

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 138



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



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Harm's 24.500 bhp (280 ton BP) ORCUS seen fitting out at the Mutzfeldt shipyard in Cuxhaven

Photo : Jas Louwen ©

For more details of the 280 ton BP ORCUS and her sister URANUS click [here](#)

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The **OSC VICTORIADIEP** seen at the river Tyne departing for Rotterdam - **Photo : Kevin Blair ©**

North Korean ships cross sea border, South fires warning shots

Two North Korean naval boats crossed into South Korean waters on Saturday, but retreated after warning shots by the South Korean navy, Seoul's Joint Chiefs of Staff said Sunday. Military officials said a North Korean boat crossed the Northern Limit Line (NLL) in the Yellow Sea at 10:13 pm and ventured 2.2 kilometres South Korean waters, Yonhap news agency reported.

It said the North Korean boat retreated back across the maritime border about 30 minutes later, the South navy had sent a warning communication. Another North Korean patrol boat crossed the sea border less than an hour later, about 2 kilometres into South Korean waters, the report said. It retreated minutes later after the South's navy fired two rounds of warning shots.

Officials said it was the first time since the sinking of a South Korean warship near the western sea border on March 26 that a North Korean vessel has violated the NLL. The de facto maritime border was drawn by a US military commander at the end of the 1950-53 Korean War that ended in a truce. The North claims that the line should be drawn farther south, the report said. **Source : Monsterandcritics**



The **MARINECO HATHI**, IMO 9479723, moored at Brunsbüttel/Kiel-Canal, on May 15th, 2010.

Photo : Michael Brakhage ©

BP connects riser to leaking well

BP has succeeded in inserting a four-inch diameter tube into the broken end of the 21-inch diameter **Deepwater Horizon** riser. As of Sunday afternoon, the five foot long insertion tube had been connected to a 5,000 foot riser and was transferring hydrocarbons to the Transocean **Discoverer Enterprise** drillship on the surface.

BP Senior Executive Vice President Kent Wells told reporters Sunday afternoon that "so far it's working extremely well." But he did not know exactly how much oil had been captured and siphoned by the tube so far, explaining the plan was to start off slowly and work up to full capacity over the next few days.

"We don't want to get too aggressive on how quickly we bring our flow up," he said. The success came after two initial glitches. According to one report, the first successful connection was disrupted when two ROV's that were monitoring the event collided. One of them dislodged the riser insertion tube and it had to be reinserted.

The system uses methanol injection to minimize the formation of gas hydrates at 5,000 feet below the surface and the new riser is heated with sea water to promote the flow of oil from the ocean floor to the drillship above. This is a commonly used practice in ultra-deepwater production because the temperatures at these water depths tend to stymie

the flow of oil. Once at the surface, the hydrocarbons will be processed and oil will be separated from water and gas. The oil will then be temporarily stored before being offloaded and shipped to a designated oil terminal onshore.

The **Discoverer Enterprise** is capable of processing 15,000 barrels of oil per day and storing 139,000 barrels. A support barge will also be deployed with a capacity to store 137,000 barrels of oil. **Source : MarineLog**



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Maritime perspectives from the US Gulf

As the battle to stop the underwater leak into the Gulf of Mexico from the wrecked Deepwater Horizon continues, people in the shipping industry might be thinking the unsaid thought: "thank goodness it was not a tanker". The sheer weight of opprobrium which has descended upon BP from US politicians and the unremitting attacks of the US media seems to have even been scaled up to new heights, even in comparison with the Exxon Valdez and other oil-related disasters.

The hapless oil company, which in the early days of the emergency was being complimented by the US Coast Guard for its efforts, has been the victim of a relentless campaign in the media and the US political machine. In vain, the Chief Executive has pointed out that the company will fulfil its obligations to the letter and that it is doing everything it can to staunch the outflow of oil and tackle the spill. He has also pointed out that BP was in fact not the contractor charged with the drilling and that its personnel and equipment were not involved in the disaster which claimed the lives of 11 men. It appears to have done little good to deflect the criticism and abuse, and the impression being given to the public is that the politicians are the chief champions in this battle taking place 5,000 metres down in the dark waters of the Gulf, "keeping their feet on the corporate neck" of the oil company.

Of course there is a political dimension to the disaster. BP is "big oil", which always attracts a visceral response among certain circles in the US. It is also "foreign big oil" which makes it even more of an appealing target to those who prefer not to attack home-grown talent. The volubility of the attacks also has much to do with the earlier decision of President Obama to permit more drilling, to the rage of the environmental protectors of Alaska and elsewhere. So it is an excuse to attack the President's energy policies in general.

People in the shipping industry should not for a minute believe that this offshore oil disaster is nothing to do with them and that they do not need to be concerned. It is worth perhaps considering that the role of BP as the operator of this particular concession is not unlike that of the charterers of a ship, who henceforth will find themselves with far greater liabilities should that vessel come to grief. And whether owner or charterer, it is also worth asking how on earth one would deal with the aftermath if it was your large tanker which was sinking or leaking oil in US waters, in the face of such a storm. Already there have been loud demands in US political circles for liability limits to be greatly increased, and while these are in connection with oil exploration, it is not inconceivable that similar demands will translate into the shipping sector. It could be that there will be further operational regulations inflicted on tanker operations in US waters, just as the Governor of California has reacted to prevent new drilling in Pacific waters off his state. It will be seen to be a good time for anyone to get tough about marine safety, and politically difficult to defend even the most unreasonable regulations.

The irony is, of course, that the US remains by far the greatest per capita user of oil and the upsurge of drilling permitted by the President was supposed to assist in the mitigation of the country's deep indebtedness. But nobody in the shipping industry ought to look at the Gulf of Mexico and conclude that as they are not engaged in offshore energy, it is business as usual. **Source: Watchkeeper**

'Superferry' in maiden Harwich crossing

The first of two new "superferries" has gone into service on an Essex to Holland crossing. The Essex to Holland crossing takes six and a half hours. Stena Line's 750ft-long **Stena Hollandica** will operate from Harwich to the Hook of Holland.



The "old" **STENA HOLLANDICA** seen departing last Sunday from Hoek van Holland whilst the "new" **HOLLANDICA** arrived to load for her first "official" crossing to Harwich.

Photo top : John van der Linden © below : Henk van der Heijden ©



The second superferry, the **Stena Britannica**, will have her maiden crossing in the autumn. Stena has invested £375m in the two vessels. They are thought to be the largest of their kind in the world and can carry 1,200 passengers and 230 cars. The ferries have 538 cabins each and facilities on the crossing include restaurants, a sundeck, and a cinema. There are also 12 dog kennels. The vessels were built at the Nordic Yards shipyard in Wismar, Germany, with work starting in 2007. **Source : BBC**



Above seen the 2008 built Malta Maritime Pilots pilot boat **ECHO-1** riding the swell off Marsaxlokk Harbour
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

Short-Term Tanker Outlook Cloudy

The short-term picture for tanker stocks has grown a little muddy. First and foremost, the widely watched fixture or cargo count -- the number of oil tanker ships booked each month to transport oil from the "Arabian Gulf" -- will possibly not reach the expected century mark for May, which could weigh on shipping rates going forward, some market watchers and investors say. ("Arabian Gulf" is tanker-industry shorthand for the Persian Gulf-Arabian Peninsula region.)

The number of fixtures in an average month is about 95, but in March and April a surge in demand for Very Large Crude Carriers pushed the count to around 105. Different shipping-industry watchers tally the number in different ways, but as of now several bearish prognosticators are calling for 95 fixtures in May.

Also, on Friday, oil futures prices continued to decline, falling to \$73 a barrel as market players priced in an expected weakening in demand for crude. The conventional wisdom now seems to be that a global economic recovery will be held in check, at least to some degree, by Europe's sovereign debt crisis. Contagion also remains a concern.

The uncertainty comes after a bullish run in tanker stocks. Earlier in the year, the VLCC market roared in to life, with rates surging. Then, in early May, as the BP(BP) oil spill has expanded in severity, some market watchers said tanker rates would strengthen as a result.

Earnings reports from the tanker sector over the last two weeks have not exactly clarified matters. Teekay Corp.(TK) on Thursday morning said it swung to a loss in the first quarter despite an increase in cargo rates from a year ago, while the company's chief, Bjorn Moller, warned that volatility would likely characterize the tanker market all through this year. And on Monday, fan favorite Nordic American Tanker(NAT) came through with another of its heavyweight dividend distributions, jacking its pay out by 140% to 60 cents a share. The mixed results follow earnings misses and sharp stock selloffs for both Overseas Shipholding(OSG) and General Maritime(GMR) earlier in the month.

Tanker stocks were mostly lower Monday, with shares of bellwether Frontline(FRO) losing 1.3% to \$33.96. The company is now scheduled to report its first quarter numbers on May 20.

Teekay, meanwhile, was retreating 2.8% to \$24.18; Nordic American was down 0.7% to \$30.45; and OSG was declining 2% to \$42.89. **Source: The Street**



The Cobelfret's ferries **CYMBELINE** and **UNDINE** seen moored in Vlissingen

Photo : Richard Wisse – www.richard-photography.nl (c)

Jessica Watson sails into Sydney Harbour!

Jessica crossed the official finish line at 1.53pm and was greeted by her excited parents, Julie and Roger. There was a flotilla of well-wishers, support crew and other spectator boats that joined Jessica as she made her way through the harbour.



Jessica was supported by Jesse Martin and Mike Perham whom had jumped aboard to take control of Ella's Pink Lady, this allowed Jessica to prepare herself for the intense welcoming that she was about to receive.

Some facts about Jessica Watson's incredible voyage:

- Solo, non-stop, and unassisted around the world. Via Cape Horn
- 23,000 nautical mile journey
- 210 days at Sea
- Extreme conditions in the Southern Ocean with wind gusts of up to 50 knots, 12-metre swells and six knockdowns.
- Jessica was 16 years, 362 days old when she completed her epic voyage.

Well done Jessica, truly inspirational!

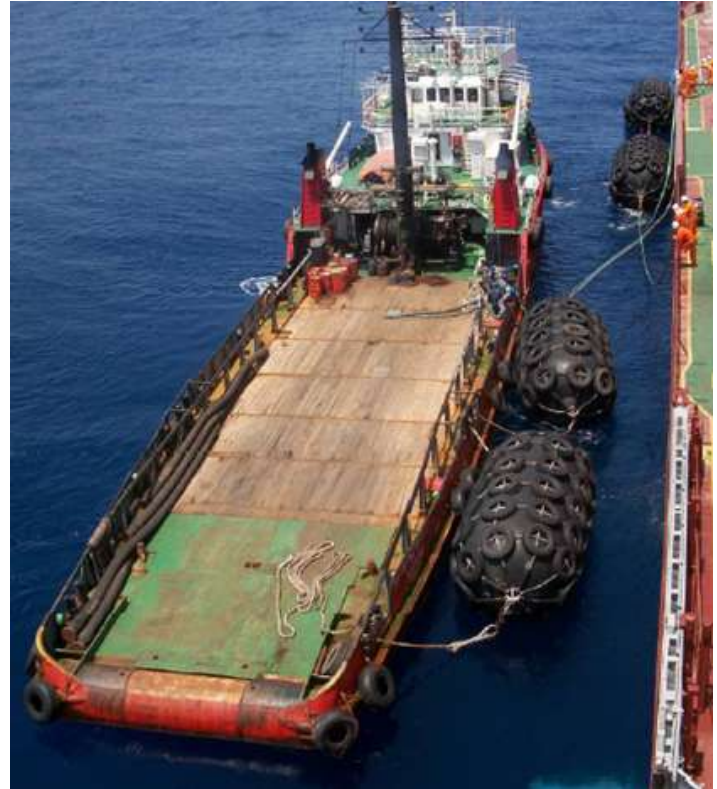
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THOMAS DE GAUWDIEF SEEN ALONGSIDE FORMOSA GAS DIAMOND



Above seen Mubarak Marine's **THOMAS DE GAUWDIEF** handling the large fenders alongside the **FORMOSA GAS DIAMOND**
Photo's : Mubarak Marine ©



Piracy may be first international crime

"Piracy may be the first international crime," UN Secretary-General Ban Ki-moon said as he reiterated a "change in strategy is needed" to combat the longstanding issue and bring international cooperation at the forefront. "The figures are alarming," Ban said when he was addressing an informal meeting of the UN General Assembly on international maritime piracy. According to the International Maritime Organization, the global figure for 2009 was 406 -- an increase of 100 from 2008, he said.

"By far the largest concentration of attacks have been off the coast of East Africa, where reported incidents increased seven- fold during the four-year period to 2009," Ban said. In Somalia, international naval patrols have led pirates to increase their activities further into the Indian Ocean, Ban said, noting it has affected the quality of life there, increased inflation of food prices and interrupted aid deliveries and supplies to the African Union (AU) mission. Calling for international cooperation, Ban said "piracy can not be solved only at sea," and said the problem needs to be addressed on land. "Next week's conference on Somalia in Istanbul, Turkey, will aim to kick-start a new international push for solutions to the security and stability crisis there," he said. "Stability on land would, undoubtedly, improve the situation at sea," Ban said, highlighting the need that piracy suspects have to be brought to justice and "not simply let go, or left to die."

He commended the work of the UN Office on Drugs and Crime in assisting Eastern African countries in strengthening their criminal justice systems to prosecute piracy cases. "I urge member states, in addition to Kenya and the Seychelles, to take on their fair share of this burden," Ban said. He also noted that piracy can not be addressed without tackling other crimes, such as container security, human trafficking, and smuggling among many. Efforts need to be made to boost Somalia-based solutions, Ban said as he called on the international community to support Somalia's Transitional Federal Government (TFG) and regional authorities of Somaliland and Puntland for their technical cooperation mechanism on counter-piracy. **Source: Xinhua**



UAE diving team to search for sunken wartime submarine

The Galvani was sunk by British sloop **HMS Falmouth near the Straits of Hormuz on June 26, 1940.**

A Dubai-based shipwreck hunter is embarking on a new expedition in search of a sunken Italian wartime submarine.

William Leeman, a member of the Desert Sports Diving Club in Al Quoz, and his team of divers will begin their five-day search for the Galvani in international waters off the coast of Iran on May 28. The **Galvani** was sunk by British sloop **HMS Falmouth** near the Straits of Hormuz on June 26, 1940.

Leeman, who was the first person to find the Nazi submarine **U-533** off the coast of Fujairah several years ago, is heading the first expedition to search for the **Galvani**.

Very little information is available about the whereabouts of the lost Italian sub, which makes her physical discovery even more precious to historians.

"We have coordinates for the Galvani from the Hydrographic Office in London that show 'position precise'. We have already been on a scouting trip prior to the exhibition because it is vital we locate the Galvani's exact position; every metre counts when you are underwater," Leeman said.

"The Galvani is a historic vessel and it will be quite a challenge to find it. If we succeed, it would equal any of my diving achievements including the discovery of the **U-533**. The big problem we face on this expedition is the sub's location just off the coast of Iran," he said. "We will be diving in a shipping channel between Iran and Oman. I would not say it is inevitable that we will be arrested by the Iranian authorities but it is a possibility," Leeman added. "I have my passport and ID on a laminated sheet in case we encounter any difficulties. We have never had a boat driver brave enough to take us before."

However, the Galvani's location is not the only obstacle facing the expedition. The deep-sea mission is dangerous in its own right and every team member has been trained to be totally independent underwater. Technical diving is generally considered diving which is deeper than 40 metres. Leeman and his team will be plummeting to depths of a 100 metres over a period of approximately two hours.

"We always dive in pairs, nobody goes solo. However, circumstances can change underwater and people can become separated from each other," leeman said. "You cannot go looking for people at such depths if you lose them; there is no way back at that point and you just have to hope you meet up with everybody back at the top," he added.

"The other big risk with 100-metre dives is oxygen toxicity on decompression, which could lead to convulsions underwater. The team have been trained to mix different gases on their way back to the surface."

The diving expedition, which will cost between Dh30,000 and Dh40,000, begins from Dibba on the UAE's east coast. The team also plan to shoot video footage of the **Galvani** if they are successful in discovering its whereabouts.

Hani Halfawi, one of the team's technical divers, said: "If we find the **Galvani**, it will be the highlight of my diving career. It would be by far the best thing we have ever found." "To be the first person to put your hand on a wreckage such as the **Galvani** or the **U-533** is pretty special. It is our equivalent of climbing Mount Everest," he said.

"It is a very exclusive group that gets the opportunity to do something like this. It is always a bit of a race between everyone to be the first person to touch the vessel so we all tend to do it at the same time!" **Source : GulfNews**

NAVY NEWS



The 2008 built Fishery Protection Vessel **SEEFALKE** 1,755 gt, 465 dwt, of the German Federal Ministry of Food, Agriculture and Customer Protection, seen approaching Leith 13th May 2010, with Inchkeith in the background.

Photo : Iain McGeachy ©

Cash-strapped navy could take out ships

Canada's navy has announced major reductions in the number of ships available for service. Several of the vessels that will be removed from duty or have limited duty are based at CFB Esquimalt.

The decision, coming at the same time that the navy is celebrating its 100th anniversary, is being sparked by budget problems and will leave the navy a shell of its former self, military analysts say.

The fleet of Kingston-class maritime coastal defence vessels will be reduced to six ships from 12. Three of the vessels going out of service will likely be from CFB Esquimalt. Three frigates -- **HMCS Vancouver** based at Esquimalt, plus **HMCS St. John's** and **HMCS Montreal** based at CFB Halifax -- will conduct domestic and continental missions to a

"limited degree," according to a letter sent to naval formations by the service's commander, Vice-Admiral Dean McFadden.

Combat systems on frigates **HMCS Ottawa**, based at Esquimalt, and **HMCS Toronto**, based at Halifax, will be "minimally supported to enable safe to navigate sensors and communications only," states the letter written April 23 and released to Canwest News Service. The same will happen to the Halifax-based destroyer **HMCS Athabaskan**.

A key weapon system on board Protecteur-class supply ships designed to destroy incoming missiles "will not be supported," the letter said. Some anti-submarine warfare capabilities for the navy's destroyer fleet will also not be supported.

"I have had to make difficult choices that will directly impact fleet capability and availability this year and possibly for the medium term," McFadden wrote. Funding issues are behind the moves and even though the navy and Defence Department successfully argued for additional money, "a shortfall still remains," he said.

McFadden noted that the reductions are being done to ensure that the navy's top priorities, the three Victoria-class submarines and modernization of the Halifax-class frigates, are supported as fully as possible.

Defence analyst Martin Shadwick said the move cuts the navy to the bone. "The sheer percentage of the fleet that will be unavailable is staggering," said Shadwick, a York University strategic studies professor. "It leaves the navy in the medium term with very limited capability."

Liberal senator Colin Kenny, former chairman of the Senate's defence committee, said the reductions are a major blow to the navy. "This is some happy 100th birthday isn't it?" he said, referring to the May 4 celebrations of the navy's century of service. "It means for the next few years there won't be much of a navy." Still, Kenny said McFadden should be commended for making the right moves in dealing with the lack of money. "If the Harper government is screwing him this badly, I think he is making the right decision to protect the core of the navy," Kenny said.

Smaller vessels will also be affected. Support for auxiliary vessel maintenance will be reduced by about 60 per cent, McFadden wrote. McFadden said the removal of ships from service does not mean the navy is disposing of assets; instead, some ships are going into "extended readiness" status.

HMCS Winnipeg and **HMCS Calgary**, based at Esquimalt, and **HMCS Charlottetown** and **HMCS Fredericton**, based at Halifax, will be fully supported, McFadden said. Esquimalt-based **HMCS Algonquin** will be supported at a reduced state of high readiness.

The status of two other frigates will be determined later. A seventh Kingston-class vessel will be used for training this summer.

Retired vice-admiral Peter Cairns said that there have been rumours around the navy about ships being tied up because of a lack of money. "The general feeling is there is not enough operating money for the navy, particularly in light of the costs of the operations in Afghanistan," said Cairns, president of the Shipbuilding Association of Canada.

Cairns said he is concerned that once ships are removed from service, they might not go back to sea. "Once you tie one up, some smart people in government say 'you haven't run with it for a year so why do you still need it?' " Cairns said. **Source : timescolonist**

Russia plans to develop 5th-generation 'stealth' helicopters

A Russian helicopter company is planning to develop the world's first fifth-generation combat helicopter, which experts say would be able to attack fighter jets and be invisible for radars, the Gazeta daily said on Thursday.

"We are working on the concept of the fifth-generation combat helicopter," the paper quoted the company's CEO, Andrei Shibitov, as saying at a news conference in Moscow. Shibitov did not specify the characteristics of the helicopter, but said the company was going to spend some \$1 billion on the project, with more investment expected to be allocated from the state budget.

The official said the Mil design bureau had been working on a classical rotor model, which features a large main rotor and a smaller auxiliary rotor, while the Kamov design bureau had been developing a coaxial rotor model.

Military experts believe that the coaxial rotor model is more stable and easy to fly while the classical model is more reliable and has a higher degree of survivability on the battlefield.

First deputy head of the Russian Academy of Geopolitical Issues, Konstantin Sivkov, told the paper that fifth-generation combat helicopters have never been built before, although the United States has recently begun working on a similar project.



He said a fifth-generation combat helicopter must have a low radar signature, a high noise reduction, an extended flying range, be equipped with a computerized arms control system, be able to combat fighter jets (existing helicopters are generally only intended to hit ground-based targets) and reach a speed of up to 500-600 km/h (310-370 mph).

Photo : Piet Sinke ©

The project cannot proceed, however, unless it is backed by the government.

"If the government does not sign a contract, the idea will die on the vine," head of the Russian Academy of Geopolitical Issues

Leonid Ivashov told Gazeta. Ivashov said that with sufficient investment and good organization the new helicopter could be built within five years. Otherwise, the project may drag on for 20-30 years.

But he was somewhat skeptical about the chances of carrying out the project. "We have been trying to tackle everything - fifth-generation planes, fifth-generation helicopters, but nothing of this have so far been supplied to the army - today the army still uses helicopters produced in 1970s," Ivashov said.

Russia's main combat helicopter, the Mi-24 Hind, is a third-generation helicopter, and a few Mi-28 Havoc, Ka-50 and Ka-52 Hokum, which have just started to arrive in the Russian army, are fourth-generation helicopters. **Source : DefenseTalk**

Enterprise Completes Flight Deck Certification

USS Enterprise (CVN 65) successfully completed flight deck certification May 14 pushing itself one step closer to its 21st deployment. Flight deck certification is a requirement that every aircraft carrier must achieve prior to deploying with fixed-wing aircraft.

The certification proves that the crew of the ship is capable of safely launching and recovering aircraft and is prepared to prevent or combat flight deck mishaps.

The last time Enterprise conducted flight deck certification was prior to her last deployment in 2007.

"Air department Sailors eagerly awaited the arrival of aircraft during a long shipyard period, and to have aircraft back aboard is the culmination of the crew's two years of hard work," said Senior Chief Aviation Boatswain's Mate (Handling) (AW/SW) Michael E. Mappin, leading chief petty officer for Air department's V-1 division. "Every step of flight deck operations requires members of Air department, the air wing and the crew to be successful."

To safely recover a jet, many personnel are required. From the below-decks crew, to the culinary specialists, to the Bridge watchstanders, to the plane captain, it's a team effort.

Launching aircraft is no different. The pilot of the aircraft must rely on many Sailors from the squadron and ship in order to complete a successful launch. The flight deck is one of the most dangerous places in the world to work.

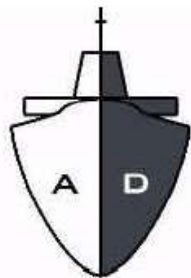
"So many things can go wrong and one misstep can bring catastrophic results," said Mappin. "Everyone is shaking the rust off, and with the limited time the air wing has had to practice with the ship, it's basically been a team project of training and learning," said Mappin. "Commander Naval Air Forces commended us on our job, and that we are clearly ready to operate."

Flight deck certification requires a step-by-step completion process. Enterprise and CVW-1 finished with flying colors.

"Enterprise has proven she is back in the fight," said Mappin. Enterprise is underway for carrier qualifications in preparation for her work-up phase and 21st deployment. **Source : US Navy**

SHIPYARD NEWS

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Sembcorp Marine sues to stop sale of PPL Shipyard stake

Sembcorp Marine Ltd. has gone to court to block the sale of a 15 percent minority stake in PPL Shipyard to China's Yangzijiang Shipbuilding. Sembcorp Marine said on Saturday that it had commenced proceedings in the High Court of Singapore against PPL Holdings Pte Ltd ("PPLH") and its wholly owned subsidiary E-Interface Holdings Limited ("E-Interface").

It has asked the High Court to rule that the Joint Venture Agreement between the company and PPLH dated April 9, 2001 is no longer in force, to direct PPL Holdings and E-Interface to transfer the remaining 15 per cent of the shares in PPL Shipyard Pte Ltd. to the Company against payment of the sum of S\$59,433,522 and to order them to pay

damages for disclosing or causing to disclose confidential information of PPL Shipyard Pte Ltd to Yangzijiang Shipbuilding (Holdings) Ltd in breach of the JVA.

The Board of Directors of PPL Holding's parent, Baker Technology Limited, said in a stock exchange announcement Sunday that it had sought and received legal advice on the matter and that the legal counsels are of the view that Sembcorp Marine has no basis for its claims. It said it will "be taking all appropriate steps to vigorously defend its position **Source : MarineLog**



Above seen the **Volvox Atalanta** in drydock of Arab Heavy Industries at Ajman (UAE).

Photo : Crew Volvox Atalanta ©

Irving dry dock recovery efforts continue

J.D. Irving Ltd. says efforts to raise a sunken dry dock at its Halifax shipyards are underway. The 152-metre-long dry dock sank last weekend as it was being submerged to allow a tugboat to enter. The dock has been on the bottom of the harbour in about 15 metres of water since then. The company said Sunday that the first phase of the pumping procedure began Friday morning after federal officials approved the company's plans to raise the dock.

The dock's hull is divided into multiple chambers that have to be emptied at the same pace to raise it evenly. Seawater continued to be pumped out of the dock's compartments on Sunday. Divers were deployed to monitor the operation.

Once the dock is raised, an inspection will take place. The company said the investigation into why the dock submerged below its operating levels will continue. **Source : cbc.ca/canada**

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The **SPINOLA**, the biggest tug in the fleet of Tug Malta, seen entering Grand Harbour - Photo : [Gejtu Spiteri](#) ©

Otto Marine's Q1 net profit jumps to S\$24.5m

Mainboard-listed offshore marine group Otto Marine says its first quarter net profit rose almost four times to S\$24.5 million. Revenue jumped 285 per cent to S\$276.6 million. Otto Marine says revenue increased as a result of progress of the work achieved for vessels under construction for external customers.

Its three units, shipbuilding, ship repair and conversion, all saw good revenue growth. Otto Marine adds that its offshore supply vessels enjoyed 100 per cent utilization rates. Its tugs and barges have also seen improved utilization rates. Commenting on its outlook, the firm says it expects to see improvement in the current financial year

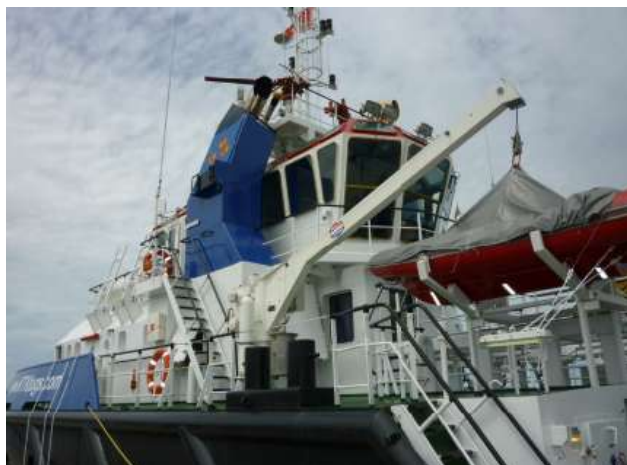
Source: CNA

ORCA VI IN SINGAPORE



As mentioned in yesterday's newsclippings, KTK's latest fleet addition **ORCA VI** was spotted by the editor of the newsclippings in Singapore, and last Saturday morning I had a look onboard this 68 ton BP **Damen Stan Tug 4011**, and was impressed about the well equipped anchor handling tug, which is built by Damen at the **PT Dumas Shipyard** in Surabaya (Indonesia) under yard number 512010, the tug is having a length of 40.7 mtr and a beam of 11.2 mtr.

2 Caterpillar 3516B HD/C main engines are installed with a total output of 5000 bhp (3728 kW) which are driving via a Reintjes WAF 873 gearbox each a bronze Kaplan FFP which are installed in an 2800 mm diameter Van der Giessen Optima Nozzle, for extra manoeuvrability an 215 kW bowthruster is installed, all auxiliary engines are Caterpillar and a Aquamar water maker with a capacity of 4.8 m3/day is installed



The wheelhouse is well equipped as can be seen on the right, with the front and the winch control in the back.

Left seen the double drums "waterfall" type towing / anchorhandling winch 10/29 m/min which is equipped with 800 mtr 52 mm tow wire.



The **ORCA VI** was due to depart today from Singapore for her 60 days trip to Willemstad (Curacao), on behalf of all the readers of the newsclippings I

wish the **capt. Leo Sterrenburg** and his crew a safe trip with this new vessel to Willemstad !





The **ORCA VI** seen departing from Singapore bound for Willemstad - Photo : Piet Sinke ©

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Largest bulk carrier delivered with DNV Class

A Government of India-owned shipyard at Visakhapatnam, Hindustan Shipyard Ltd., recently delivered its first 53,000 dwt. bulk carrier, "**Good Pride**", to Goodearth Maritime Ltd. The DNV-classed, double-bottomed bulk carrier vessel is Hindustan Shipyard Ltd.'s (HSL) first bulk carrier built under the Diamond series with a capacity of 53,000 dwt. Sanjiv Mishra, District Manager DNV Visakhapatnam, says; "The delivery of '**Good Pride**' is indeed a high point for us, since it is the largest bulk carrier built to DNV class in India." He adds; "Also besides being a tall order, the very fact that this is the largest vessel built in the recent history of shipbuilding in India, makes us optimistic as it strengthens our presence in the classification sector." "The shipbuilding hubs of Chennai and Visakhapatnam together with the DNV-GML-HSL combined provides a complete end-to-end shipping ecosystem, comprising of a shipyard, a fully operational design team, a DNV training centre, an upcoming approval centre, a fully mature quality management support centre,

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a software support centre, and a commercial operator with appetite for cargo volume," says Hrishikesh Narasimhan, GM Shipbuilding, Goodearth Maritime.

He points out; "Shipbuilding is all about team work and we consider DNV our natural partner. Presently, 80% of the new tonnage ordered by GML is to DNV class." Girish Sreeraman, Production Manager, DNV Newbuilding and CMC, points out; "A collaborative effort with the yard and the owner resulted in building a high-end vessel ('Good Pride') compliant with international quality standards." He adds; "Also given the large size of this project, we were bound to have teething issues during project roll-out, but combined and coordinated efforts from colleagues across regions helped us surmount these bottlenecks." Become market ready Talking about the current shipbuilding market in India, Deog Jae Shin, Production Manager, DNV Newbuilding and CMC, says; "Indian shipyards have been delivering sophisticated and large vessels over a long time now, making the shipbuilding capability in India ready to accommodate more diverse orders and compete with other ingenious shipbuilding countries." He adds; "The newbuilding market recently showed more active and positive movement as compared to the slack recession period last year. We are all geared up to cater to this potential upbeat market through effective marketing and sales efforts."

Source: DNV

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The **ICE RIVER** seen outward bound from Rotterdam "into" the sunset

Photo : Henk van der Heijden ©

IMO set to adopt ship construction standards

International goal-based standards for new ship construction are set to be adopted when International Maritime Organization's (IMO) maritime safety committee (MSC). The packed agenda also includes discussion on piracy and armed robbery against ships off the coast of Somalia and in the Gulf of Aden, the implementation of the Long-Range Identification and Tracking (LRIT) system, and the adoption of other amendments to the International Convention for the Safety of Life at Sea (SOLAS).

The MSC is expected to consider, with a view to adoption, the draft International goal-based ship construction standards for bulk carriers and oil tankers, along with proposed amendments to SOLAS Chapter II-1 making their application mandatory, following their approval at the last session. The proposed SOLAS regulation II-1/3-10 on Goal-based ship construction standards for bulk carriers and oil tankers would apply to oil tankers and bulk carriers of 150 m in length and above.

It would require new ships to be designed and constructed for a specified design life and to be safe and environmentally friendly, in intact and specified damage conditions, throughout their life. The ship should have adequate strength, integrity and stability to minimize the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.

The MSC is also expected to consider for adoption the guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers and the guidelines for the information to be included in a ship construction file. The goal-based standards have been developed on the basis of a five-tier system, consisting of goals, functional requirements, verification of conformity, rules and regulations for ship design and construction and industry practices and standards. **Source: Manila Bulletin**



Above seen last Saturday the **Olympic Hera** moored in Teesport, Engeland.

Photo : Ruud Kempe - www.andrekempe.nl ©

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RCL losses narrow in first quarter

Thailand's Regional Container Lines remained in the red for the first quarter of 2010. The intra-Asia and feeder container line reported a first quarter net loss of THB342m narrowing from a loss of THB711m in the same period in 2009. RCL said the company's volume's increased 7% in the first quarter to 600.917 teu. However, the company added that rates could not be increased as lines had started to compete for market share. Cost cutting exercises reduced RCL's total expenses to THB3.97bn in the first three months of the year, but the company did not reach the breakeven point as fuel prices increased 10% and consumption increased as volumes rose. **Source : Seatrade Asia**



The tugs **PHENIX** and **APEX** seen moored in Southampton – **Photo : Shoreway crew ©**

Maersk kicks off Viet-US service

Direct LA service to take only 18 days compared to 21-30 days earlier

The 367-metre **MATHILDE MAERSK** called last week Tuesday at the SP-PSA International Port that sits near the mouth of the Cai Mep-Thi Vai river, kicking off Maersk's direct weekly service to Los Angeles.

'This has been driven by very clear customer demand. Our customers want a direct service to the West Coast of the United States in order to have a reliable and fast transit time,' said Peter Smidt-Nielsen, Maersk Line's country manager for Vietnam and Cambodia, at a media briefing in Ho Chi Minh City on Tuesday.

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While its Vietnamese customers like Hung Vuong Corporation (HVC), an exporter of catfish, used to expect an indirect shipping route to the United States to take anything from 21 to 30 days, this new direct service will have a transit time of 18 days.

'With the direct service, cargo can be delivered faster, payment will also come faster, and this will improve cashflow. We will also be able to expect stable delivery times,' said Duong Ngoc Minh, the president of HVC.

Already, firms like HVC are expecting shipping volumes to pick up after a dismal 2009. HVC is projecting shipments worth US\$250 million for the seafood industry this year, compared to US\$210 million last year.

At 9,038 twenty-foot equivalent units (TEUs), the **Mathilde Maersk**, along with 13 of its sister ships, will ply the direct route to Los Angeles, stopping at Yantian, China, and Hong Kong along the way.

While Maersk's direct Trans-Pacific 6 service is the port's third such call service to the United States across the various liners, direct shipping routes to the United States have only recently been gathering momentum in Vietnam, spurred by the deepening of the harbour last May to accommodate deep-sea vessels.

Work is already underway at the SP-PSA Terminal to enable it to handle more ambitious container shipping volumes.

While the first phase of 600 metres of berths with a 14.5-metre water depth are now operational, the second phase will bring it to 1,200 metres of berths. Once fully completed, SP-PSA will have a projected annual capacity of over two million TEUs of containers. **Source : Businesstimes**



CSD **Ursa** upgraded by **Aggreko** to be a 23.128 kW cutter dredger in Falmouth, Jamaica

Photo : Ursa Crew ©

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Singapore bunker sales hit 2nd record high in April

Marine fuel sales in Singapore, the world's largest bunker port by volume, hit a second consecutive all-time high at 3.42 million tonnes for April, up 2.8 per cent from a month ago, official data showed. Traders said rising fixed-price levels in April, plus heavy supplies in East Asia, drew buyers to Singapore, where prices are the lowest in the region. Bunker premiums for April, the price differential between ex-wharf bunker and fuel oil cargo values, averaged at 79 US cents a tonne, the lowest this year, and well below last year's average of US\$6.88, Reuters data show. **Source: Reuters**

GL appoints Steen Brodsgaard Lund as new Regional Manager for Asia/Pacific

Steen Brodsgaard Lund is the new Executive Vice President and Regional Manager of GL Maritime Services Asia/Pacific. The Danish citizen has a distinguished business background and has held progressively senior positions in Pakistan, Korea, India, Hong Kong, Singapore and now in Shanghai. Mr. Lund spent most of his professional career within A.P. Moller-Maersk. After his bachelor in Shipping and Logistics he supplemented his studies at various international educational institutes.

As a senior leader with the Danish shipping company, he was responsible for the execution of the Maersk Line network and assets in the Americas, Oceania, Asia, Middle East and East Africa. His core responsibilities encompassed vessel scheduling, bunkering, port calls, schedule design and approval, container equipment flow and distribution, stowage coordination of containers on board vessels, capacity management and contract engagement with container terminals. Before joining GL in April, Mr. Lund had founded Red Dot Energy Pte Ltd, a Singapore registered company specialising in energy management within the shipping and ports industries, delivering IT and process management solutions with a focus on reducing energy consumption and resulting costs as well as contain CO2 and other emissions reductions. In his new position as Head of the Asia Pacific Region for GL Maritime Services, Mr. Lund will be in charge of 16 countries comprising over 50 liaison offices and 600 employees. Mr. Lund will lead GL's growth in the strategically important Asian market where his over 20 years of experience in Asia will be applied as GL seeks to build continuously stronger relations with ship yards, owners and suppliers across the region. **Source: GL Group**



POSH-Semco's **SALVIGOUR** departed from Rotterdam bound for the Far East

Photo : Henk van der Heijden ©

Dredging decision deadline extended

The Sydney Marine Group has received an extra two weeks to convince the upper levels of government to fund their bid to dredge Sydney Harbour. The chairman of the group hoping to turn the port into a destination for cargo ships coming from the Suez Canal said the preferred firm for the dredging contract agreed Friday to extend the deadline to finalize the \$38-million deal.

"We're indebted to the contractor for this schedule concession," said Jim Wooder in a news release. "They have accepted that all three levels of government are actively involved in the process and that everyone is acting in good faith. We remain hopeful that a positive outcome will be realized in the very near term."

The Cape Breton Regional Municipality pledged \$2 million towards the dredging project last week but neither the province nor Ottawa has committed any funding. Deepening the port would allow the largest cargo ships to dock in the harbour if the proponents' vision of a \$200-million container terminal comes to fruition.

Supporters of the plan say the port could generate up to \$160 million in yearly tax revenues by 2030, with up to \$51 million going to the province and up to \$4 million to the local economy. **Source : TheChronicleHerald.ca**

.... PHOTO OF THE DAY



The **ORCA VI** seen moored at the Raffles Marina in Singapore – Photo : Piet Sinke ©

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