercise, as fosters relationships between our officers and Sailors, and those of our partner navies," said Rear Adm. Nora Tyson, commander of Combined Task Force 73 and Logistics Group, Western Pacific. "It is said you can't surge

trust; that only comes through a familiarity you get working, training and sometimes living side-by-side, and CARAT delivers that."

In his opening remarks, Halim expressed his views that CARAT builds a stronger relationship between Bruneian and U.S. forces. "As we all know, CARAT has always played an important role here in this region, not only in information sharing, techniques and tactics procedures, but also to serve as a platform in strengthening the ties of our relationship," he said.

"It is my greatest hope that CARAT this year will be a fruitful one and along with it comes new experiences for the personnel of both armed forces," continued Halim.

For the first time ever, Riverine Warfare subject matter experts will join CARAT, beginning in Brunei. Other engagement events for CARAT Brunei include boat maintenance; flight deck familiarization and landing procedures; a series of military symposiums; visit, board, search and seizure exercises; surface gunnery and maneuvering events, an amphibious landing exercise, joint U.S. and Royal Brunei Navy band performances, as well as several community service projects.



"CARAT is an important exercise that helps to build positive relationships and interoperability with our partners in this part of the world," said Capt. Richard L. Clemmons, commodore of Combined Task Group 73.1. "This training provides an invaluable opportunity to work together to address shared security concerns and increase the operational readiness of participating forces."

Approximately 1,600 U.S. personnel will take part in CARAT 2010, while the number of participants in CARAT partner countries varies. U.S. ships participating in CARAT Brunei include the amphibious dock landing ship **USS Tortuga (LSD 46)**, guided-missile frigate **USS Vandegrift (FFG 48)** and U.S. Coast Guard Cutter **Mellon (WHEC 717)**.

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For more information on the exercise, visit the CARAT Facebook page at <http://www.facebook.com/Exercise.CARAT>



The Fearless class **P 85 JUSTICE** of the Singapore Navy seen moored at Singapore Benoi Basin

Photo : Piet Sinke ©

SHIPYARD NEWS

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The fast ferries **JET FLYTE I** and **ARIA BUPALA** seen under maintenance at **Damen Shipyard Singapore**
Photo : **Piet Sinke** ©

IHC Merwede versterkt haar leidende positie met de strategische overname van MMP in Zuid-Afrika

IHC Merwede is verheugd aan te kunnen kondigen dat het haar positie in de markt voor diepzee baggeren en mijnbouw verder heeft versterkt met de strategische overname van MMP (Marine and Mineral Projects), gevestigd te Kaapstad, Zuid-Afrika. De nieuwe naam van het bedrijf zal worden: 'IHC Marine and Mineral Projects' (IHC MMP). MMP werd opgericht in 1993 als een adviesbureau om de groeiende diepzee diamantwinning industrie voor de Westkust van Zuid-Afrika te bedienen. IHC MMP is hier al meer dan 15 jaar succesvol in. Uniek aan IHC MMP is het vermogen custom-built onderwater systemen en apparatuur voor de mijnbouw te ontwerpen maar ook te produceren en op te leveren. IHC MMP onderscheidt zich van andere mijnbouwadviseurs door de reeds eerder bewezen, langdurige ervaring en project management in de onderwater mijnbouw.

De overige aandeelhouders zijn het management, personeel en een 'black economic empowerment' investeerder. De diepzee mijnbouw industrie geniet een groeiende belangstelling. Het aantal aanvragen voor diepzee bagger- en mijnbouw oplossingen is sterk toegenomen. Diverse studies naar systemen om zeldzame en dus kostbare mineralen, zoals diamanten, goud, gas, hydraten en andere zeldzame mineralen, op de diepe oceaanbodem te zoeken, vinden en exploiteren, zijn al in volle gang.

Volgens studies van de Organisatie voor Economische Samenwerking en Ontwikkeling (OESO), zal de vraag naar grondstoffen in de komende 25 jaar naar verwachting verdubbelen. Voor moderne technologische oplossingen om menselijke invloeden op het milieu te verminderen zijn meer en meer zeldzame materialen nodig, bijvoorbeeld voor windmolenparken en brandstofcellen voor elektrische auto's. 70 procent van het aardoppervlak bestaat uit water. Het is dus logisch te veronderstellen dat de toekomst onder water ligt. Daarom heeft IHC Merwede al haar activiteiten in deze sector geclusterd in een nieuwe business unit, IHC Deep Sea Dredging & Mining. Deze business unit zal zich concentreren op ontgraaftechnieken in diep water (tot 3.000 meter) en op het verticaal transport van de zeebodem naar de oppervlakte.

Met deze strategische overname implementeert IHC Merwede een ambitieuze overnamestrategie om zo haar bedrijfsactiviteiten op internationaal gebied te vergroten en te versterken. Door te kiezen voor MMP heeft IHC Merwede nu een 'springplank' in Zuid-Afrika, waarmee toonaangevende partijen in de mijnbouw kunnen worden voorzien van innovatieve technische oplossingen en toonaangevende technologie voor diepzee mijnbouw.

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Hallin Works Off Angola.

Integrated subsea contractor Hallin Marine is mobilising its vessel, **Ullswater**, after winning a saturation diving contract offshore Angola. The DP2 **Ullswater**, equipped with saturation and air diving systems, a Hallin C-ROV ROV and all personnel, will repair a 16-inch pipeline and carry out inspections on various platforms.

Photo : Capt Jelle de Vries ©

Operatec, an Angolan company, and Superior Energy Services have been performing diving services under a long term maintenance contract since mid 2009. The **Ullswater** saturation diving project is an extension of this ongoing

maintenance contract. Winning the contract is an indication of how Superior's acquisition of Hallin earlier this year is starting to benefit both companies.

The contract, with a combined value of nearly US\$ 8 million, in water depths to 110 metres, will start almost immediately and is expected to last for up to two months.

Rik Zwinkels, Hallin's MD of East Division, said: 'We are pleased to have won this contract. 'It shows the positive benefits of being part of the Superior family and being able to utilize its network of companies and contacts to benefit the whole group. 'I'm sure that this, our first project offshore Angola, will be a success and we are looking forward to working with our local partners.'

New Linkspan Heralds Arrival of Superferries



A watercolour of the new **STENA HOLLANDICA** made by **Ronald van Rikxoort** ©

Harwich International Port has completed preparations to receive the new generation of superferries to be introduced by Stena Line later this month. Testing has been completed on a new Linkspan bridge to improve facilities for passenger cars and freight at the Essex port.



Designed and fabricated by TTS of Sweden, the new linkspan features a double-deck arrangement, which allows for simultaneous loading and unloading on two levels. Each of these levels can also be worked independently if required, allowing for fast and efficient operations on the very latest superferries on the market.

This investment is required to service the two new Stena superferries, which will be introduced on the Harwich - Hook of Holland route during 2010. The first vessel, the new **Stena Hollandica**, is due in service on 16th May, with the **Stena**

Britannica to follow later in the season.

David Gledhill, Chief Executive Officer of Hutchison Ports UK Ltd, which owns Harwich International Port, commented:

"It is important that we are able to provide the best infrastructure available to our customers and this linkspan will ensure that the port can handle increased freight and motorist volumes efficiently as demand grows in the future. We are proud to be at the forefront of this industry's development with this latest addition to our facilities."

The new 'superferries' were built in Wismar, Germany, and have a gross tonnage of 62,000 tonnes. At 240 metres in length and with accommodation for 1,200 passengers, their top-notch facilities include restaurants, bars, cinemas, gaming areas and internet facilities. **Source : Port of Felixstowe**



The **SMIT ELBE** seen assisting the arriving **TRANSSHELF** in Rotterdam-Europoort

Photo : Jorgen du Prez ©

Key role for IHC Merwede dredgers at Mundra SEZ in India

The latest issue of IHC Merwede's Ports and Dredging magazine contains an interesting article about cutter suction dredgers that the company has supplied to Adani Group in India.

Adani Group was founded by Gautam S Adani from the Indian province of Gujarat in 1988. In 20 years, the company has become a large conglomerate active in edible oil, logistics, power generation, coal, oil and gas exploration, gas distribution, real estate, ports, special economic zones and IT-enabled services.

In recent years, after preparations starting in 1998, the Government of India and the State Government of Gujarat granted the Adani Group a mandate to develop, operate and maintain a large multi-product Special Economic Zone (SEZ) at Mundra in Gujarat: the Mundra SEZ. It will provide comprehensive integrated infrastructure for business, living, learning and recreational facilities so that the zone will be self-sufficient. The total area of the SEZ will be approximately 13,000 hectares upon completion.

Mundra Port is an integral part of the Mundra SEZ, and has a natural depth of 17m and is capable of berthing Capesize vessels up to 150,000dwt. It is close to the northern and western hinterland, the area which generates over 42 per cent of India's total international trade.

As the main participant, developer and operator in India's largest private port, the Adani Group faced a specific challenge: that is, dredging, and after surveying the market, they opted for IHC Merwede dredgers.

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The Adani Group also had some specific requirements for the dredgers. It wanted them to be suitable for different dredging depths and to cope with densely compacted sand and high abrasiveness associated with the presence of silex and very hard soil spots. They also had to be able to manage different discharge distances.

The answer was the delivery of no fewer than eight IHC Beaver 65-types, one IHC Beaver 7525 and four IHC Beaver 1,600kW booster stations within only four years. Except for one unit, the dredgers in question are IHC Beaver 65-type dredgers (meaning they have a discharge pipeline diameter of 65cm) in the basic version. They are equipped with IHC Merwede cutterheads as the cutting tool and most of them have a dismountable spud carrier. Some have a built-in spud carrier. There are versions with Caterpillar engines and versions with Cummins engines.

All of them were built around the successful design with a submerged dredge pump on the ladder, directly driven by the diesel engine via IHC Merwede's patented pivoting gearbox. This construction provides high mechanical and fuel efficiency, with the additional benefit that the dredging depth has no effect on the discharge distance. The IHC Beaver design also allows for the installation of variable ladder lengths without changing any of the vessel's parameters, except for the spud pole length and buoyancy, pontoon length. So the supplied dredgers have design dredging depths of 20, 22 and 25 metres, allowing the Adani Group to deploy them on various dredging jobs.

These dredgers were all designed using the proven, easily transportable concept of interconnected single pontoons assembled in a catamaran construction, the IHC Beaver 7525, with its mono pontoon construction, being the exception. In addition to the submerged pump on the ladder, this model also has a direct-driven identical dredge pump on deck. Her more powerful cutter head and double pump capacity means she can be used on heavier jobs. The vessel can dredge at depths of up to 25metres and also has anchor booms.

All the dredgers carry the IHC Beaver Instrumentation System (IBIS) with a production display that is clear for the operator: a digital version of the good old cross needle production indicator. The system also informs the operator about the position of the dredger and the cutting tool in relation to the swing angle, spud carrier position, ladder trunnion depth and tidal information.

The booster stations and the dredgers are linked by dual radio telemetry units, so any booster station – if it is connected to the specific dredger – can be controlled remotely by the dredge master. IHC Merwede says the Adani Group is pleased with the performance of the dredgers, and millions of cubic metres of soil have been reclaimed since 2005.

The company also notes that Adani's operations involve a challenge of a special kind. The abrasiveness of the material and its other properties meant that Adani had to cope with extraordinary wear of the cutter teeth. The same applied to the cutterhead. In January 2010, the IHC Merwede area manager, together with the projects and product development manager of IHC Beaver Dredgers and IHC Merwede's representative in India, went to New Delhi to meet Adani representatives, to conduct intensive discussions about how to provide long-term support with the vessels.

On that occasion, a detailed scale model of one of the vessels – which have all been named SHANTI SAGAR (followed by a number) – was handed over to the owners.

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Above seen the **STOLT SISTO**, the first vessel on the new ethanol crop in **Paranagua Port**, which export this year expects to be 3 million tons, a new record in Brazil.

Photo / info : Jefferson Modesto - BPA AGENCIAMENTOS MARITIMOS LTDA ©

German owner fitting dynamic trimming system on its ships

The Helsinki-based company Eniram, the provider of dynamic decision support systems for the shipping industry, and Hamburg Süd Group announced the agreement to deploy Eniram's dynamic trimming assistant (DTA) on a total of 26 Hamburg Süd vessels owned and maintained by Columbus Shipmanagement. DTA helps the ships' officers optimize trim at all times, minimizing water resistance, decreasing fuel consumption, and reducing emissions. By bringing real-time data of the vessel attitude to ships' officers in an easy-to-read graphic form, the Eniram DTA facilitates faster and better informed decision-making and allows timely action in changing circumstances. "DTA gives us a relatively simple way to reduce fuel consumption across Hamburg Süd's fleet of vessels and reduce the impact on the environment," said Fred Deichmann, managing director, Columbus Shipmanagement. "When the solution is installed on the first batch of twelve vessels, we expect to make savings of over \$4 million in the first year." The decision was preceded by an intensive trial period during which real savings of 3-5% on fuel were demonstrated with Aliança Maua, a 5,560 TEU container ship measuring 272m by 40m. Based on the trial an annual reduction in costs of \$375,000 per vessel can be achieved by actively using Eniram DTA.

"We expect to deliver substantial savings in fuel and environment based on the Aliança Maua," said Philip Padfield, ceo, Eniram Group. "Hamburg Süd is one of the longest established providers of ocean-going transportation and has shown real commitment to our future-driven technologies. We are delighted to extend the savings fleet-wide with further installations of DTA."

At the core of DTA is a multidimensional analysis model, which continuously calculates the key forces affecting the vessel attitude. DTA dynamically retrieves and analyses data of the prevailing trim, propulsion power and tank operations. The system combines the data with current conditions, such as waves, wind and speed, and determines the optimal trim for each situation. In fleet-wide use, the system can be extended to provide shipping companies with aggregated vessel performance data for efficient fleet management. Eniram's decision support systems are designed

by a team of marine system experts, software architects, programmers, naval architects and captains creating a unique combination of expertise. **Source: The Motorship**



The **ALBLASGRACHT** seen moored alongside the grounded **ORIENTAL HOPE** to offload 12.000 tons coal
Photo : Hans van Rooij ©

CSAV Norasia introduces new container line

Commencing 21st May 2010, a new weekly Adriatic Link container line will operate a Malta – Ancona – Venice – Koper – Malta service. This new route will be maintained by Pioneer Lake, a vessel with an 862-TEU capacity. The Adriatic Link will complement two existing services provided by CSAV Norasia, namely: the Mare Nostrum which operates between the Mediterranean and the Far East, as well as the IMEX service between the Middle East and Northwestern Europe. **Source: transportweekly**

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The m/t **Nena K**, the latest addition to the fleet of **Chemical Tankers Europe**, seen moored at the Desan Shipyard in Tuzla, Turkey for some final outfitting jobs.

Photo : Ralf Kroon (c)

Penang Port to move

The 224-year-old Penang Port, the oldest in the country, may be relocated to a more suitable location if the Transport Ministry accepts suggestions by port users. Minister Datuk Seri Ong Tee Keat said many felt it would be wise to relocate the port to cater for future expansion plans. However, he said the relocation of a port was not something that could be done with the stroke of a pen.

"We need to look at the pros and cons, as well as the input from all quarters," he said after a dialogue with Penang Port users here yesterday.

Penang Freight Forwarders Association president Krishnan Chelliah said the new port may not necessarily be located in Penang. "Anywhere in the northern part of Malaysia should be acceptable," he said.

He said a new venue for Penang Port, which was set up by Sir Francis Light, the founder of Penang in 1786, was needed as there was hardly any space left for expansion. He also said it was not economically justifiable to spend huge amounts of money on dredging activities, which did not provide a permanent solution to the long standing draft problem.

"If we want to erase the general perception that the Penang Port is merely a feeder port, big vessels should then be encouraged to call on the port. But these big vessels would require a draft of about 15m deep," he said, adding that the current depth was maintained at 11.5m.

At another function in Salak Tinggi, Ong told Malaysian air carriers to focus on enhancing their level of on-time performance and quality of service instead of quarrelling over routes. He said they should leave matters concerning routes to the Government. Ong was commenting of the tiff between Malaysia Airlines and AirAsia over the Kuala Lumpur-Sydney route. The former already flies the sector and is adamant that the latter should not be allowed to also operate the route. **Source : The Star**

MSC replaces vessel in Saint-Petersburg service

Mediterranean Shipping Company (MSC) is increasing the fleet capacity deployed in Saint-Petersburg service, Skrin reported.

Under the new schedule, two container carriers MSC are to call at Saint-Petersburg port for the first time.

MSC Rhone will call at the port replacing **MSC Maria** and **MSC Canberra** instead of **MSC Iris**. **MSC Rhone** called at the port, berth 83, for handling operations. Source: cargonewsasia.com

OLDIE – FROM THE SHOEBOX



The Dutch coaster **DUBHE** seen on 27 April 1974, en route for Rotterdam on the New Waterway.

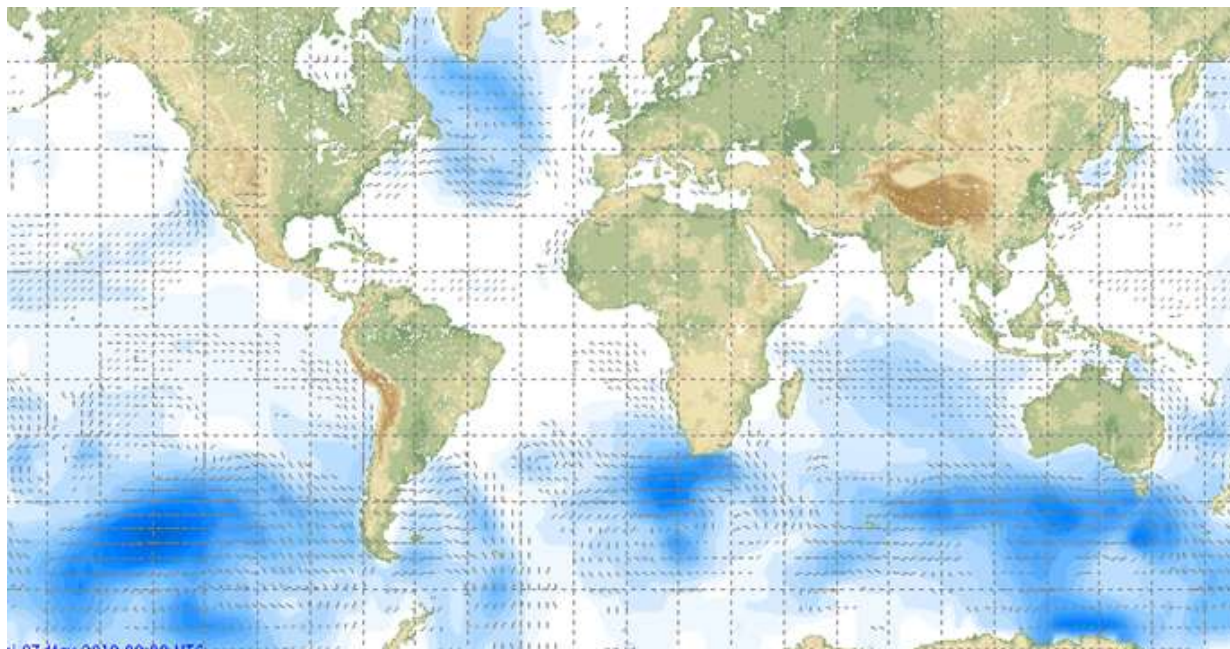
Photo : Capt. Frank Haalmeijer ©

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.... PHOTO OF THE DAY



The **CSD HERCULES** seen operating in Suape (Brazil) **Photo : via Maarten Rog**

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