

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 136



Number 136 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 16-05-2010**

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



**Above seen the launch yesterday (Saturday) of the GREATSHIP MANISHA at the Keppel-Singmarine Shipyard in Singapore
Photo : Piet Sinke ©**

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Foto : Roger van der Kraan ©

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BP now looks to RITT to stop leak

BP Chief Operating Officer Doug Suttles today said that it is now trying to use a riser insertion tube tool (RITT) to capture oil from the Deepwater Horizon leak. The effort to use a smaller dome, the "top hat," to capture the leak will not be tried until the RITT approach has been tried. The "top hat" is now parked on the sea floor ready to be deployed if necessary. If neither of these methods work, the next alternative appears to be a "top kill," or "junk shot" to clog up the failed blow out preventer.

The RITT attempt will see ROV's push a tube into the riser. A rubber sealing arrangement will keep seawater from entering the system and reacting with gas in the oil and gas plume to create methane hydrate crystals. A feed line will dispense methanol into the tube in a further effort to prevent the formation of crystals. **Source : MarineLog**



The **PHILINE SCHULTE** seen in Rotterdam-Europoort - **Photo : Rob van Deijk ©**

Obama calls finger pointing by execs "ridiculous spectacle"

It has not been a good week in the media for BP, Transocean, Halliburton or Cameron. At Congressional hearings, executives of the first three of those companies indulged in what was widely condemned by the media as finger pointing. And the Deepwater Horizon blowout preventer, manufactured by Cameron, was the subject of worrying revelations at a House hearing.

"I did not appreciate what I considered to be a ridiculous spectacle during the congressional hearings into this matter," said President Barack Obama. "You had executives of BP and Transocean and Halliburton falling over each other to point the finger of blame at somebody else. The American people could not have been impressed with that display, and I certainly wasn't."

In a statement released today, President Obama also alluded two other issues brought to light in media reports.

When BP finally released tape of the plume of oil and gas issuing from the leak site, NPR took it to experts whose findings suggest the spill is already far larger than the 1989 Exxon Valdez accident in Alaska, which spilled at least 250,000 barrels of oil. Steven Wereley, an associate professor of mechanical engineering at Purdue University, analyzed videotape of the seafloor gusher using a technique called particle image velocimetry. He came up with a value for the rate of the oil spill: 70,000 barrels a day -- much higher than the official estimate of 5,000 barrels a day.

The method is accurate to a degree of plus or minus 20 percent, says NPR. Thus, the amount of material spewing from the pipe could range from 56,000 barrels to 84,000 barrels a day. It is important to note, says NPR, that it's not all oil. The short video BP released starts out with a shot of methane, but at the end it seems to be mostly oil.

Today, the New York Times reported "The federal Minerals Management Service gave permission to BP and dozens of other oil companies to drill in the Gulf of Mexico without first getting required permits from another agency that assesses threats to endangered species and despite strong warnings from that [NOAA] agency about the impact the drilling was likely to have on the Gulf."

"Those approvals, federal records show, include one for the well drilled by the Deepwater Horizon rig."

Source : **MarineLog**



Spliethoff's **DIJKSGRACHT** seen from the **HAPPY BUCCANEER** in Fremantle - Photo : **Sander Jongenelen** ©

Dry bulk market posts healthy weekly gains

The dry bulk market has reached new highs this week, the second consecutive solid one, with the industry's benchmark, the Baltic Dry Index (BDI), inching closer and closer to the 4,000 point mark. On Friday, the BDI ended at 3,939, up by 15, capping the week with a nearly 9% gain overall, although the capesize segment showed some modest signs of fatigue by the end. Throughout the week, all of the indices were well up, as the market is showing its strength.

In its latest weekly report, Weberseas noted that "with it came stronger period activity across all areas. Whilst the newbuilding supply of ships continues, it seems that demand factors are very strong. Port congestion around the world continues to take ships off the market (at Newcastle, Australia alone there are some 33 vessels queuing off the port waiting to load 2.87 million tonnes of coal). At the same time the world economy appears to be recovering at a steady rate with U.S. consumption (the driving force of global growth before the crisis) having gained significant momentum. Another good factor for dry bulk growth is the fact that the demand for non-oil commodities has grown at a remarkable pace in April. According to the World Bank non energy commodity price index increased by 9.6% in April alone, up from 1.7% in March!!! The index was supported by iron ore, agriculture and precious metals, while some industrial metals saw minor losses" said Weberseas.

But the shipping community is closely monitoring developments in China, which still plays a key role for the market. According to a latest note by Commodore Research & Consultancy, "Chinese steel production continues to set new records, and yet fears of an economic slowdown persist. China produced 55.4 million tons of crude steel in April, an increase of 430,000 tons (1%) from the previous monthly record of 54.97mt produced in March. Despite the ongoing

robustness in Chinese steel production, many market observers have begun to sound the alarm that China's economy is slowing down. These pundits are correct to be concerned over government policies aimed at restricting bank lending, slowing real estate prices, and slowing car purchases - but Chinese steel output has yet to decline. Firming steel stockpiles may be signaling that Chinese steel production is set to slow however. Stockpiles of Chinese flat and construction steel products now total about 15.55 million tons, an increase of 150,000 tons (1%) from the end of last week. Prior to this decline, however, steel stockpiles had declined for seven consecutive weeks, and are still down significantly from a record 18.58mt stockpiled in the beginning of March. So far, robust steel production looks poised to continue but steel stockpiles must still be monitored. A rise in Chinese steel prices has also begun to level off, although prices are still much higher than they were a year ago" said the report. Still, a robust amount of iron ore and coal imports continue to be fixed in the dry bulk shipping market.

According to a report by Shanghai Daily, citing government reports, China's economy is expected to grow 10.7 percent annually in the second quarter, slowing from the surge of 11.9 percent in the first three months of this year. This slowing down of the pace is attributed to a smaller rise in investment, according to the latest report by the State Information Center, a unit under the National Development and Reform Commission, the country's top economic planner. "China has recovered solidly from the global financial crisis. The first-quarter gross domestic product climbed to a record 11.9 percent but it is mainly due to a low comparative base last year," the report said. "Excluding the low-base effect, the growth is still within a range of reasonable expansion, and the economy is not overheated as some analysts claimed." Investment, however, will expand at a slower pace after China tightened credit to avoid economic overheating and curb a possible asset bubble. Urban fixed-asset investment is expected to gain 24.5 percent in the second quarter, lower than a rise of 25.6 percent between January and March. Exports, badly hit by the global financial crisis, may climb 25 percent in the second quarter. Imports are seen to surge 35 percent. Commodore's outlook on China's economy suggested that it is very possible to see a moderate slowdown in the medium term (six to nine months), but into the summer, demand trends look poised to remain robust.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **HUDSON** (IMO9171395) seen on Mai 14th 2010, at Kudensee/kiel-Canal. Photo : Michael Brakhage ©

Pirates attack MSC boxship

A Mediterranean Shipping Co (MSC) boxship managed to escape hijacking after coming under fire on Wednesday.

The attack on the 2,415-teu **MSC Peggy** (built 1984) occurred much further south than where Somali pirates frequently attack vessels, TradeWinds has learned.

Pirates in two skiffs chased and fired towards the Panamax-flagged container vessel somewhere between Madagascar and the continental African east coast around 15:00 UTC, informed sources reported. Although shots were fired none are believed to have struck the vessel with no reports of any injuries to crew.

It is unknown where the ship was going from and to at the time of the attack. MSC has already had a brush with Somali pirates after one of its chartered tankers came under attack in May last year. **Source : Tradewinds**



The French fishing vessel "**Corona del Mar**" seen offshore Mauritania, trying to catch some fish in choppy seas
Photo : Capt Jan Berghuis – Retriever ©

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Crewman rescued from Forth vessel

A Russian crewman has been rescued by lifeboat from a ship in the Firth of Forth after an accident on board his cargo vessel.

The 46-year-old man fell off a ladder on board the Maltese registered **Berengaria** and suffered a suspected broken ankle. The Forth Coastguard was called at 1024 BST on Friday Kinghorn Lifeboat was launched to take him ashore for treatment at the Victoria Hospital in Kirkcaldy. **Source : BBC**



The Dutch flagged Chemical tanker **TOLI** seen outward bound from Rotterdam – Photo : Ruud Zegwaard ©

Piracy trial for 6 Somalis delayed

A federal judge has postponed the trial of six Somali nationals charged with piracy to give both sides more time to prepare. U.S. District Judge Raymond A. Jackson on Thursday pushed back the trial to Oct. 19 for the suspects charged in the April 10 attack on the Navy vessel Ashland off the coast of Africa. The trial had been set for July 6.

The Somalis are charged with piracy and related counts, and could face life in prison if convicted. Jackson cited the potential for having to deal with classified information, the number of defendants, the language barrier and other hurdles in issuing the delay. Source : NavyTimes



The **CAPTAIN MICHALIS S** seen arriving with a **Mammoet barge** bound for Schiedam
Photo : Jan Oosterboer ©

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NAVY NEWS



The **RFA FORT VICTORIA (A 387)** seen arriving 14.05.10 for Northumbrian Quay, North Shields.
Photo : Kevin Blair ©

LPD 17 CO disciplined in sailor's death

The US Navy has reprimanded the commander of the amphibious transport dock **San Antonio** for being “derelict in the performance of his duties” over an incident in which one of the ship’s sailors was lost at sea last year in a boat accident. Adm. John Harvey, commander of Fleet Forces Command, issued a punitive letter of reprimand to **San Antonio** skipper Cmdr. Eric Cash during an admiral’s mast on Thursday, according to a Navy announcement. Harvey found “Cash failed to ensure effective supervision and ensure a special evolution watch bill was in place to support the small boat operations.”



Sailors aboard **San Antonio** were lowering one of the ship’s rigid-hull inflatable boats in calm seas in the Gulf of Aden on Feb. 4, 2009, when it flipped over and dumped three sailors into the ocean. Two of them were recovered without injury, but the body of Engineman 1st Class Theophilus Ansong was never found. Capt. Cate Mueller, spokeswoman for Harvey, said Harvey’s decision to give Cash non-judicial punishment so long after the fact came after a fleet review conducted

earlier this year found Cash had gotten only “non-disciplinary administrative action” in the aftermath of Ansong’s death. Harvey “determined that disciplinary action was necessary,” Mueller said.

Harvey concluded that, although Cash was negligent in his duty, the allegation didn’t warrant his relief from command, Mueller said. One factor in that decision was that San Antonio’s current executive officer, Cmdr. Thomas Kait, is already slated to become its next skipper. Kait will “fleet up” soon to relieve Cash in a normal change of command, although Mueller said she didn’t know exactly when that is scheduled. Harvey’s punitive letter is “disciplinary” and “will remain on Cash’s record,” Mueller said. **San Antonio** is undergoing repairs in a Norfolk, Va., shipyard to fix problems with its diesel engines and lube oil systems, the result of what Navy officials have acknowledged were systemic design problems that began in the builder’s yard. **Source : NavyTimes**



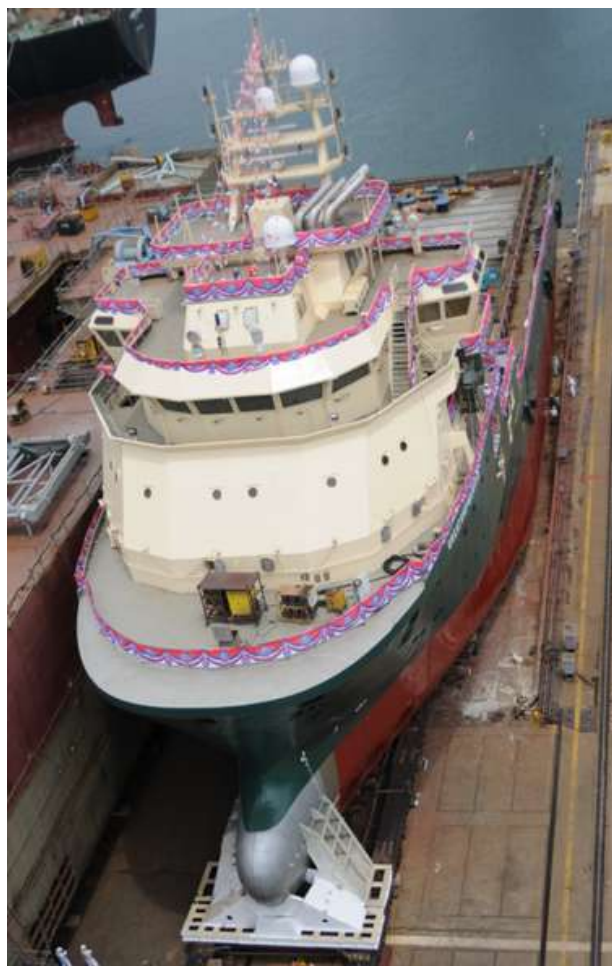
Left seen the **P 270 HMS Biter** seen in Holyhead, North Wales where she appeared to be under overhaul.

Photo : Jim Prentice ©

<http://caledoniantransportphotos.blogspot.com>

SHIPYARD NEWS

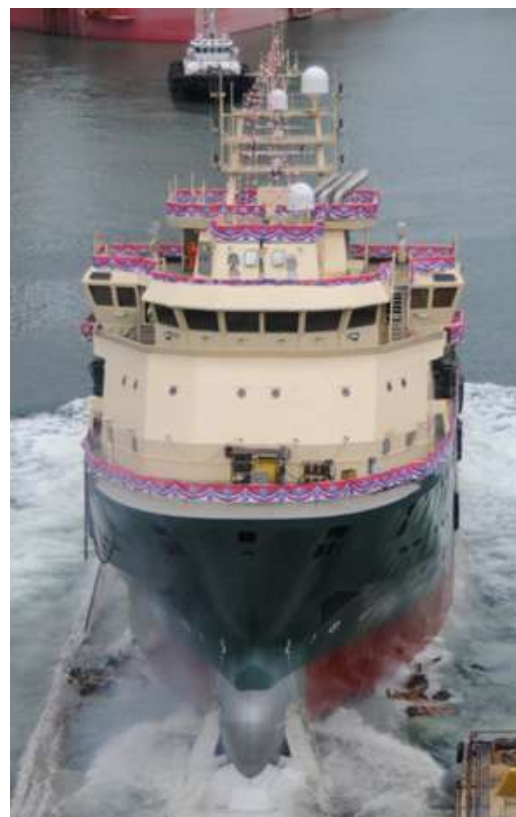
GREATSHIP MANISHA LAUNCHED IN SINGAPORE



At the KEPPEL-SINGMARINE shipyard in Singapore (Benoi) yesterday the MT 6012 Multi-purpose PSV and support vessel **GREATSHIP MANISHA** (Hull 344) was launched.



The 93 mtr long vessel slide into her element at high water around 13:00 hrs lt. as can be seen at the photo's, the DP II classed vessel is having a gross tonnage of 4850 ton and a deckspace of 1020 m2



Photo's : Philip Koh © - Piet Sinke ©

the **Greatship Manisha** is equipped with 3 bowthrusters of 1050 kW each, and she is powered by 2 x 2600 kW and 2 x 1480 kW main engines which are driving 2 steerable thrusters of 2600 kW each for max (designed) speed of 14 knots.
See for the full details of the vessel [here](#)

Philippine yard gets VLOC octet

Korea's Hanjin Heavy Industries' shipyard in the Philippines, HHIC-Phil, has signed a newbuilding contract with an unspecified European shipowner to build eight 205,000 dwt bulk carriers worth around \$500m in total.

HHIC-Phil, located in Subic Bay, has now secured a total of 19 newbuildings so far this year. **Source : The Motorship**

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New Polish yard tender approved

THE EC has agreed to yet another tender to sell part of the property owned by Poland's Szczecin and Gdynia shipyards, the country's treasury ministry has announced. In April, Warsaw asked Brussels if it could come up with a new date for the sale of the assets, which failed to attract bidders in earlier tenders. After a month of deliberating, the EC has given its consent. The value of the property at both facilities has been estimated at 370M zloty (\$114M). The government-run Agency for the Development of Industry, which is handling the sell-off, said the new tender could be launched as early as next week, with investors then given two months to put in bids.

Repeated attempts to offload the yard assets have failed since the EC ordered in late 2008 that they be sold to recoup millions of euros in illegal state aid. Daily newspaper Gazeta Wyborcza reported last month that two companies had expressed an interest in leasing a slipway and other facilities at the yards to build large tug vessels. **Source : Fairplay24**



The Jan de Nul owned self-propelled cutter suction dredger "**IBN Battuta**" left May 14th the builders (ÜljaniK " yard in Pula , Croatia) for seatrials

Photo : Andre de Vroet ©

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JACOMINA AND BUFFEL ENROUTE ALGERIA



Above seen two former **Smittak** salvage support vessels, left the **JACOMINA** and right the **BUFFEL**, both seen in the port of Cartagena (Spain) where they are mobilised to depart to Algeria to assist with the installation of a large diameter PE pipeline for desalination plant(s), onboard the **BUFFEL** a trenching machine (photo left) can be seen designed by Seascope Subsea Technology from Sleeuwijk (The Netherlands), this trenching unit will be deployed from the A-Frame at the bow of the **BUFFEL**. Both vessels are recently sold the Spanish company **PPA MARITIME**, the PE pipeline will be fabricated by PPA which makes pipelines upto a diameter of 4 mtr. **Photo's : Tom Juijn ©**

M/V Hellenic Horizon time chartered at us\$30,000 per day for 5-7 months

Hellenic Carriers Limited, an international provider of marine transportation services for dry bulk cargoes, announces yesterday that its wholly owned subsidiary Arkadia Maritime Corp. ("Arkadia"), the ship owning company of the M/V **Hellenic Horizon**, has entered into a time charter agreement with an unaffiliated third party Company for a period of 5-7 months at a gross rate of US\$30,000 per day. The charter commenced on 11 May, 2010. The M/V **Hellenic Horizon** is a 44,809dwt Handymax built in 1995 at Halla Engineering & Heavy Industries, Korea. **Source: Hellenic Carriers Limited**



The **SMIT JAPAN** seen passing the Stena Line terminal in Hoek van Holland

Photo : Marijn van Hoorn ©

STX Pan Ocean back in the black

Dual Seoul and Singapore listed STX Pan Ocean reported a \$20.1m profit for the first quarter of the year. The \$20.1m profit compared to a \$70m loss in the same period in 2009. Revenues jumped 51% in the first quarter of 2010 to \$1.16bn compared to \$769m a year earlier. STX Pan Ocean said the better performance was largely due to a stronger dry bulk market with the Baltic Dry Index averaging 3,027 points in the first quarter of this year, compared to 1,562 points in the same period in 2009. It noted China had imported a tremendous volume of coal during the winter boosting the dry bulk shipping market. STX Pan Ocean said it expected to see further improvement in the market in 2010 based on various demand and supply factors, although it noted a lot of problems remained with an imbalanced recovery. **Source : Seatrade Asia**

What does second port portend for Mombasa?

Mombasa investors and residents are keenly watching latest developments in Lamu town. Some are excited, but others are apprehensive of the birth of Lamu Port. After more than a century as the country's only gateway into the sea, Mombasa Port could welcome a rival in a few years from now. However, besides the credentials, by today's standards the Port of Mombasa is small and rustic. It is inaccessible to modern mega-ships and many leading shipping

lines give it a wide berth. But if the blueprint for Lamu Port is followed, this will be a thing of the past. So just how different will the situation in Lamu be, and how will it affect Mombasa Port? One of the glaring differences is that Manda Bay, where Lamu Port will be constructed, is a natural harbour, while Kilindini in Mombasa is not.

Kilindini Harbour is on waters with a depth of between 10 and 12 metres, but Manda Bay is 18 metres deep. Even with the planned dredging of Kilindini, Mombasa Port cannot surpass 15 metres in depth. Manda Bay is also wider, allowing the construction of 22 berths. Consequently, Mombasa Port normally accommodates vessels carrying an average of only 3,000 containers. In today's standards this is too small. They are also not economical to maintain and major global shipping lines no longer operate this class of ships. Mombasa and other ports in Eastern Africa like the Port of Dar es Salaam are considered expensive cargo destinations.

Most major shipping lines prefer using post-Panamax vessels. This term denotes vessels surpassing the size allowed to pass through Panama Canal. Dr Mutule Kilonzo says Lamu Port will feature the first harbour on the eastern seaboard of Africa with a capacity to dock post-Panamax vessels with a capacity to accommodate over 8,000 40-foot containers, thus bringing down the cost of shipping substantially. When The Standard visited Mombasa Port, shippers, clearing agents and cargo handlers expressed apprehension that the construction of a port in Lamu with superior capacity would change the way trade is done in Mombasa. "Lamu will not even compete with Mombasa because they will be operating at very different levels. Lamu will not take away business from Mombasa because the lines with strategic interests in Mombasa will be different from those interested in Lamu," says Kilonzi. Lamu will be designed to receive and discharge super large cargoes and act as a supplying centre to the ports of Mombasa, Zanzibar, Dar es Salaam and Maputo. **Source: The Standard**



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Two additional calls for CMA CGM Asia - Gulf of Mexico Service (PEX 3)

Mobile, USA (Alabama) and Pusan, Korea are the two new calls that will be added to the PEX3 service (Asia-Gulf of Mexico) effective May 20, 2010.

This upgrade will allow:

- A wider port coverage with the best transit times between Asia and the US Gulf coast where CMA CGM is the only Company to call directly;
- Extended service from North China via Pusan transshipment hub;
- An additional exit port for US exporters with access to the CMA CGM Group's Middle and Far East destinations.

"With these additional calls to Pusan and Mobile, the Group is now offering excellent port coverage for its customers in South East Asia, South, Centre and North China as well as Korea. Moreover CMA CGM remains the single company

offering direct calls between Asia and the Gulf of Mexico with the best transit times on the market”, explains Alain M. Schmid, Deputy Vice-President North America Lines.

The new PEX3 rotation will be as follows: Singapore / Hong Kong / Chiwan / Shanghai / Pusan / Panama Canal / Manzanillo / Houston / Mobile / Miami / Jacksonville / Savannah / Charleston / Tangiers / Jebel Ali / Singapore.

Source: CMA CGM



The **BALTICBORG** seen arriving in Zeebrugge, the Ro-ro vessels is servicing the route between Zeebrugge and the Swedish port Södertälje near Stockholm. **Photo : Henk Claeys ©**

NOL posts Q1 loss of \$98m, revenue \$2.1b

Container shipping and logistics group Neptune Orient Lines (NOL) ended first quarter this year with a net loss of \$98 million, or 60-percent down from \$245m in Q1, 2009, the NOL press release said. NOL said the Core EBIT loss in the first quarter was \$74 million. Revenue was \$2.1 billion, up 36% from US\$1.5 billion a year earlier.

“The result, while reflecting improvement, still is not satisfactory,” said NOL Group President and CEO Ronald D. Widdows, “but the increase in volume and revenue provides a foundation for turning around our performance as the global economy recovers and we begin to see the effects of rate and asset utilization improvement, particularly in the Transpacific trade.”

The Group’s container shipping line, APL, reported a 46-percent gain year-over-year, as global trade demand strengthened. First-quarter revenue rose by 39% to \$1.8 billion. The Core EBIT loss was down 55% to \$106 million. Average revenue per TEU increased 2%. “We began to see more positive movement in the first quarter on rates and volumes across our major trade lanes,” APL President Eng Aik Meng said, adding that rates lagged in some trade lanes, in large part due to a legacy of contracts that were signed during the last year’s downturn. The APL Logistics’ quarter revenue increased 23% year-over-year to \$296 million. Core EBIT gained 7% to \$15 million. APL Logistics volumes rose across many of its services in Q1, 2010 as well as freight rates in the Forwarding business.

NOL’s Terminals business also reported for Q1, 2010 a 40% revenue gain to \$157 million. Core EBIT reached \$18 million from \$4 million a year earlier. Handled volumes rose by 42%. Neptune Orient Lines (NOL) a Singapore-based global transportation company involved in container transportation, terminal operation and supply chain management. The company’s 11 thousand employees work in 140 countries. **Source : PortNews**



The **VANCOUVER EXPRESS** seen outward bound from Antwerp

Photo : Huug Pieterse – www.shipspotters.nl

Drydocks World butchers boxship to create livestock carrier

In the same week that Noah Ship Management was launched in the UAE, another Dubai firm, Drydocks World, has entered the livestock carrier conversion sector with a \$60m groundbreaking order from Saudi Arabian company Hamood Al Ali Al Khalaf Trading and Transportation Est.

The contract is to convert a 2,300 teu container ship into a livestock carrier. Utilising 5,500 tonnes of steel and incorporating specially pre-fabricated pens with total area of about 25,000sqm, the **Awassi Express** will be equipped to safely, comfortably and humanely transport livestock in conditions far exceeding the minimum safety and animal welfare requirements stipulated by AMSA Australia and other World Maritime Safety Authorities. The livestock carrier is designed by Denmark-based firm Corral Line, and will be converted at Drydocks World's Pertama yard in Batam, Indonesia. **Source : Seatrade Asia**

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The **EMPRESS** seen in Le Havre May 8th

Photo: Philippe Pierre BREBANT - mail : philippe.p.brebant@sfr.fr ©

Orion Marine Group wins new dredging contract

Orion Marine Group has announced a contract award of approximately US\$18 million. Orion Marine Group's wholly owned subsidiary, F Miller Construction LLC was recently awarded a contract by The Bayou Lafourche Fresh Water District for Phase I of the Restoration of Bayou Lafourche. As part of the contract, F. Miller Construction will restore the watershed and increase the capacity of Bayou Lafourche through mechanical dredging and construction services. "This important project will help The Bayou Lafourche Fresh Water District increase the availability of fresh water access during emergency situations, such as a hurricane, and is part of ongoing efforts for Coastal Restoration in the State of Louisiana," said Mark Korkowski, F Miller Construction's Division Manager.

"In addition, this project highlights F Miller Construction's 100 year tradition and philosophy of building a stronger Louisiana through cooperation with our neighbours." Bayou Lafourche is the freshwater life line for nourishment and replenishment of a large wetland area and an important component to the coastal restoration programme for the Louisiana coast line. Additionally, Bayou Lafourche provides drinking water for over 300,000 residents throughout three Louisiana parishes. "We are proud to be a part of this important project in south Louisiana," said Elliott Kennedy, Orion Marine Group's Executive Vice President, Gulf Coast. "As with all of our jobs, our goal is to provide a high quality project in a safe and productive environment". Onsite construction of the project is expected to commence during the second quarter of 2010 and last approximately 16 months. **Source : Dredging News Online**





The **STANISLAV YUDIN** seen moored in Rotterdam-Europaharbour - Photo : Luuk Silvius ©

Brazil-built PSV's to have Rolls-Royce equipment

Rolls-Royce has received orders worth about \$22 million to supply propulsion and control systems for seven offshore vessels being built in Brazil. The seven platform supply vessels include four ordered by CBO (Companhia Brasileira de Offshore) at the Alianca S/A shipyard. The other three will be built at STX Promar. Two are for Siem Consub and one for Deep Sea Supply.

Rolls-Royce will supply AZP thrusters and transverse thrusters for all seven vessels. It will also supply control and automation systems for dynamic positioning for the CBO vessels. Delivery will take place from the second half of 2010. Helge Gjerde, Rolls-Royce Senior VP Offshore - Propulsion, Automation & Control and Engines, said: "Brazil will be one of the most important offshore markets in the years to come. A considerable number of vessels and rigs are to be built in the next five years and with this contract Rolls-Royce further strengthens its presence in Brazil".

With a growing installed base of equipment in this market Rolls-Royce recently opened an advanced marine repair and overhaul facility in Niteroi, increasing its capacity to support customers in the region. Source : MarineLog

EZION HOLDINGS LTD'S JACK UP LIFTBOAT "RISING PHOENIX"



In another major milestone, Ezion Holding's niche business of building and management of their specialize units of the Levingston's design of Jack Up iftboats was given another boost with the sale of it's 2nd unit to middle eastern interest. The first unit "**Lewek Leader**" is presently on charter and working in West Africa.

The 2nd unit named "**Rising Phoenix**" was loaded onto the Dockwise Vessel "**Swift**" on Wed 11th May 2010. Supervision of the loadout was managed and led by Teras Offshore's (wholly owned subsidiary of Ezion Holdings) Capt Nazaruddin and his team. The "**Rising Phoenix**" loaded on the "**Swift**" is bound for Sharjah, UAE and departed Singapore

on Thu 13th May 2010. Ezion Holdings will be taking delivery of two other similar JU units in 3rd quarter and 4th quarter 2010. Aside from these Jack Ups, Ezion Holdings is also building one unit of self propelled heavy lift deck cargo vessel of 13,000 DWT capacity with DP 1 capability.

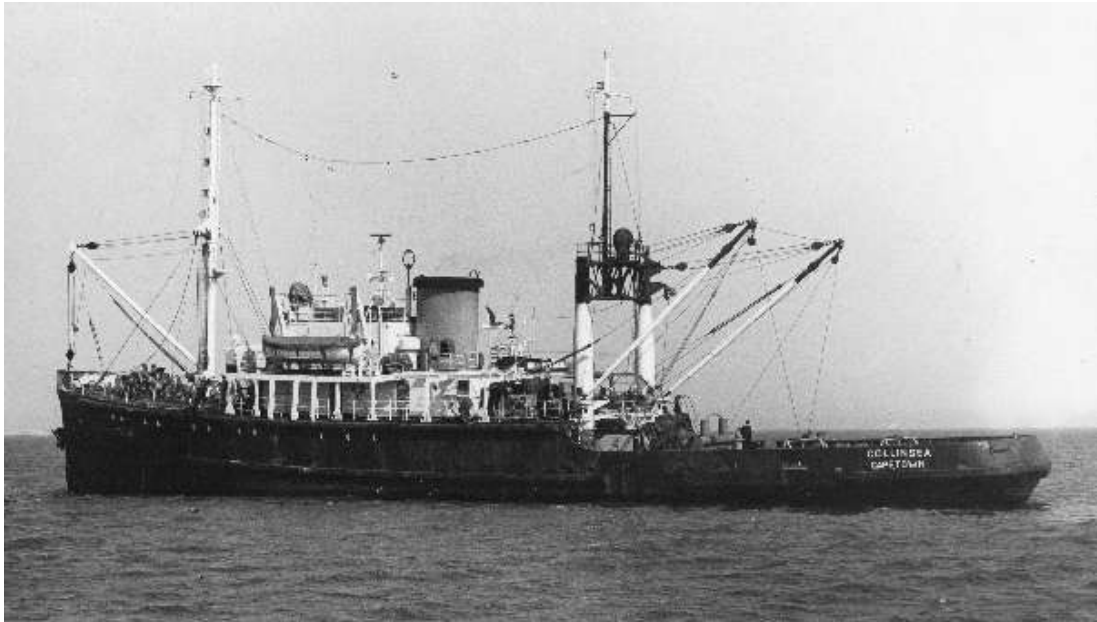


The **DELPHIN VOYAGER** seen in Honfleur May 13th

Photo : Philippe Pierre **BREBANT** ©

<http://www.madelikeinlehavre.fr/> - <http://www.apmmlehavre.eg2.fr/>

OLDIE – FROM THE SHOEBOX



Above seen the former (1943 built - 4500hp) "**Caribische Zee**" which was sold to **Sam Collins's Marine Diamond Corporation** and renamed "**Collinsea**". Here she is operating in support of diamond dredgers off the Namibian coast in 1965/6, in 1971 the vessel was renamed **FRANCOIS C** and later **RAS DEIRA**, she was scrapped in 1981
Captain was yours truly : Okke Grapow. As you can see, she was a very "sexy" tug.

.... PHOTO OF THE DAY



Above seen the Port of Fraser Surrey in British Columbia at 6:30 AM yesterday. It shows the Smit tugs **Westminster Hunter** (1988) on the stern and the **Westminster Chinook** (1980) on the port side of the Singapore-registered car carrier **Cypress Pass** while the Smit tug **Westminster Pride** (1997) tails the forest products carrier **Star Gran** up river to a pier on the opposite side. A log tow is being moved down river between the two ships.

Photo : Alan Haig-Brown ©

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