

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 141



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Another photo of the OLEG STRASHNOV passing the city of Rotterdam
Photo : Martin Huiskens ©

PIRACY ENOUGH IS ENOUGH



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Smit Beluga seen inward bound in Medway Approaches - **Photo : Adrian Hopkins**

Captured Bulgarian and Greek tankers moored

The Bulgarian chemical tanker **Panega** which was seized in the Gulf of Aden with 15 Bulgarians on board by Somali pirates on May 11, and the Greek tanker **Eleni P** with 24 crewmen, captured just the following day, have been moored, European naval forces said. The two ships were seen in the Somali town of Harakad, Bulgarian National Television reported on May 19 2010.

There is still no news of the condition of the crew of both ships as no contact has been made with the vessels. Reportedly, the pirates have not made their demands yet. The Greek-owned freighter was hijacked on May 12, with two of the crew being Greek nationals and the rest from the Philippines. Earlier, they captured 15 Bulgarians on board the **Panega**.

The Greek ship was chartered by Eurobulk Ltd, ferrying iron ore from Ukraine, through Singapore, bound for China. It is believed that in the case of the Bulgarian ship, the Somalis made a serious blunder when they seized it. The vessel is owned by the Bulgarian Merchant Marine, but it was empty and on its way to Pakistan to be cut for scrap. Authorities said in the immediate aftermath of the capture that that it is highly unusual for the pirates to target an empty vessel. They believe that the hijackers made a mistake, as the vessel was part of a convoy, while the raid itself occurred in poor visibility at 6.45pm Bulgarian time on May 11. **Source: Sofia Echo**


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Baltic index falls on slow demand for larger vessels

Weak Chinese steel prices put pressure on capesize rates

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, softened on Monday with slower demand for the larger capesize vessels weighing on overall sentiment. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 0.1 per cent, or 7 points, to 3,922 points after rising for eight straight sessions previously.

'With a backdrop of weaker Chinese steel prices, capesize spot rates are seeing pressure again after firming through most of last week,' Omar Nokta, head of research with Dahlman Rose & Co, said in a note. 'Indications are rates will drift lower in the coming days.'

The Baltic's main index has been erratic this year, as in 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. High congestion at Brazilian ports has helped to support capesize freight rates especially in recent days. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

The Baltic's capesize index fell 1.94 per cent on Monday with average capesize earnings falling to US\$48,797.

'Freight rates for all vessels may be poised to decrease moderately in the near-term, however, as dry bulk commodity prices have fallen across the board and Chinese stockpiles have increased,' Jeffrey Landsberg, senior analyst with dry bulk consultant Commodore Research, said.

'Overall dry bulk cargo demand is still expected to remain robust during the summer, however, and the market will likely only experience a brief lull in spot chartering activity.' The Baltic's panamax index rose 1.77 per cent on Monday with average earnings rising to US\$35,502, while the supramax index rose 0.46 per cent. This index has risen on 14 consecutive trading days.

'The panamax market surged higher throughout the entire week, despite the pause in capesize levels,' Cantor Fitzgerald said. 'Strong coal volumes from Australia to India and Japan continued to support the Pacific market, while grain from South America underpinned the Atlantic.'

Analysts said they were watching for signs of overheating in China's real estate market, which could dampen demand for steel and iron ore and hit dry freight market activity. More broadly, with about 90 per cent of the world's traded goods by volume transported by sea, industry concerns over the pace of global economic recovery could impact shipping.

Analysts said freight rates could also be dampened this year by worries over the rising number of new ships set to enter the market in 2010 and 2011, despite indications of some vessel cancellations and delays. **Source: Reuters**



The **MEGALONISSOS** seen arriving in Rotterdam-Europoort – **Photo : Henk Dekker ©**

BP says more oil from well contained

Energy giant BP said that it was now able to siphon off about 40 per cent of the oil gushing from a ruptured well in the Gulf of Mexico but has not been able to stop the leak, as President Barack Obama is to create a commission to investigate the spill.

BP's progress in capturing more oil through a tube inserted by undersea robots into the mangled 'riser' pipe of the well came amid new evidence that a powerful sea current in the Gulf was pushing the crude closer to the US Eastern seaboard. BP estimated the bill for the clean-up at US\$625 million, US\$175 million higher than a few days ago, with analysts saying costs could run into billions. The spill has threatened economic and environmental calamity to the US Gulf Coast.

The US Coast Guard said on Monday state park rangers at Fort Zachary Taylor State Park on the island of Key West, Florida, found tar balls washing ashore throughout the day, marking the first appearance of oil debris reported in

Florida since BP's deep-sea well rupture on April 20. The National Oceanic and Atmospheric Administration has previously said the southern edge of the spill could make its way into the so-called Loop Current, which could carry oil eastward towards the Florida Keys, out of the Gulf and up the East Coast of the United States.

Samples of the tar balls were collected and will be shipped to a laboratory for analysis to determine the origin of the source, the Coast Guard said. Officials have stressed the spill has so far had minimal impact on the shoreline and wildlife along the Gulf Coast, but oil debris and tar balls had been reported earlier in Louisiana, Alabama and Mississippi.

A mile-long tube is now siphoning off oil at the rate of 2,000 barrels per day, about 40 per cent of the 5,000 barrels (210,000 gallons or 795,000 litres) that BP has estimated to be leaking daily. Initially, half that amount was being suctioned off to a collection vessel at the surface.

President Obama was expected to announce a presidential commission to investigate the disaster as the oil industry and its practices come under sharp scrutiny.

'Whether it's a nuclear meltdown at Three Mile Island or an oil blowout one mile deep, appointing an independent review panel is critical to reduce the risks of future accidents,' said Edward Markey, chairman of a House of Representatives committee on global warming and energy independence.

The presidential commission will investigate issues related to the spill and its aftermath, including rig safety and regulatory regimes at the local, state and federal levels. It will also look into the federal government's oversight role, environmental protections, and the Minerals Management Service, the Interior Department agency that has been heavily criticised for regulatory lapses. **Source : Reuters**

Dredger spills in Kiel Canal

SEVERAL hundred litres of fuel oil have reportedly spilled from a dredger into the Kiel Canal in Germany. The Netherlands-flagged, 7,950gt **Geopotes 14** was travelling from Gdynia in Poland to Rotterdam last week when the spill happened, Germany's Die Welt newspaper reported.

Police said a valve that was installed incorrectly at a Polish shipyard caused the spill, the newspaper said. Navigation on the canal was not impeded by the spill. **Source : Fairplay24**



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HENK DE BOER 45 YEARS WITH BOSKALIS



Onboard the dredger **PUERTO MEXICO** it was celebrated that **HENK DE BOER** was working 45 years for **Boskalis**, herewith all his colleagues and all Newscippings readers want to congratulate him with this milestone !

Henk gefeliciteerd namens de crew van de "Puerto Mexico" en bedankt voor je inzet !!

CBS "60 Minutes" interview with Deepwater Horizon survivor

CBS "60 Minutes" ran a compelling interview Sunday, May 16, with Mike Williams, one of the last crewmembers to escape the **Deepwater Horizon** inferno. Mike Williams was the chief electronics technician in charge of the rig's computers and electrical systems.

Among other things he says that, four weeks before the explosion, the blowout preventer (BOP) was damaged. A key BOP component is a rubber gasket at the top called an "annular," which can close tightly around the drill pipe.

Williams says, during a test, they closed the gasket. But while it was shut tight, a crewman on deck accidentally nudged a joystick, applying hundreds of thousands of pounds of force, and moving 15 feet of drill pipe through the closed blowout preventer. Later, a man monitoring drilling fluid rising to the top made a troubling find.

"He discovered chunks of rubber in the drilling fluid. He thought it was important enough to gather this double handful of chunks of rubber and bring them into the driller shack. I recall asking the supervisor if this was out of the ordinary. And he says, 'Oh, it's no big deal.' And I thought, 'How can it be not a big deal? There's chunks of our seal is now missing,'" Williams says. This is just one of several troubling disclosures in the "60 Minutes" interview. In the second part of the interview, "60 Minutes" asked eminent offshore drilling safety authority Professor Robert Bea, for his take on Mr. Williams' story. **Source : Marine Log** **You can see the video [HERE](#)**

Little Ships gather in Ramsgate for 70th anniversary of Dunkirk evacuations

The 'Little Ships' that played a key role in one of World War II 's most important operations will be making a rare return to Ramsgate as part of the 70th anniversary commemorations of the Dunkirk evacuations.



Around 50 craft which helped to rescue 338,000 British and Allied troops from the beaches around Dunkirk during Operation Dynamo in 1940 are expected, and have already started gathering at Ramsgate's Royal Harbour Marina in preparation for the celebrations next week.

A day of commemorations will be held on Wednesday, May 26, as part of Ramsgate's Dynamo Day, which includes an inspection of the Little Ships and a blessing by the Secretary General and Senior Chaplain of the Mission to Seafarers, along with a reception hosted by the Mayor of Ramsgate.

There will also be a parade at 12.30pm of veterans, standards and civilian organisations, led by the Cinque

Ports Corps of Drums, and a static display of period military vehicles. A flypast by a Spitfire and a Swordfish is due to take place at 2.25pm, and there will be an exhibition run by the Manston fire service museum team and an amateur radio station run by Hilderstone adult education service radio club. The celebrations go on into the evening, with a 1940s theme night at the Belgian Bar, with Tony Lesurf and Four's a Crowd, and there will be a fireworks display at 10pm.

The small armada will be sailing back to Dunkirk on Thursday, May 27, a journey they only undertake once every five years. They will be accompanied by a Royal Navy frigate, **HMS Monmouth**, the Ramsgate RNLI lifeboat and 1923 lifeboat, **William and Kate Johnston**. The ships will sail out at 7am and will return back to Kent between 3pm and 4pm on Bank Holiday Monday (May 31). All times are weather dependent.

Ramsgate's famous Little Ship **Sundowner** is among those taking part. It has been present on the regular voyages every five years since the 50th anniversary in 1990, having arrived at the harbour in 1987, when she came under the care of the **Ramsgate Maritime Museum**.

Sundowner was built for the Royal Navy in 1912, and will be the oldest vessel taking part in the event this year. The harbour was the marshalling point for the Little Ships during the operation, which started after the Admiralty appealed for owners of small pleasure craft to contact them.

This led to around 700 - 800 ships being offered for the evacuation, which took place between May 28 and June 4, 1940. Ramsgate was also one of the main reception centres for the returning Allied troops.

If bad weather prevents the Little Ships from leaving on time, they will sail out the following day on Friday, May 28. To find out more about the event, visit www.portoframsgate.co.uk or call 01843 572100. For more information about the Dunkirk Little Ships, visit www.adls.org.uk or www.dynamo-ramsgate.com Source : Kentonline



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Icebreaker sets out to save Russian polar explorers

The nuclear powered icebreaker "**Rossiya**" has left Murmansk on a mission to rescue the personnel of a drifting research station in the Arctic. The 15 researchers on the floating research station "North Pole-37" (NP-37) must be evacuated from the station due to the threat of shifting ice floe, RIA Novosti reports.

NP-37 was set up in the Arctic Ocean in the beginning of September 2009 and was supposed to work until September 2010, but a powerful ice stream has been steadily moving toward the station posing an imminent threat.

The 15 people and two dogs stationed on the five times six kilometers large ice floe have prepared to be evacuated. Most of the scientific work at the station has stopped. The station is currently located at 80 degrees North 143 degrees East. This is the third time in the history of the Russian polar research stations that a station had to be evacuated before schedule.

The first scientific drifting ice station in the world, "**North Pole-1**" was established in May 1937. Since 1954 Soviet "NP" stations worked continuously, with one to three such stations operating simultaneously each year, according to Wikipedia. In the post-Soviet era, Russian exploration of the Arctic by drifting ice stations was suspended for twelve years, and was resumed in 2003. **Source : BarentsObserver**

Watch video from the start-up of SP-37 in September 2009 (in Russian) [here](#)



The tug **NEPTUN 9** seen moored in Hardinxveld - **Photo : Helen Hoogendijk ©**

Euro's slide may hit cruise companies

Euro's slide against the US dollar may bruise 2010 earnings for major cruise ship operators

European demand for cruises is holding up so far despite worries about high debt and proposed budget cuts in euro zone countries. Image Credit: EPA The euro's slide against the US dollar may bruise 2010 earnings for major cruise ship operators, just as these companies are adding cruises in key European markets.

Analysts said bookings for cruise vacations in Europe have held up in recent weeks, despite worries over high debt and proposed budget cuts in euro zone countries.

But if the euro holds at current levels or falls further against the dollar, annual results from Carnival and Royal Caribbean Cruises — typically reported in US dollars, could come in weaker than projected.

"The demand side of the equation is probably OK," said Bernstein Research analyst Janet Brashear in an interview. "It's really the translation side of the equation that's going to affect profitability."

The euro has fallen about 15 per cent against the dollar so far this year. Its decline means it now buys less goods and services that are denominated in dollars.

One third of Carnival's capacity is in Europe, while a record 22 ships of Royal Caribbean's 38-strong fleet sailed in Europe at some point during 2009, according to annual filings. Should the euro remain at current levels, this would cut into Carnival and Royal Caribbean's projected net revenue yield for the year, Brashear said.

For No 1 cruise operator Carnival, a one percentage point swing in yield — a measure of revenue drawn from available capacity -- can lift or cut annual earnings by 14 cents per share, Brashear said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 141

For No 2 player Royal Caribbean, the effect is a gain or loss of 22 cents per share. "Foreign exchange is volatile," said Brashear, who has an "outperform" rating on both companies. "It probably does affect the prospects for this year's earnings, but I don't think we should magnify and project it into a long-term trend."



HAL's **PRINSENDAM** seen earlier this year during the "**Grand Voyage South America & Antarctica 2010**" cruise anchored off Belem (Brazil)

Photo : Jan Deelen ©

Analysts said the effect of the falling euro would largely be seen in the fourth quarter and early 2011, because cruise vacations tend to be booked well in advance. Should the euro hold steady at current levels, Carnival may only see a 1.7 per cent jump in net revenue yields this year, Brashear said. She had earlier estimated a 3.4 per cent jump in yield — a measure of revenue derived from available capacity.

She had earlier projected that Royal Caribbean would see a 4.5 per cent jump in yields this year, but the euro's woes may bring that figure down to 3.1 per cent. The euro's drop comes as both Carnival and Royal Caribbean add cruises in Europe. Both companies have described Europe as a burgeoning market for cruise demand.

By 2012, Carnival hopes its European brands will comprise 37 per cent of its overall capacity, up from 33 per cent as of November 2009. The Royal Caribbean International brand could carry more guests on European cruises than any other cruise line during the 2011 summer season, Royal Caribbean said last month.

"The cruise business has been modelled around the idea that it's more of a mature business in the US and the growth is in Europe," said S&P credit analyst Benjamin Bubeck.

In 2009, 46 per cent of Royal Caribbean's ticket revenue came from international passengers. In fiscal 2009, Carnival drew 53 per cent of its revenue from outside the US. Carnival's greater international exposure coupled with the fact that it has four brands devoted exclusively to serving Europe makes it more sensitive to the euro's moves than Royal Caribbean, William Blair & Co analyst Sharon Zackfia said.

But analysts added some of the downside of the falling euro is offset by the fact that some costs — such as food and some building costs, are also reported in euros. Further, a stronger dollar tends to pressure dollar-priced commodities, such as crude oil, because it makes them more expensive for holders of other currencies.

But one wild card that remains is the European consumer's appetite for cruises. **Source : GulfNews**



Touw B&B Holding en Koffeman Consult organiseren 10-daagse cursus crisismanagement scheepvaart (CCMS)

Het expertise- en ingenieursbureau **Touw B&B Holding** en adviesbureau **Koffeman Consult** organiseren dit najaar wederom gezamenlijk de **Cursus Crisis Management Scheepvaart (CCMS)**. Verdeeld over tien dagen (middag plus avond) worden de deelnemers kennis en vaardigheden bijgebracht omtrent incidentbestrijding op maritiem gebied in de meest ruime zin van het woord, zodat zij in een crisissituatie adequaat kunnen optreden om schade aan eigendommen en het milieu zoveel mogelijk te beperken.

De tiendaagse praktijkgerichte opleiding, die wordt gegeven in het Novotel Brainpark in Rotterdam, is bestemd voor medewerkers van onder meer overheidsdiensten (zoals Rijkswaterstaat, brandweer, gemeenten, KLPD etc.), verzekeraars, assurantiemakelaars, assurantiekantoren, expertisebureaus, advocatenkantoren, bergings- en sleepvaartbedrijven, rederijen en overige scheepvaartgebonden ondernemingen. Zij krijgen les van louter ervaren docenten uit kringen van advocatuur, experts, verzekeraars, overheid, scheepvaartbranche en organisatie- en communicatieadviseurs. Aan bod komen onder meer het juridisch kader met betrekking tot crisismanagement (internationaal, zee- en binnenvaartrecht, averij grosse), wet- en regelgeving rondom het schip, verzekeringsaspecten (lading-, casco- en P&I), de rol van de overheid, berging en hulpverlening, casuïstiek, de rol van de media (o.a. reputatieschade), omgaan met claims en geschillen en criminaliteit, piraterij en terrorisme. De cursus wordt afgesloten met diverse waar gebeurde cases. Geslaagden krijgen een certificaat.

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Hunt for Russian, Lithuanian sailors kidnapped off Cameroon

A search was under way Wednesday for at least two Russians and a Lithuanian kidnapped when their vessels were attacked by an armed group off the coast of Cameroon. Unidentified armed men boarded the vessels late Sunday while they were at anchor near Douala, Cameroon's commercial capital, according to Russian and Lithuanian officials and the Lithuanian owners of one of the ships.

Konstantin Lobko, a diplomat at the Russian embassy, said the Russian ship, the **North Spirit**, had 16 crew on board when the gunmen approached in boats 70 kilometres (42 miles) off the coast. "There was an attack, and two Russians were kidnapped," he told AFP. "We have no information about them right now." "The kidnappers were in small boats, they robbed the ship **North Spirit**. Sixteen people were on the boat, two were kidnapped. Among the others -- 14 right now -- there's no one who was injured.

"All of them are alive, and they are in good conditions right now. And the ship is right now in the port of Douala and it's being discharged." He said the ship was a cargo vessel and did not deal with oil companies. The Russian news agency Ria Novosti said the **North Spirit** was flying the flag of Saint Vincent and the Grenadines. Lobko said its crew were Russian and Ukrainian. Limarko, the owners of the Lithuanian refrigerator ship **Argo**, issued a statement in Vilnius saying it had been attacked just before midnight by men who ripped out the safe and abducted its captain.

Prime Minister Andrius Kubilius vowed authorities would do everything possible to secure his freedom, while the Lithuanian foreign ministry said the rest of the crew were safe. A Cameroonian source close to the inquiry said a total of four men had been taken hostage -- the two captains plus two engineers. "As far as I know there have been no demands. According to the information so far, these are pirates from the Bakassi peninsula where several armed groups are active," the source said. The source said the kidnappers were unlikely still to be holding the men, but would have dumped them in villages controlled by the Movement for the Emancipation of the Niger Delta (MEND), an armed group in Nigeria's oil-rich Delta region that has been involved in previous abductions for ransom. **Source : MSN News**

NAVY NEWS



The 2001 built Polish fleet support ship 511 **KONTRADMIRAL XAWERY CZERNICKI** visited the port of Vlissingen
Photo : Ferry van Rijsbergen ©

The **KONTRADMIRAL XAWERY CZERNICKI** was originally ordered as the 19th Project 130 deperming tender [ADG] for the Soviet Navy and left incomplete when the Russians were unable to continue payments; significantly reconfigured and completed as a troop or military cargo ship, underway support ship, and intelligence collection vessel (using special containerized equipment in the latter role). Project name means "Mollusk." Work began 16-8-2000.

She is based at Świnoujście and assigned to the 2nd Transport-Mineship Squadron, 8th Coast Defense Flotilla, Świnoujście.

TECHNICAL DATA

D: 2,049 tons (2,390 fl) S: 13.8 kts (12 sust.) Dim: 72.90 × 13.80 × 4.50

A: 1 twin 23-mm 87-cal. ZU-23-2MR Wrobel-2MR AA; 2 4-round WM-4 launchers for Strela-2M point-defense SAMs

Radar: 1 Decca BridgeMaster C341 ARPA nav., 1 Radwar . . . surf. Search

EW: Jastrzab intercept; ORLO laser detector; 6 9-round, WNP 81/9, 81-mm Jastrzab decoy RL

M: 2 Zgoda-Sulzer 8AL25D, 750-rpm diesels; 2 CP Kort-nozzle props; 2,896 bhp—bow-thruster

Electric: 1,185 kVA + 1,550 kw tot. (2 × 480 kVA, 1 × 225 kVA; 2 × 645 kw, 1 × 260 kw)

Range: 7,000/12 Endurance: 30 days (14 with troops aboard)

Crew: 7 officers, 3 warrant officers, 7 senior petty officers, 21 ratings + 140 troops

Russia Vows To Not Use Black Sea Base For Attacks

President Dmitry Medvedev on May 18 moved to assure the West and states with Black Sea coastlines that Russia would not use its military base on the Ukrainian peninsula of Crimea to attack a foreign country. Medvedev's comments came just under a month after he unexpectedly agreed on a deal with Ukrainian President Viktor Yanukovich to extend the lease of the base of the Russian Black Sea Fleet by at least 25 years.

"Will Russia use its Black Sea Fleet to attack neighboring states? It will not. We are a peaceful nation," Medvedev told students at a top Ukrainian university in Kiev. "We are all adults, no one wants a return to the Soviet past." The fleet's base in Crimea, which juts out into the Black Sea, enjoys a key strategic position and there have been fears in some quarters that a resurgent Russia could use the base to attack third countries.

The Russian Black Sea Fleet played a role in the August 2008 war with pro-Western Georgia, which has a Black Sea coastline. The deal over the extension of the fleet's lease, for which Ukraine was given a substantial discount on Russian gas prices, also provoked the ire of Ukrainian nationalists who denounced it as state treason. **Source :** DefenseNews



The **R 97 JEANNE D'ARC** seen during her last / final foreign port visit which was in Zeebrugge

Photo : Jasper Raemdonck ©

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The 1982 built Mexican training vessel **BE-01 CUAUHEMOC** passing Balboa yachtclub
Photo : Henk van der Houwen ©

D: 1,200 tons (1,800 fl) S: 15 kts Dim: 90.0 (67.0 pp) × 10.6 × 4.2

M: 1 G.M. Detroit Diesel 12V149 diesel; 1 prop; 750 bhp—2,368 m2 max. sail area

Crew: 20 officers, 165 enlisted + 90 cadets

SHIPYARD NEWS

Trimaran Named Industrial Product of the Year

Austal's next generation 102 metre high speed trimaran ferry has won the prestigious Manufacturer's Monthly Industrial Product of the Year Award at the 2010 Endeavour Awards held in Sydney.

Launched in late 2009, the high speed vehicle ferry utilises Austal's trimaran technology, combining the softer roll of monohulls with the low resistance, stability and carrying capacity of catamarans, to open up new markets beyond existing fast ferry designs.

Judges of the Award praised the vessel's ability to use less power than other high speed craft operating at similar speeds, noting the lower fuel consumption and improved operating economy.

"Austal has showcased an impressive application which uses less fuel to gain higher speeds, which is an imperative feature for transport in both commercial and defence applications in today's day and age," the judges said.



Most importantly, the trimaran's lower roll speed means lower accelerations experienced by passengers, significantly reducing passenger sea sickness. Studies show that motion sickness on the trimaran will be approximately 56 per cent lower than on a 100 metre catamaran operating in head seas. Even larger benefits are realised in other headings.

For operators, this means higher passenger satisfaction, greater customer loyalty and positive word of mouth marketing. It also means higher revenue from onboard sales resulting from the ease of movement onboard and reduced sickness. Improved revenue potential from the trimaran's ability to sail in a larger range of sea conditions (fewer cancellations) is another significant advantage.

Increased comfort also provides operators with a competitive marketing advantage compared with other high speed craft. Greater customer satisfaction due to fewer cancellations equals more repeat business and improved revenue potential from a more viable roster. Effectively, the trimaran becomes the "preferred alternative" in a competitive market situation.

The vessel, which is nearing completion at Austal's Western Australian shipyard, is currently available for sale. The Manufacturers' Monthly Endeavour Awards are the premier national awards for manufacturing excellence.

For more information on this vessel click [here](#)

Dmitry Mironenko: Russia to joint the world's top ten shipbuilding powers in the next 2-3 years

Russia will enter the top ten largest shipbuilding countries by deadweight tonnage of ships built in the next 2-3 years, PortNews IAA correspondent reports quoting Dmitry Mironenko, Deputy Director General of the United Shipbuilding Corporation (USC), who was speaking at the International Forum "Maritime Industry of Russia" in Moscow.

"Depending on how you take it," Dmitry Mironenko said, answering the journalists' questions about the prospects of Russia as a shipbuilding nation. "According to the cost parameters we have already been the Top-10 member. As for the gross tonnage parameters, we have, of course, a tiny gross tonnage. By all criteria, we will join the Top-10, as I hope, in the coming 2-3 years after the operation of new shipyards starts, building a large-tonnage fleet. It gives us the possibility by a gross tonnage of ships to get to the precise position among the leading shipbuilding powers," Mr. Mironenko was quoted as saying. **Source : PortNews**



The **ARCTIC III** seen in drydock at Keppel-Verolme in Rotterdam-Botlek

Photo : Muhlis Cakir ©

Daewoo eyes US\$5b worth of marine deals

Shipbuilding/marine unit sees boom in demand with economic growth

Daewoo Shipbuilding & Marine Engineering Co aims to almost triple contracts for offshore facilities this year as economic growth spurs energy demand. The company may win US\$5 billion worth of orders for drilling rigs and floating production facilities this year, compared with US\$1.8 billion last year, executive vice-president Brendan Jeong said in an interview. 'There will be a boom in demand for production facilities,' Mr Jeong said. 'As existing fields are depleted, the need to develop isolated ones is increasing.'

Hyundai Heavy Industries Co and Samsung Heavy Industries Co have also predicted a jump in offshore orders this year, undeterred by an oil-rig leak triggering a drilling ban in the Gulf of Mexico.

Oil companies including Royal Dutch Shell Plc and Petroleo Brasileiro SA are still pushing ahead with projects near Australia and Brazil because global fuel demand is expected to rise as much as 18 per cent during the next decade, according to Robert Fryklund, vice-president of industry relations at energy-consultant IHS Inc. Daewoo Shipbuilding may win an order worth about US\$1.6 billion to build a floating oil production and storage plant from Total SA of France, MoneyToday reported May 6, citing the company. A contract may be signed in the second quarter, it said. Mr Jeong would not comment.

Daewoo Shipbuilding is also planning to expand into developing gas fields because of rising demand for cleaner fuels, Mr Jeong said. It will provide services such as drilling and production in addition to building platforms, he said. Global demand for liquefied natural gas will double by 2020, Guy Outen, Shell's executive vice-president for exploration and production, said on April 20.

'Rising concerns about quality of life is stoking demand for LNG,' Mr Jeong said. 'Carbon emissions can be reduced by using less coal and oil and replacing them with LNG.'

Daewoo Shipbuilding fell 4.2 per cent to close at 18,450 won in Seoul trading after Korea Economic Daily said that Korea Development Bank had delayed plans to sell a controlling stake in the shipyard. The bank will try to revive the sale by year end, the report said. Spokesmen at KDB and Daewoo Shipbuilding said they couldn't immediately comment. Chosun Ilbo reported Posco may not bid for the company.

'Nothing has been decided,' Choi Doo Jin, a spokesman for Posco, South Korea's largest steelmaker, said yesterday. Chosun's report cited an unidentified official at the steelmaker.

Daewoo Shipbuilding's net income rose 12 per cent from a year ago to 107.7 billion won (\$\$130 million) in the first quarter helped by lower steel costs, the shipyard said yesterday in a regulatory filing. That was lower than an average estimate of 159.2 billion won from 20 analysts compiled by Bloomberg. Sales dropped 8 per cent to 2.71 trillion won.

Source : Bloomberg

ROUTE, PORTS & SERVICES



Above seen the Steam Tug **Kerne** 15.5.10, berthed at Ellsmere Port. She was doing trips on the Manchester Ship Canal for World Ship Society members who were attending the AGM in the Holiday Inn Ellsmere Port, The **Stolt Kittiwake** can be seen in the picture outbound for Eastham Locks.

Photo : Iain Forsyth ©

Safmarine Plans Horn of Africa Service

Safmarine plans to launch its first direct, fully-containerized service between the Far East, the Arabian Gulf and the Horn of Africa next month. The new Horn of Africa Service, which will be introduced at the end of June, will include calls at the ports of Djibouti and Port Sudan. "These two ports are currently served via transshipment via either Salalah or Jeddah," said Safmarine's Africa Trade Director Dirk Geens. "Direct calls will allow us to improve the service we offer to our customers by providing a more reliable, on-time product."

Safmarine, the unit of A.P. Moller-Maersk that specializes in the Africa trade, does not expect the service to increase capacity significantly because it will be jointly operated with its sister carrier, Maersk Line. The two shipping lines will use the same service to cater to Far East and Middle East volumes. The two sister carriers will deploy vessels with a nominal capacity of approximately 2,900 20-foot-equivalent units on the Horn of Africa Service, which will have the following rotation: Tanjung Pelepas, Jebel Ali, Djibouti, Jeddah, Port Sudan, Djibouti and back to Tanjung Pelepas.

Source: Journal of Commerce

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DOF sells newbuilding AHTS

Norwegian offshore owner Dof has cashed in one of its anchor handler newbuildings on order at STX Europe.

It has sold the 12,000-bhp **Skandi Emerald** to Vietsovpetro Joint Venture for \$65m, a statement says. Analysts say the price is considered firm in the present market. But the deal is still likely to turn a few heads as the vessel was fixed on a long-term contract with OGX in January.

Dof says the sale does not include the charter contract. Viking Supply Ships' 180-tbp **Odin Viking** (built 2000), which was hired by Dof's Brazilian arm NorScan to act as a forerunner for the **Skandi Emerald**, has been extended and will continue with OGX.

The **Skandi Emerald** will be delivered from STX Europe's Vung Tau shipyard in Vietnam this month. Dof has six other anchor handlers on order at the shipyard, each with the same NOK 250m original price tag.

News of the sale comes as Dof reports an improved first quarter operating profit of NOK 100m (\$15.77m). Currency losses, however, sent its bottom line NOK 73m into the red. Dof's net interest bearing liabilities at the end of the quarter stood at NOK 12.04bn. Source : Tradewinds

DP World in port push

DP World has asked the state and the Centre to clear the hurdles in developing a container port at Kulpi in the South 24-Parganas. Anil Singh, country head of the Dubai-based firm that operates a large number of ports across the globe, said it was ready with the money.

"It has been a long time. I am here to see what is happening. We need traction," Singh, who visited the site today, said. DP World is the largest shareholder in Bengal Port, a joint venture with Keventer, owned by city-based industrialist Mahendra Jalan.

Work on the project was stalled even as a concession agreement was signed with the state government in 2004 after getting clearance from the Calcutta Port Trust (CPT).

CPT has asked for a high share for dredging the river Hooghly. Bengal Port was earlier ready to share the cost to maintain the channel up to its port. But now it feels accepting the CPT demand would make its operations financially unviable. Without the CPT consent, no port can operate on the river.

Moreover, the delay in appointing a full time chairman for CPT over the last one year has not helped the situation either. Singh said he expected the state to provide a four-lane expressway to connect the port. He also hoped for rail connectivity.

DP World will invest \$350 million to build the port, which can carry 1.2 million TEU (twenty-foot equivalent unit, which is the standard for measuring container size, ship capacity and volume) a year. There will be a special economic zone adjacent to it. **Source : The Calcutta Telegraph**



Above seen HAL's **Oosterdam** pulling out of John Hopkins Glacier while Ms **Ryndam** was heading in.
Photo : Peter Tukker - Ms Ryndam / HAL ©

Greatship delivers "Greatship Diya" to the buyers

Greatship (India) Limited, a subsidiary of The Great Eastern Shipping Company Limited has delivered the Platform Supply Vessel, **GREATSHIP DIYA**, to the buyers. With the delivery of this vessel to the buyers, the current owned and/or operated fleet of GIL and its subsidiaries stands at five PSVs, eight AHTSVs, two jack up rigs and one MPSSV. The current orderbook of GIL and its subsidiaries comprises of nine vessels - two MPSSVs in Singapore, two MSVs in India, three ROVSVs in Sri Lanka and two 150 TBP AHTSVs in Singapore. **Source : Greatship**

FITTING OUT OF THE OLEG STRASHNOV



In Rotterdam-Waalhaven the 2 Bridge-wings and the mast were installed at the **OLEG STRASHNOV** as can be seen at the photos.

Photo's top : [Sander van der Steen](#) ©

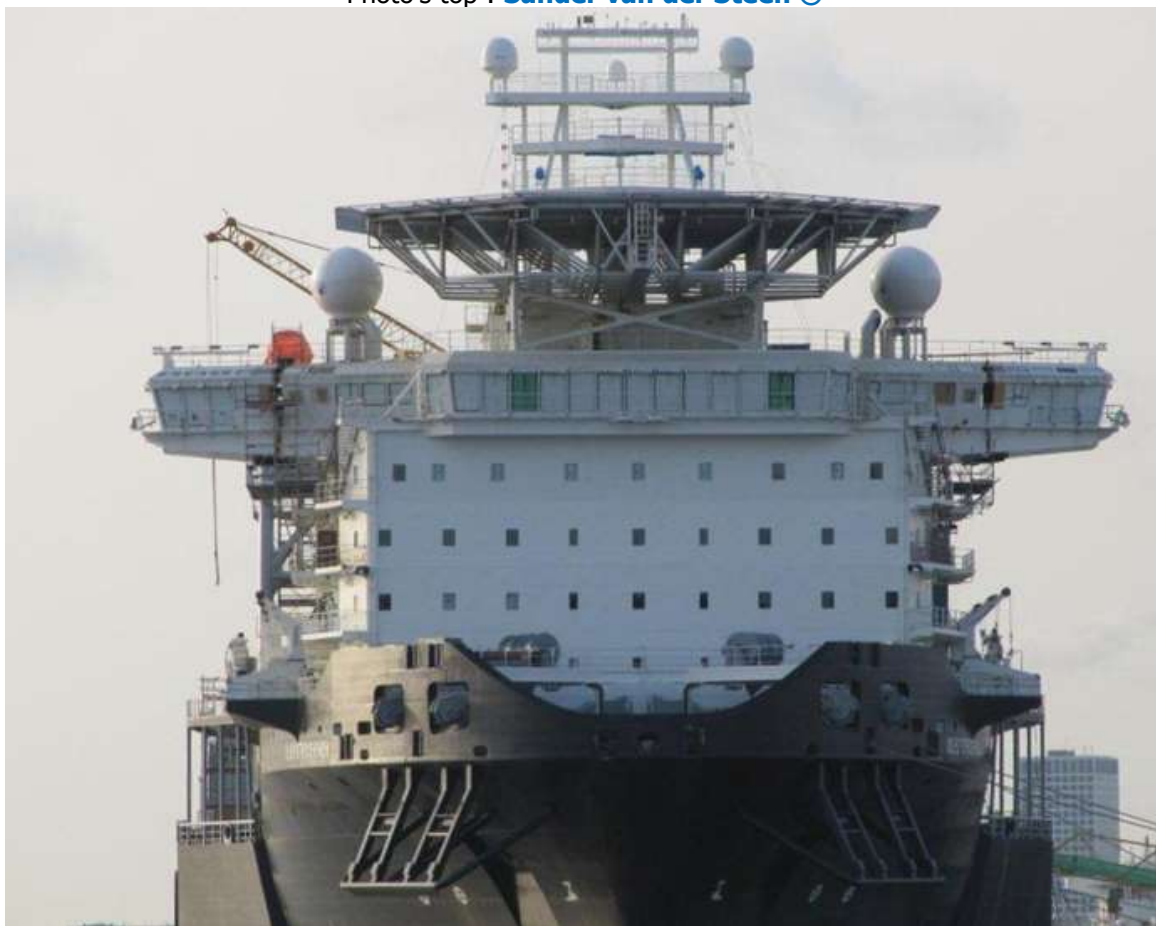


Photo : [Engineers Oleg Strashnov](#) ©

See for more details (3-D animation) of the OLEG STRASHNOV [here](#)

Technip successfully completed the new Apache II vessel at its Finnish yard facing a low workload

Technip announced that it has successfully completed the construction of its new vessel, the Apache II, at its construction yard in Pori, Finland. The work involved transferring the Apache's high-performance pipelay equipment on to a new-built hull acquired in 2009, as a result of which the Pori yard has delivered a state of the art vessel.

Strategically positioned to address the North Sea, Gulf of Mexico, Brazil and West Africa markets, the Pori yard has in particular the requisite technical abilities to deliver all types of offshore floating platforms for the oil and gas industry from Spars to TLP(1).

Pori continues to work on a variety of smaller contracts and to bid on sizeable projects but, as previously indicated, no new significant projects are expected to be awarded in the short term and accordingly an optimization effort will need to be launched. In this context, Technip local management started discussions with employee representatives on May 18th under the Finnish co-operation act to reduce the yard staff and labor workforce from 786 to 416 through a temporary layoff and termination process.

In the same time, in order better to meet future client requirements, Technip will reinforce its work processes and provide training opportunities that will further enhance the skills of its employees in Finland.



The banner for DISA Maritime BVBA features a blue header with the company name in large white letters. Below the header, the text 'DISA MARITIME BVBA' is followed by the address 'Ketelaarstraat 5c, B2340 Beerse, Belgium' and contact numbers 'T: +32(0)14 62 04 11' and 'F: +32(0)14 61 16 88'. A red and white logo for 'VCA** ISO 9001 BUREAU VERITAS Certification' is also present. The main part of the banner is divided into three sections: 'SUBSEA' showing an offshore platform, 'CIVIL CONSTRUCTION' showing a large industrial structure, and 'ENGINEERING' showing a control room with multiple monitors. The website 'www.disamaritime.com' is at the bottom left, and the tagline 'Providing worldwide underwater solutions' is at the bottom right.

Wassp multibeam for Chinese dredger

New Zealand marine company Electronic Navigation (ENL) has made its first export into China after signing a major deal with a Fortune 500 Chinese state engineering company to use its innovative seafloor profiling equipment.

The Kiwi innovation, called the Wassp Multibeam is making waves internationally for its remarkable ability to map the seafloor and water column for surveyors, marine professionals and commercial fishermen.

ENL managing director Neil Anderson says this is the first time the Wassp multibeam has been fitted to this type of dredging vessel, which is a 120m hopper dredger built in January 2010. The dredger is located on the Yangtze River delta in the Shanghai Harbour.

"Our technology is being used to track the sea floor in dirty silt laden water for dredging operations on the Yangtze River delta. So not only is this our first sale into China, it is also the first time the product has been successfully used for dredging purposes," said Mr Anderson.

Mr Anderson says the market for surveying, dredging and marine construction in China holds great potential for increased sales. "This is the first of more than 15 orders into China this year and follows a number of trips by our staff providing technology presentations and trial programmes to major Chinese corporations." China Communication Construction, which is listed on the Hong Kong stock exchange and participates in state level engineering construction projects, owns the vessel.

Anderson says the Wassp provides realtime profiling of the dredging location at a wide 120-degree swath from port to starboard, accurately profiling the seafloor and water column. The swath is comprised of 112 dynamic beams, which are stabilised with the addition of a motion sensor.

The Wassp's multibeam sonar is superior to conventional single beam sounders and can operate in turbid water caused by dredging activity, provide realtime 3D images of dredge scars and provides sea floor hardness identification.

Source : **Dredging News Online**



This week the wind-turbine-service ship **WIND** was on sea trial after a major rebuilt. The vessel has been fitted with a complete new accommodation house capable of accommodating 23 persons. New engines, new wiring, longer leg (been lengthened 13 metres to 55 metres), and fitted with a serious telescope crane on deck. It is capable of lifting 250 tons up to a height of 210 metres above sea level. Furthermore the vessel is now fitted with DP1. **Wind** has been in the hands of DBB Jack Up A/S since 2006, and will after the final finish go on long-term time charter to Vestas A/S, the Danish wind turbine producer, and has already been assigned to the first job: To do maintenance of a wind turbine park off Ijmuiden.

Photo : **Bent Mikkelsen** ©

Essar Ship Port reports its first drilling contract Overseas News

Essar Oil fields Services Ltd (EOSL), a wholly owned subsidiary of Essar Shipping Ports & Logistics Ltd (ESPLL), has received a contract for drilling a 4,800 meter offshore well using its semi-submersible rig **Essar Wildcat**.

The contract, valued at approximately \$40 million, from Vietsovpetro JV (VSP), an E&P company operating in Vietnam, is the company's first contract outside India, EOSL informed the Bombay Stock Exchange (BSE) in a release.

Essar Shipping Ports & Logistics Limited, formerly known as Essar Shipping Limited, is engaged in fleet operations and chartering of ships.

The group, through its subsidiary, Essar Logistics Limited (ELL), provides transshipment, lighterage and trucking services to steel mills and oil refineries. The group, based in India, operates in parts of Asia, the United States and Europe. The group's fleet operations are managed on a worldwide basis.

ESPLL is engaged in the operation of sea transportation with the presence in dry bulk and tanker segment. The company consolidated the ports and terminal businesses during FY08. As of 31 March 2009, ESPLL had investments in dry bulk ports and oil terminals, crude and dry bulk carriers, port-to-plant logistics and interests in oil field services.

The company had onlent Rs375 crore of the Rs700 crore it raised by way of non-convertible debentures last year to its 100 per cent subsidiary Essar Oilfields Services Ltd. (EOSL) for refurbishment of its existing land rigs. **Source: Oil & gas**



The newbuilding hull **YN 503421** seen in front of the **URSULA-KLAUS** enroute Damen for outfitting
Photo : J.Roeland ©

Penguin International's revenue rises 21 per cent

Penguin International Limited, the integrated marine and offshore services group with interests in shipbuilding, shipowning and ship operating, posted a 21.3 per cent year-on-year rise in revenue to S\$21.7 million for the three months ended 31 March 2010.

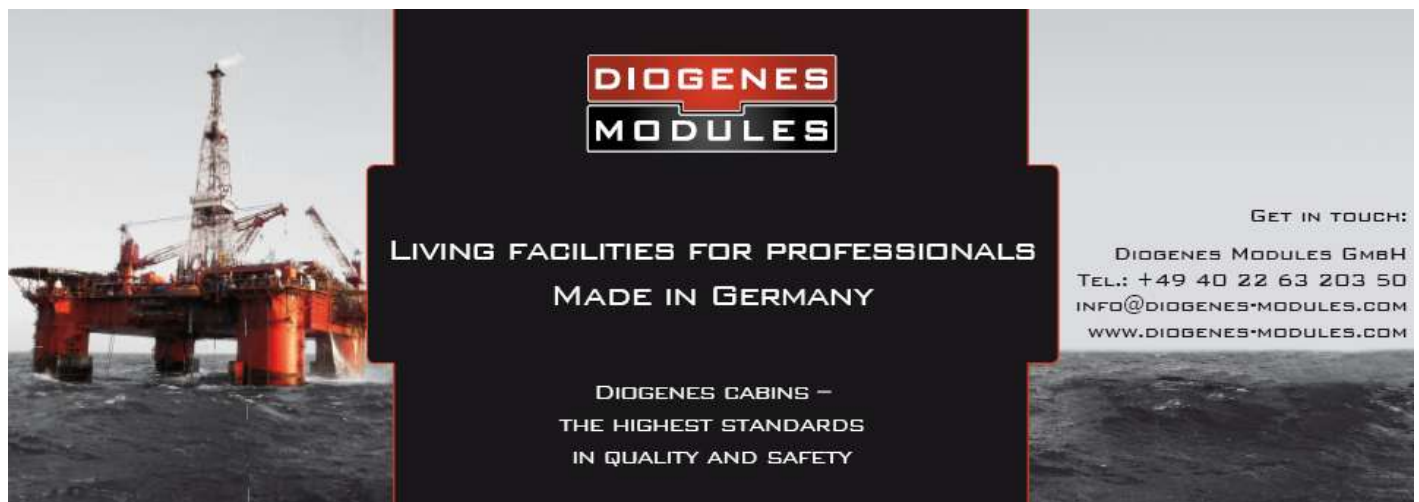
Gross profit in the first quarter of 2010 rose 30.5 per cent to S\$7.5 million, boosted by a greater contribution from Penguin's higher-value vessel chartering activities. Its gross profit margin improved from 32.2 per cent in 1Q09 to 34.7 per cent. However, net profit attributable to shareholders fell to S\$0.8 million, due largely to foreign exchange losses in versus foreign exchange gains in the corresponding period last year.

The revenue growth was buoyed by higher shipbuilding and chartering revenue, and partially offset by a decrease in bunkering sales. In the latest quarter, shipbuilding and chartering accounted for 30 per cent and 64 per cent of Group revenue respectively, versus 25 per cent and 67 per cent respectively in the first quarter of 2009.

The rise in shipbuilding revenue came from increased progressive revenue recognition from the construction of three Fast Supply Intervention Vessels (FSIV) and two Safety Standby Rescue Vessels (SSRV).

James Tham, Penguin's Managing Director, said: "Setting aside the forex impact, our first quarter results in 2010 are within our expectations, with improved revenue and gross profit from our key operating units. We will continue to focus on our core shipbuilding and chartering businesses. Our quality of earnings remains strong and this underscores the strength of our fundamentals."

Looking ahead, the Group expects to secure new shipbuilding contracts and charters, particularly from customers operating in the offshore oil and gas sector. **Source : offshore news online**



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4,578 TEU OOCL Guangzhou named at Geoje Shipyard, Korea

HONG KONG's Orient Overseas Container Line (OOCL) has announced the naming of its newest ship, the 4,578 TEU **OOCL Guangzhou**, the 14th of 16 same-sized vessels from Samsung Heavy Industries.

The OOCL Guangzhou was named by sponsor Li Ning, chairman of Li Ning Company Limited, a major Chinese sportswear brand. CC Tung, OOIL chairman also welcomed to the ceremony Mr Li and Zhang Xiao Yan, director of government affairs of Li Ning Company and SY Bae, president and general manager of Samsung Heavy.

Said Mr Tung: "Mr Li is not only one of China's most celebrated Olympic athletes; he has combined athletic ability with commercial strength to build one of the world's leading sports brands. Such achievements represent the infinite possibilities in today's China." Mr Tung added, "As the world's third largest trading nation, China has an important role to play in driving the global economy. Guangzhou is one of China's most affluent and dynamic cities. I am certain the OOCL Guangzhou will proudly live up to her name."

The OOCL Guangzhou will be deployed on the South China East Coast Express (SCE) Service with the following rotation: Kaohsiung, Shenzhen-Shekou, Hong Kong, Balboa, Kingston, New York, Norfolk, Savannah, Cristobal and back to Kaohsiung in a 56-day round trip. **Source : Schednet**



Another photo of the **PEGASUS** towing the **NICEA** from Malta – Photo : **Gejtu Spiteri** ©

China ports rebound from box slump with strong Q1 growth

MAINLAND China's 10 largest container ports have all posted double digit increases in the volume growth during the first quarter of the year compared to the same period in 2009.

The aggregate total shows the ports handled 26.02 million TEU in January-March, an increase of 26.2 per cent year on year. Total volume handled by the ports in 2009 amounted to 98.7 million TEU, a decrease of five per cent compared to 2008, reports London's Containerisation International.

It said the highest first quarter increases were registered by the Bohai Bay ports of Lianyungang and Yingkou in Liaoning province, which saw volumes surge by 60.8 per cent and 61.1 per cent respectively, to 910,880 TEU and 820,540 TEU. The other Bohai Bay ports of Dalian, Tianjin and Qingdao also experienced growth in throughput.

It attributed Lianyungang's strong result to industrialisation projects in its hinterland and the rising levels of investment in its cargo handling facilities as both Cosco Pacific and China Shipping Container Lines (CSCL) develop new terminals at the port. It has also been able to take advantage of its favourable geographical position situated at the top of the China rail land bridge.

The report said ports located in the Bohai Bay area were less affected by the earlier downturn in the transpacific and Europe trades as much of their business comes from the intra-Asia market, even posting small increases in volumes handled last year.

During the first quarter, the South China ports of Shenzhen, Ningbo and Guangzhou also saw their volumes rebound strongly, with Shenzhen's volume up 27 per cent to 4.9 million TEU, Ningbo's up by 22 per cent to 2.76 million TEU and Guangzhou's throughput rising by 28 per cent to 2.79 million TEU compared to the same period a year earlier.

Shanghai's throughput was up by 14.6 per cent to 6.43 million, driven by container volumes generated from the Yangtze River rising 36.7 per cent between January and April this year to 2.52 million TEU, according to the Yangtze River Administration, the report added. **Source : Schednet**



Above seen the 2009 built at Hyundai Samho Heavy Industries Co., Ltd. Ulsan/Korea **UASC JEDDAH** in Rio Grande, the 262 mtr long and 51.687 DWT vessel is having a capacity of 4255 TEU's and is owned by Reederei Claus-Peter Offen GmbH & Co. KG, Hamburg/Germany and managed by United Arab Shipping Company, (UASC), Dubai/United Arab Emirates

Photo : Marcelo Vieira ©

OLDIE – FROM THE SHOEBOX



The **OSWESTRY GRANGE** seen in 1968 – **Photo : Harry Stott**

.... PHOTO OF THE DAY



The **AL JAROOF** seen during trials in Rotterdam-Europoort - Photo : Henk Dekker ©



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**Click for several (detail) photo's of KTK tugs latest
fleet addition, **ORCA (vi)** at the link below**

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via the direct link <http://www.flickr.com/photos/33438735@N08/show/>**

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