

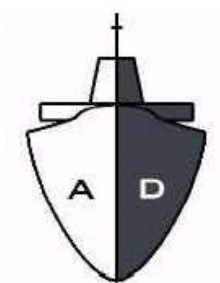
## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 156



**Number 156 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 05-06-2010**

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Waterstraat 16  
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e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)



Rotterdam pilot **Luuk Silvius** seen onboard the 332 mtr long VLCC **Gemini Glory** outbound from Rotterdam with a draft of 21 mtrs to Singapore, passing bulker **Ocean Cygnus** in the Eurochannel."

**Photo : Hans Hoffmann (c)**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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## EVENTS, INCIDENTS & OPERATIONS



Last Thursday the tug **ADRIAAN** with onboard the volunteers **Bas** and **Marijn van Hoorn** and **Bote Prins** towed the 75 years old steam powered dredger **FRIESLAND** from Sliedrecht to Maassluis, assisted as can be seen by the **HAVENDIENST 20**, the steam dredger will participate in the '**DAG VAN DE SLEEVVAART**' which is held today in Maassluis, in the afternoon the steam powered tug **FURIE** will tow the dredger during a demo.

Photo : **Marijn van Hoorn** ©

## UNIEKE VAARTOCHT OP DE s.s. FURIE

**Stichting Havendagen Terneuzen** biedt een ieder de kans om op donderdag 24 en maandag 28 juni mee te varen op de Furie. Route: Willemstad – Terneuzen. Kosten € 50,00 p.p.

Inlichtingen: [info@havendagen-terneuzen.nl](mailto:info@havendagen-terneuzen.nl)

## Inquiry dismisses Capt Grech's claims on Gozo ferries

An independent board of inquiry appointed by the Ministry of Finance has found that all allegations made by Capt Mario Grech on safety shortcomings on the Gozo ferries are untrue, the ministry said last Wednesday.

Capt Grech had been asked not to report for work after claiming major safety flaws involving life-saving equipment, emergency training, lack of qualifications of the boatswain and the presence of the potentially-deadly Legionella bacteria in the water supply of three ferries. The inquiry said that with regard to a case of Legionella reported by Capt Grech, the ferry company had acted correctly and in line with Dept of Health recommendations. The inquiry found there was no discrimination against Capt Grech on the allocation of overtime.

The inquiry, however, upheld Capt Grech's claim about the boatswain having held a false certificate. The police were called in over this case and the person who issued the false certificate no longer works with the company. The crewman who benefited has had his promotion withdrawn and has been suspended pending investigations. The board made a number of recommendations for better controls over shifts, clarification of rest times, stricter controls over ferry loading and new procedures for the engagement of personnel. The report is to be tabled in Parliament. **Source :** **Times of Malta**



This is motorvessel **Noordam** on an oilpainting made by **Hans Breeman** sailing for the Holland Amerika Lijn. She carried 2336 troops in the second ww till 1946. After that she was used on her previous route to New York and stayed in that position till 1963

[www.hansbreeman.nl](http://www.hansbreeman.nl)

## **Panama Canal gets key dredging bids**

Six international engineering companies submitted bids Tuesday to dredge an area of the Panama Canal's man-made Gatun Lake that is central to the massive project to upgrade the canal and its capacity to handle larger ships.

The Panama Canal Authority said it will now analyze the technical and financial aspects of the bids before awarding the dredging contract to the firm with the lowest-priced bid that meets the requirements.

The winning firm will widen and deepen the navigational channel by dredging approximately 4.6 million cubic meters in the northern reaches of the Lake.

The contract is one component of the Fresh Water Dredging and Excavation Project for the Canal Expansion, which includes the dredging or excavation of a sprawling expanse of the Gatun Lake and the Gaillard Cut.

Gatun Lake spans 163 square miles and is essential to the operation of the Canal. At its creation in 1910 during the Canal's original construction, Gatun Lake was the largest man-made lake in the world. The canal authority said it plans to do most of the dredging and excavation within the Fresh Water Dredging and Excavation Project using its own resources, while contracting portions of the project, such as the area included in this contract in Gatun Lake.



The six companies that submitted the bids on Tuesday and the amounts of their bids were: Dredging international, \$39,983,822; China Harbor Engineering, \$67,377,423; Boskalis International, \$85,500,207; Great Lakes Dredge & Dock, \$72,392,354, Van Oord: \$97,998,256; and Jan de Nul, \$57,856,939.

The canal authority also has requested bids for the excavation and dredging of a smaller area near the Gaillard Cut at the entrance of the new Pacific Locks Access Channel. The ACP expects to receive bids for this contract July 16.

Source: [www.joc.com](http://www.joc.com)



Steam tugs **DOCKYARD V**, **HERCULES** and **DOCKYARD IX** seen passing Rotterdam enroute from Dordrecht (*Dordt in Stoom*) to their homeports.

Photo : Maarten van der Giessen ©

## Posidonia opens next week as confidence in Greek shipping potential rises

The 22nd edition of Posidonia 2010, the world's most prestigious shipping trade event, opens its doors next week on the back of renewed confidence in the state of Greek maritime affairs as outlined in a recent Union of Greek Shipowners (UGS) statement. According to UGS, Greece's foreign exchange earnings from ocean going shipping services were substantial in 2009 amounting to € 13.5 billion despite a slight decrease compared to the previous year. Continued new-building orders will ensure Greece maintains its global leadership position with 15 per cent of the global total tonnage while establishing its supremacy in the European Union flag fleet. The UGS announcement came hard on the heels of the recent unveiling of Cosco Group's strategic plans for the port of Piraeus which will go ahead despite the crisis that has hit the Greek economy. The world's fifth-largest container port operator has reiterated its commitment to the port's commercial docks operations and has outlined its strategy to double the current workforce, meet a TEU target of 800,000 and eventually establish the port as the key European gateway for Chinese trade. And Abu Dhabi MAR's 75 per cent stake at the Mediterranean's largest shipyard will also provide the required capital to further expand capacity and diversify the portfolio of Hellenic Shipyards.

"COSCO and other companies that have subsequently committed investments to Greece had first been introduced to Greece through their participation to POSIDONIA as far back as 1990 and the recent participation at Posidonia of exhibitors from Saudi Arabia and the UAE has also resulted in the recent investments," said Themis Vokos, Chairman, Posidonia Exhibitions S.A., the organizer of Posidonia. "In its 44-year history Posidonia has served as a networking forum between shipping industry professionals and has laid the foundations for thousands of business transactions that have had significant contributions to national economies and corporate bottom lines, jobs creation and growth stimulation," he said. "And thanks to some 10,000 international high level shipping industry executives who will visit the show, Posidonia also injects significant foreign exchange inflows directly into a large number of tourism industry

SMB's, the spinal chord of Greece's economy. This is estimated to be a biennial windfall of around Euro 50 million spent in tourism related activities in Athens and the Aegean islands," said Vokos.

Organisers say that Posidonia 2010 will be the biggest ever in terms of floor space, number of exhibitors and expected visitors. More than 1,850 exhibitors from 87 countries will participate in the five-day event. A sold-out space of 30,700 square metres means that the exhibition is 11.5 per cent bigger than the 2008 event, a remarkable achievement considering the global economic downturn.

Nearly 10 per cent of the total exhibition space has been allocated to Far Eastern companies, who have increased their combined Posidonia participation by 45 per cent compared to the previous edition. China's charm offensive is driving this growth as the country will field two national pavilions besides significant presence by China Shipbuilding Industry Corporation (CSIC), the COSCO shipyard group, China Shipbuilding Industry Corp and Yiu Lian Dockyards (SHEKOU) LTD. Japan and South Korea have also beefed up their Posidonia presence with Japan Ship Exporters' Association (JSEA) and Japan Ship-equipment Manufacturers Association (JSMEA) increasing their respective pavilions in size, a massive KOSHIPA (Korean Shipbuilders Association) pavilion and independent stands from STX Business Group, Sungdong Shipbuilding & Marine Engineering Co Ltd, SPP Shipbuilding Co LTD, Zhejiang Province, Daishan County, Haizhou Ship Building and Repairing Co LTD.

Europe will also make its presence felt with two national pavilions from the UK, increased Dutch presence and stronger participation from the traditional seafaring nations of France, Denmark, Sweden and Norway.

Sino-Greek shipping relationships will also take centre stage on June 11 during the Hellenic-Chinese Business Forum 2010 organised by the Hellenic Chinese Chamber of Commerce. It will examine Hellenic-Chinese relationships in ship building, trading and ship management and cross trade and transport of raw materials to and from China. The utilization of Greek ports as transit centres will be at the core of the proceedings.

Other Posidonia 2010 events scheduled at HEC's 100-seat seminar room include press conferences by DNV, Germanischer Lloyd, RINA, the Union of Greek Shipowners, Cargotec and others.

Gratsos, Chairman of Hellenic Chamber Shipping, in his message stated:

"Greek-owned shipping is one of the main pillars of the Greek economy and creates, directly and indirectly, plenty of jobs for the Greek economy. Greece is currently in a dire economic situation, which is the result of the domestic problems of the Greek economy, which were highlighted by the global economic crisis. Both Greek shipping and Posidonia, which have managed to succeed internationally, show us the way for future development and growth. Greece can succeed by setting clear goals and following the example of Greek shipping."

The Posidonia week officially kicks off tomorrow Friday June 4 with the Posidonia Cup, the sailing race first introduced eight years ago and which has since evolved into a showpiece sailing calendar event. 50 companies have already confirmed their participation in this year's Aegean regatta, which is again sponsored by Lloyd's Register.

On Sunday, June 6, the global shipping community will have the chance to meet at the football stadium of Greek Superleague team Olympiakos for the 2nd Posidonia Shipsoccer Tournament, which will pitch 28 teams from various companies in a round robin tournament designed as a networking and socialising event.

On Monday June 7 the ribbon cutting ceremony for Posidonia 2010 will be held during the official Posidonia opening ceremony and after that, on Monday afternoon, Posidonia will open its floor for business. Posidonia 2010 concludes on Friday 11 June.

Posidonia 2010 is sponsored by the Ministry of Economy, Competitiveness and Shipping, the Municipality of Piraeus, the Hellenic Chamber of Shipping, the Union of Greek Shipowners, the Greek Shipping Co-operation Committee, the Hellenic Shortsea Shipowners Association, the Association of Greek Passenger Shipping Companies and the Union of Marine Enterprises.

A high profile committee comprising senior members of the Greek shipping community has been created to enhance the contribution that Posidonia makes to the shipping industry and to take advantage of the many opportunities it presents in promoting the interests of Greek shipping. The Posidonia Coordinating Committee will further strengthen the existing links of Posidonia with the Greek shipping community so that the industry's aspirations can be effectively projected both at home and abroad. The Posidonia Advisory Coordinating Committee comprises of:

- Committee Chairman: Mr John C. Lyras – Past president of the Union of Greek Shipowners and currently member of its Board.
- Members :

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- Mr George A. Gratsos, Chairman of the Hellenic Chamber of Shipping
- Mr Theodore E. Veniamis, President of the Union of Greek Shipowners
- Mr Haralambos J. Fafalios, Chairman of the Greek Shipping Co-operation Committee of London
- Mr Themistocles Vokos, Chairman Posidonia Exhibitions

"The Greek shipping industry continues to play an important role for the Greek economy and, more widely, underlines Greece's position as a major player in promoting world trade and the efficient movement of goods by sea," said Themistocles Vokos.

"Every two years Posidonia brings together the leaders of the world-wide sea transportation industry and all those associated with it; from the technical to the financial sector, from the commodities sector to ports and cargo handling and from shipbuilding to the service industries. In doing so Posidonia confirms Greece's position as a leading maritime nation and further strengthens the links between this vital industry and the Greek economy.

"We warmly welcome the establishment of this Committee which will further strengthen the existing links with the Greek shipping community so that its aspirations, policy objectives and commercial interests can be best promoted through Posidonia," said Vokos. **Source: Posidonia Events**



The **ANIARA** seen moored at Magazine Wharf, Malta on 2/6/10. - **Photo : Anthony Vella ©**

An advertisement for T&amp;T BISSO RESPONSE. On the left is a circular logo with a blue background and yellow text. The logo contains the text "T&amp;T BISSO RESPONSE" and a list of services: "EMERGENCY RESPONSE - OPRAB - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING". To the right of the logo is a large oil tanker ship at sea. Below the ship, the text "24 HOUR WORLDWIDE RESPONSE" is displayed. In the bottom right corner, contact information is provided: "WWW.TTBISSO.COM", "INFO@TTBISSO.COM", "HOUSTON: + 1 713 534 0700", and "SINGAPORE: + 65 6591 5288".



## City insists on continuing coastal reclamation plan

Head of the city's spa-tial planning agency Wiriyatmoko said Tuesday the city was determined to continue land reclama-tion on Jakarta's North Coast despite a Supreme Court ruling against the plan.

"Reclamation is not a taboo project to conduct," he said. Wiriyatmoko said he would study the ruling first before suggesting a judicial review. He added that if the ministry asked the city to review the environmental impact analysis of the project, then the city would comply with it.

The Supreme Court ruling annulled a 2003 verdict by the Jakarta Administrative Court (PTUN), which declared the decree rejecting the plan to reclaim 2,700 hectares of the North Coast, was unlawful and ordered the minister's office to revoke it immediately. **Source : Jakarta Post**



The **SAGA PEARL II** seen in the (Western) Terneuzen locks enroute from Gent to Boulogne-sur-Mer

**Photo : Adri van de Wege ©**



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The **OPAL** seen enroute Rotterdam – Photo : Lenie Kleingeld (c)

## HC orders arrest of the Maldivian ship

The Madras high court has ordered the arrest of a Maldivian ship after a Tamil Nadu firm approached the court saying the shipping company owes about Rs 1.29 crore dues to it for carrying out repair works on four ships. The ship is anchored at Tuticorin port at present. Vacation judge Justice D Hariparanthaman granted the arrest orders after M/s Rarefield Engineers Private Limited contended that they had done repair works on four ships owned by Wadhee Shipping and Trading Company of Male, Maldives. Noting that the company's ship — **MV Waadhee Progress** — is likely to leave the Tuticorin port any time now, Rarefield said the Maldivian company had not disputed the sum payable by them and if the ship was allowed to sail out there was no other security to recover the amount.

Though the repair works were done since March 2006, the Maldivian company started defaulting since May 2009, the company said, adding that instead of remitting 10,000 US dollars every month as agreed upon, the Maldivian company deposited only 5,000 US dollars in March this year. **Source: The Times of India**



The **STENA HOLLANDICA** seen arriving in Hoek van Holland in the early morning  
Photo : Chris Hortensius (c)





## NAVY NEWS



The Damen built Bulgarian Border Police boat **525 OBZOR**, on delivery voyage from Rotterdam, seen leaving Grand Harbour MALTA after 9 hrs stay, on 01-06-2010.

**Note : See the Dutch "Enkele GEUS (or GEUSJE)" flag on the bow of the vessel**

**Photo : Gejtu Spiteri (c)**

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# NOBIS-FAC60, Fast Attack Craft from Nobiskrug



Nobiskrug has developed a new design for a Fast Attack Craft, the **NOBIS-FAC60**. The vessel is designed for easy operation, high performance, long endurance and cost efficient maintenance. A state-of-the-art combat system enables the NOBIS-FAC60 for anti-air- and anti-surface warfare. An ESM and a Decoy system provide the capability for self-defense. The vessel is designed for the operation in littoral waters for maritime border surveillance, anti-piracy and combat operations in military roles.

## Vessel Capabilities:

- Maximum Speed >35 knots
- 2,050 nm range with 15 knots cruising speed
- MTU Main Engines with 4 x 4,300 kW
- ULTRA Electronics CMS (5 Multi-Functional-Consoles)
- Scanter 4100 Weapon Radar and 2 EO Tracker
- Air Target Tracking over 100 nm
- Fitted for 2 Main Guns (25mm) and 8 x C-802A SSMs
- ESM and Decoy System

## Main Characteristics:

- Length: 57.1 m
- Breadth: 8.8 m
- Draft (Hull): 2.8 m
- Displacement: 595 t
- Endurance: 30 days

## The Vessel is designed for the following operations:

- Coastal Surveillance
- Maritime Border Surveillance
- Protecting the EEZ interest
- Anti-piracy
- Counter-Terrorism
- Anti-Drug Smuggling
- Maritime Safety & Security
- Joint and Combined Operations
- Combat Operations in military roles

Nobiskrug is offering the vessel with a helicopter facility and an enhanced range as option. The Helicopter Option is fitted with a re-arranged aft deck for the safe landing of helicopters up to the size of a MI-2. In addition there is a little hangar for the permanent storage of a e.g. Schiebel Camcopter. The helicopter drone allows a permanent video surveillance of the environment. The Enhanced Range Option provides a maximum speed of 30 knots and an increased range to 3,000 nm at 13 knots. This enables a Navy to do long time operations along their coastline. **Source : MarineLink**



The Singapore navy frigate **RSS INTREPID (69)** seen leaving the Changi naval base

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## Minor War Vessels concentrate off Darwin

The Minor War Vessel Concentration Period sea phase has commenced in waters off Darwin, with five Royal Australian Navy ship's practising general mariner, surface and amphibious warfare skills.

During the week-long activity, HMA Ships **Glenelg**, **Pirie**, **Bundaberg**, **Balikpapan** and **Betano** will work focus on collective competencies including boarding operations, tactical manoeuvring, and seamanship.

"Darwin based 2nd Cavalry Regiment., with an Australian Light Armoured Vehicle (ASLAV), General Motor Vehicle and three Unimogs, will join Navy in an amphibious landing, simulating a non-combative evacuation operation. The activity will practise relocating to a place of safety non-combatants threatened in a foreign country," said Commander Mine Warfare, Hydrography and Patrol Boat Force, CAPT Vaughan Rixon.

"Maritime interception skills will also be honed with boarding operations practiced on the merchant ship **MV Sapphire Bay** with aerial support provided by a **Navy Augusta A109E** helicopter from 723 Squadron.

"Gunnery shoots will also be conducted against towed air targets.



"This exercise is an important part of Navy's ongoing training program, aimed at enhancing its capability to protect Australia and its interests," CAPT Rixon said.

MWVCP is part of ongoing efforts to improve ADF capability to protect Australia and its interests, and enhance interoperability within the ADF and with the many agencies involved in the border protection task. It is a carefully planned activity and will be conducted within strict environmental, safety and risk management constraints.

Source : Garry Luxton



The Dutch Antilles & Aruba Coast Guard cutter **P 811 PANTER** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraen - [community.webshots.com/user/cornelis224](http://community.webshots.com/user/cornelis224) (c)

## Destroyer Spruance will be christened today

The US Navy will christen its newest destroyer, **Spruance**, at 10 a.m. Saturday at Bath Iron Works in Maine. The 9,200-ton destroyer is named for Adm. Raymond Spruance, whose leadership at the Battle of Midway contributed to a pivotal American victory during World War II, according to the Navy.

Designated **DDG 111, Spruance** is the 61st ship of the Arleigh Burke class. The ship is the second named for Spruance: The first Spruance was the lead ship of the Spruance class of destroyers, serving from 1973 to 2005.

Sean Stackley, assistant secretary of the Navy for research, development and acquisition, will deliver the ceremony's principal address. Ellen Spruance Holscher, granddaughter of the ship's namesake, will serve as sponsor and will christen the ship.

Born July 3, 1886, in Baltimore, **Spruance** graduated from the Naval Academy in 1906. During his Navy career, he commanded five destroyers and the battleship Mississippi. Spruance led Task Force 16, with two carriers, during the 1942 Battle of Midway, where his deployment of forces and management of aircraft was crucial to a victory that is regarded as the turning point in the Pacific war with Japan. He later directed campaigns that captured the Gilberts, Marshalls, Marianas, Iwo Jima and Okinawa, and defeated the Japanese fleet in the 1944 Battle of Philippine Sea.

After commanding the Pacific Fleet from 1945 to 1946, Spruance served as president of the Naval War College until he retired in 1948. Spruance died Dec. 13, 1969, at Pebble Beach, Calif.

Cmdr. Tate Westbrook, a native of Murfreesboro, Tenn., is slated to be Spruance's commanding officer. **Source : US Navy**

## Ottawa announces 30-year shipbuilding program for navy and coast guard

The federal government has outlined a new shipbuilding strategy that will cost at least \$35 billion and take 30 years to complete. Defence Minister Peter MacKay says he expects to sign agreements with two shipyards within two years to build 28 large vessels and 100 smaller ships for the navy and coast guard.

"This is, indeed, an historic moment for Canada," MacKay told a defence industry trade show on Thursday. "The national shipbuilding procurement strategy is a major step forward." The program will produce equipment that is essential to the Canadian Forces, he said.

Two shipyards will be chosen "through a fair, transparent, competitive process to build the large vessels required by the coast guard and navy." "We expect to have signed agreements with these shipyards within two years, which should clear the way toward contracts for large-vessel projects that the navy desperately needs," he said.

"However, what's even more important is that the strategy will be making available equipment that is essential to the Canadian Armed Forces. Canada's navy will continue to do the remarkable work that it is doing for Canada and has done in the past 100 years."

Several high-profile ship-replacement programs for both the navy and coast guard have been sidelined because cost estimates have come in far above what the Conservative government was willing to pay.

Federal officials have tried over the last year to get the country's notoriously competitive shipyards to agree on sharing the construction. MacKay has often been quoted as saying there was more than enough work to go around.

The country's top military commander told the defence industry on Wednesday that new ships for the navy is his No. 1 procurement need and noted that it has been 14 years since the last major warship was launched in Canada.

"We need to cut steel on new ships," said Gen. Walter Natynczyk, chief of the defence staff. Buying aircraft and tanks, sometimes off-the-shelf, is much easier than building warships which, because of their size, complex designs and high-tech machinery, often take a decade of planning before actual construction begins.

To emphasize the need to modernize the Canadian navy, the defence chief pointed to the 5,100-tonne destroyer **HMCS Iroquois**, which is 38 years old. The navy's two supply ships, **HMCS Preserver** and **Protecteur**, turned 40 last year.

The federal government began searching for a different approach to the time-consuming construction process after the failure of two high-profile projects in the summer of 2008. Both National Defence and Fisheries and Oceans were sent back to the drawing board on a project for the construction of three naval joint supply ships and coast guard mid-shore patrol boats when bids from industry came in far over the budget the Conservatives had set aside.

Senior defence officials pledged at the time to restart the project within a year, but they were hobbled by the lack of full-fledged shipbuilding strategy. **Source : thestar.com**

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**TOS** 

### NEW WHEELHOUSE FOR KST SAFE



In Singapore the **KST SAFE** received a new wheelhouse as can be seen above

### Mitsubishi Heavy to Revive Luxury Ship Business

Mitsubishi Heavy Industries Ltd. will revive its luxury ship business, which hasn't received any order in the past 10 years, the Yomiuri newspaper reported, without saying where it obtained the information.

Mitsubishi Heavy will deploy 700 engineers at its Nagasaki shipyard in southwestern Japan and develop low-emission cruise ships. The company targets cumulative sales of 60 billion yen (\$660 million) over the next four years, the report said. **Source : bloomberg.com**

### Final Block Placed On New Disney Ship

**Dream's Maiden Voyage Set For January 2011**



Disney's newest cruise ship is one step closer to completion. The company said workers placed the final building block on the ship at the **Meyer Werft** shipyard. Now that all 80 building blocks for the ship are in place, Disney said crews will work on outfitting the interior spaces.

The ship features state-of-the-art technology like virtual portholes in staterooms and what Disney calls a first-of-its-kind water coaster. Disney says the **Dream** will sail alternating three- and four-night cruises to the Bahamas and the cruise line's private island, Castaway Cay. During summer 2011, the ship will sail four- and five-night itineraries with two stops at Castaway Cay. The ship's maiden voyage is set for Jan. 26, 2011. **Source : wesh.com**

## **ROUTE, PORTS & SERVICES**

### **2 firms ask Ombudsman to stop SBMA-Harbour Centre deal**

TWO MAJOR CARGO OPERATORS ARE SEEKING to stop the state-owned Subic Bay Metropolitan Authority from awarding to the Romeros' Harbour Centre Port Terminal Inc. (HCPTI) a joint-venture contract for the exclusive development, management and operation of Subic Bay Freeport Zone's biggest bulk and break-bulk cargo terminal.

The two cargo operators—Amerasia International Services Inc. and Subic Seaport Terminal Inc.—both have existing long-term lease contracts as cargo handling operators in Subic that will be adversely affected by Harbour Centre's unsolicited proposal, which has already been accepted by the SBMA board although not yet officially awarded to the Romeros.

Top officials of Amerasia filed a complaint against both the SBMA and Harbour Centre at the anti-graft court Ombudsman, claiming an "anomalous, questionable and suspicious" act of rushing with the execution of the contract at the expense of other cargo handlers, which have existing legal and contractual rights and have already brought in new business and huge investments at the Subic Bay Free Port.

They alleged that the contract would result in a monopoly without the benefit of any legal, equitable or moral justification or rationalization.

Subic Seaport also filed a criminal and administrative complaint at the Ombudsman and petitioned for the issuance of a "preventive suspension" against the SBMA board and its joint venture selection committee. It argued that the joint venture would be grossly disadvantageous to the government and that Harbour Centre did not meet the technical and financial qualifications set by the National Economic and Development Authority's guidelines on joint ventures.

But in a separate interview, Harbour Centre president and CEO Michael Romero denied the allegations that his firm was given special treatment by the Subic authority.

"The project bid is still undergoing consideration. It has not even been awarded yet," he said. Romero also pointed out that other firms were given the same opportunity to challenge Harbour Centre's bid. "They had all the chances to join the Swiss challenge," he said. The fact that local port developer Asian Terminals Inc. (ATI) attempted to join the bidding was proof enough that everything was being done above board, he said. "ATI wanted to join but it could not match the income that we were offering SBMA," he said.

Amerasia, which was given by the SBMA a 25-year lease contract for cargo handling operations in 2007, noted that in 2009, private operators in Subic were able to remit \$840,000, compared to the \$500,000 that Harbour Centre had pledged to give SBMA in the first year of contract.

"[The joint venture] was perpetrated in complete disregard of the law and principles of justice and equity and despite strong protest from all operators in the Subic Bay Free Zone whose contractual rights, substantially huge financial investments, investments in terms of good propaganda, promotions and services to attract [clients] and cargoes to use

[the Subic port], substantial revenue contributions to the SBMA and employment of thousands of employees, have been trampled upon by the contract with HCPTI," the Amerasia complaint said. **Source : Philippine Daily Inquirer**



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## A new terminal at the Port of Gdansk

On 28 May 2010, the Great Hall at the Old Town Hall in Gdansk was the venue that witnessed a landmark event expected to greatly bolster the growth of both the Port and the City of Gdansk. Winning the prior approval of the Minister of State Treasury, the Port of Gdansk Authority SA signed, for a term of 30 years, lease contracts with the companies of "Port Polnocny" and "Rudoport" concerning the land designated for the construction of a new Dry Bulk Handling and Storage Terminal.



The ceremonial nature of the launching of the new investment was amply justified by both the scale and international guarantees of funding to secure the undertaking. In the wake of many months of negotiations, the Belgian Group "Sea Invest", and "ArcelorMittal" having its head office in London, were named the majority shareholders in the partner companies supporting PGA SA with the project development. Therefore, the concept of constructing the biggest multi-purpose facility on the Baltic Sea suited to the handling of coal, iron ore and aggregates in Gdansk builds on the wide-ranging experience and unrivalled expertise in the demands of sea trade in this

part of the world. "Sea Invest" handles ca. 120 million tonnes of cargo annually in 25 ports across Europe and Africa. "ArcelorMittal" - currently holding a share of about 70 percent of Poland's steel industry - is the biggest steel company in the world present in over 60 countries.

On an area of almost 80 hectares of land leased from the Port of Gdansk, within a period of 36 months, a state-of-the-art terminal will have been built and suited to the handling of bulk cargo both for export and for import. At a cost of no less than 41 million Euros, the facility is likely to soon become another successful hub in Gdansk. The advantageous hydrographic and navigational conditions, year-round accessibility for ships without the ice class, and a possibility of accommodating the biggest vessels navigating the Baltic Sea not only enable the Port of Gdansk to overcome the economic slow-down, but also provide the basis for its rapid growth. With both the liquid fuels terminal and the state-of-the-art DCT Terminal already in operation, the Port of Gdansk is set to expand its potential with yet another asset, which will consolidate its position on the Baltic Sea. **Source : Port of Gdansk**

## Amsterdam Passenger Terminal design wins to be build in Hong Kong



A new passenger terminal project worth \$300m will be implemented in Hong Kong. Its design and layout are based on the passenger terminal in Amsterdam, the Port of Amsterdam press release said. The Port of Amsterdam, Passenger Terminal Amsterdam (PTA) and engineering firm Lieverse have submitted the terminal design and construction and won in a bidding for contract for a passenger terminal announced by Hong Kong Port Authority.

The terminal project will be implemented in the next several years. Construction work is scheduled to start in 2011. The Hong Kong project means much for promotion of the Port of Amsterdam and its partners Passenger Terminal Amsterdam, and engineering firm Lieverse, Port of Amsterdam said.

The new cruise terminal will be built at the location of the former runway of the airport in Hong Kong. The runway was known for its low-level approach over apartment buildings.

The Hong Kong port project is intended to stimulate mass cruise tourism from China. The future terminal will be able to accommodate two 360-m-long cruisers that can carry over 6000 passengers on board.

An advertisement for Lamnalco Group. The background is a blue sky with white clouds. In the foreground, there are two blue tugboats on the water. On the left, a worker in an orange safety suit and white hard hat is talking on a radio. On the right, two workers in orange safety suits and white hard hats are standing on a tugboat. The Lamnalco Group logo is in the top center. The text "Customer inspired" and "Quality & performance" is in the center. At the bottom, there is contact information for the head office in Sharjah, UAE.

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HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE  
+971 6 5172222 (Office) +971 6 574 9090 (Fax) [www.lamnalco.com](http://www.lamnalco.com) - [lamnalco@lamnalco.com](mailto:lamnalco@lamnalco.com)

## Vroon Offshore Services take delivery of VOS Precious





Breskens (The Netherlands) based **Vroon** is pleased to announce that **Vroon Offshore Services (VOS)** have taken delivery of a new addition to their offshore fleet.

The 73,6 mtr long 5450 bhp **VOS Precious**, the first platform supply vessel in a series of four vessels built at Cochin Shipyard in India, was delivered on Friday 28 May 2010 in India.

The vessel will be operated in Europe by VOS B.V. in Den Helder.

## **Ningbo Port plans IPO to raise US\$1.9b**

**Move comes amid flood of large fundraisings and tightening measures**

Ningbo Port Co plans to raise about US\$1.9 billion in mainland China's second-largest IPO this year, braving a Chinese market already staggering from a slew of large fundraisings and Beijing's tightening measures.

Analysts say Ningbo Port, which competes with bigger rival Shanghai International Port (Group) Co, could also face headwinds due to waning investor enthusiasm for transport stocks and the uncertainty of the global economic recovery.

'It's a pretty mature market where growth potential is relatively limited. Business prospects are also clouded by the euro crisis, which may hurt exports,' said Yu Jianjun, analyst at Huatai Securities Co.

Ningbo's IPO announcement comes as mainland firms, including China's biggest lenders rush to raise cash from the stock market.

Bank of China starts selling 40 billion yuan (S\$8.2 billion) in convertible bonds this week, and smaller rival Bank of Communications nears a rights issue plan to raise up to 42 billion yuan in Shanghai and Hong Kong.

More Chinese banks are expected to push ahead with their fundraising plans this year to boost their coffers after a lending spree last year. The Shanghai market has already seen 331 billion yuan worth of fundraising so far this year, close to the 352 billion yuan raised by Chinese companies through IPOs or additional share sales for all of 2008. It has dropped nearly 20 per cent since mid April.

But Ningbo is unlikely to hold back from its IPO plans. 'Ningbo Port has been waiting for an IPO for ages, so I think it will still go ahead with the capital raising, although it may have to compromise on its offer price amid weak market conditions,' Mr Yu said. Zhang Qiusheng of Galaxy Securities said the local government of eastern province of Zhejiang, where Ningbo Port is located, are also keen for an IPO soon.

The government, a shareholder in the port, desperately needs money to build new ports to gain market share, he said.

Ningbo Port plans to issue 2.5 billion A shares denominated in yuan, or 18.8 per cent of its expanded share capital, for a listing on the Shanghai Stock Exchange, it said in a draft prospectus for the A-share initial public offering (IPO).

Its Shanghai share offer will fall just below the US\$2.3 billion IPO by Huatai Securities launched in February but lag far behind a US\$30 billion IPO planned by Agricultural Bank of China in China and Hong Kong in the near term.

Ningbo Port also aims to issue 2.35 billion Hong Kong-listed H shares, although it has yet to work out the details, it said. 'H-share issue should bear a price no less than that for A shares, although final pricing will depend on market conditions,' Ningbo Port said, adding it has appointed China International Capital Corp as the Shanghai IPO's lead underwriter.

Proceeds from the Shanghai IPO would be mainly used to develop port projects but also to buy port-related machinery and supplement working capital, it said in the prospectus published Monday on the Chinese stock regulator's website, [www.csrc.gov.cn](http://www.csrc.gov.cn) . Source : Reuters



The **HAVILA AURORA (ex SIEM BENTE)** seen in Ijmuiden – Photo : Joop Marechal (c)

## **Cargo costs by Kenyan port drop**

Cargo owners can in the next few months expect to pay reduced costs for their freight imported through the port of Mombasa. This follows a decision by the Kenya Maritime Authority (KMA) to rationalise shipping costs which will tame clearing and forwarding agents who charge 'predatory' rates for cargo handling.

"You cannot say they (costs) are illegal because there is no law that says you shouldn't charge; but some of them may arise from inefficiencies in the system because even if somebody's cargo is delayed, the owners still have to pay within the law for demurrage, for delays irrespective of whether they are responsible," said KMA Director General Nancy Karigithu.

Agents now will be required to file their cost structures with the Authority and justify them and in turn those charges will be published to ensure transparency and accountability in the sector. A recent study revealed that importers are subjected to 27 service charges most of which are self-imposed and unjustified. A trader for example has to part with about Sh1,540 (\$20) for clearing the container and \$15-\$20 for demurrage.

They also have to pay \$30 for 'lift-on, lift off' which is a fee charged for lifting a container from the ship and loading it into a lorry and \$100 for the Container Service Charge which shipping carriers imposed to cushion themselves against a Value Added Tax that had just been introduced. This has seen the sector's logistic costs go up by 40 percent above the Cost of Insurance and Freight which has translated into a loss of billions of shillings to the economy and high costs of goods for end consumers. Although Mrs Karigithu said the shipping lines have taken advantage of the loopholes that

have been created by the lack of proper structures in the sector, she said lack of awareness and fear among the traders have propagated the imposition of such rates.

"These charges have been driven by fear that if I don't clear my cargo today, come tomorrow KPA (Kenya Ports Authority) will slap me with charges, Customs has its own charges so the quicker I take out my cargo whether the charges are unfair or not, the better for me," she said. She said they are organising a series of meetings with stakeholders as they seek to implement the Merchant Shipping Act 2009 despite resistance from the agents. Mrs Karigithu she said a taskforce formed to come up with regulations to implement the Act was also working on heavy sanctions to be meted out on rogue service providers who insist on administering unfair fees and to deter others from doing so.

KMA is also pushing for self regulation and wants the shipping lines and agents to join associations which will be recognised by the Authority. The regulator has vowed to clean up the sector and make it a more efficient and competitive means of moving cargo.

This, Mrs Karigithu said, would help open up the many opportunities that abound in the marine sector. "Kenyans are not aware that we are sitting on a gold mine as a coastal state. We want them to know that they need to stop looking inland and release the capital that is required to invest in our coastal waters," she said.

The shortage of qualified people in the industry will soon be eased following the admission of Kenya into the International Maritime Organisation's 'White List.' This not only allows the sector to train seafarers and issue certificates that are recognised globally which in turn will provide an opportunity for Kenyans to explore careers in the sector while business people can invest in it. **Source: Capital FM**



The **GLOBULUS** seen approaching Ijmuiden – **Photo : Cor van Niekerken (c)**

## Motorjacht 'A' komt naar Curaçao

Het als een onderzeeër ogende motorjacht 'A' zal naar verwachting deze maand Curaçao aandoen. Motorjacht 'A' is in opdracht van de Russische miljonaire Andrey Melnichenko vervaardigd en heeft een waarde van ruim 500 miljoen gulden. Het jacht 'A' is vernoemd naar zijn echtgenote, van beroep model, Aleksandra Nikolic.

Het motorjacht is in 2008 in Duitsland door Blohm & Voss GmbH vervaardigd. Het Duits bedrijf bestaat bekend als de bouwer van het oorlogsschip Bismarck, de toenmalige trots van de nazi-vloot tijdens de Tweede Wereldoorlog. Motorjacht 'A' biedt slaapgelegenheid aan in totaal 56 mensen. Behalve een 'master suite' is het motorjacht uitgerust met zes luxe gastcabines bestemd voor een totaal aantal gasten van veertien en een zwembad. Er kunnen maximaal 42 bemanningsleden aan boord. Blohm & Voss zou niet alle bijzonderheden van het jacht publiek hebben gemaakt en zo doen er een aantal geruchten de ronde. Naar verluidt gaan er twee 30 voet speedboten schuil achter de zijflanken



van het vaartuig en er zou zelfs een helikopterhangar ingebouwd zijn. De hull is van staal vervaardigd. Het jacht heeft twee motoren met een totaal vermogen van 12.070 pk. **Bron : Amigoe**

## Evergreen plans to purchase 100 new cargo ships amid recovery

The chairman of the Evergreen Group, a Taiwan-based shipping conglomerate, has confirmed that its maritime shipping unit will order 100 new ships to modernize its fleet amid the global economic recovery. "It will take at least 10 years to have the 100 boats built, but the first will be delivered in 2013," said Evergreen Group Chairman Chang Yung-fa in an interview with the Chinese-language United Daily News published Wednesday.

Chang said Evergreen Marine Corp., Asia's second largest container line, hopes to order 32 container ships this year with a capacity of 8,000 20-foot equivalent units (TEUs) each.

The company is thinking of purchasing 10 of the vessels from South Korea and another 12 from Taiwan's CSBC Corp., Chang said, but their prices have yet to be finalized. The remaining ships may be ordered from either Korean or Japanese shipyards. The report said that at Chang's insistence, the new ships will be environmentally friendly and not cost more than US\$10,000 per TEU. The plan, regarded as the world's largest order for new boats, has drawn the attention of all major shipbuilders, test centers and equipment suppliers around the world, the report said.

Bloomberg News reported last month, when Chang first announced the new order plan, that Evergreen Marine is the only shipping line among the world's 20 biggest without any new ships on order.

Meanwhile, EVA Air, one of the Evergreen Group's eight subsidiaries, also disclosed that three new Boeing 777-300 passenger aircraft that it purchased will be delivered in the second half of the year. They will be used on flights between Taiwan and Europe, the United States, and Japan, the report said.

In the interview, Chang also predicted that Evergreen Marine and EVA Air will both be profitable this year. Thank to its cross-Taiwan Strait, European and U.S. flight services, EVA Air generated profits of NT\$1.2 billion (US\$37.2 million) in the first quarter, Chang said, and he was optimistic about the company's prospects for the rest of the year. **Source: CNA**

**DISA**  
DISA MARITIME BVBA  
Ketelaarstraat 5c  
B2340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88  
VCA\*\* ISO 9001  
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## Farstad Shipping has been awarded the following charter contracts

AHTS **Lady Caroline** (2003, UT 712, 13.200 BHP) has been awarded a 12 months contract for Woodside, Australia, commencing in May 2010 with 2 x 1 year options. Woodside has extended the contract for AHTS **Far Strait** (2006, UT 712L, 15.900 BHP) for a period of 12 months commencing 20 April 2010 with 2 x 1 year options. In the North Sea BP has contracted **Far Superior** (1990, UT 705L, 3796 DWT) to a period of 12 months with 2 x 6 months options. Start-up of the contract is July 2010.

Total value of the contracts incl. options is approximately NOK 500 million. Farstad Shipping's fleet currently consists of 57 vessels (23 PSV, 32 AHTS and 2 SUBSEA). The company's operations are run from Ålesund, Aberdeen, Melbourne, Singapore and Macaé by a total of 1.860 employees onshore and offshore. The company's strategy is to be a major international supplier of large, modern offshore service vessels to the oil industry. We also remain committed to solid long-term charter profile for the fleet. **Source: Farstad Shipping**

## **Zim Narrows Loss and increases Cargo Volume**



The **ZIM MEDITERRANEAN** seen in the Panama Canal - **Photo : Igor Nechepurenko (c)**

Zim Integrated Shipping Services narrowed its first quarter loss to \$82 million from \$119 million a year. The Israeli ocean container carrier boosted revenue by 20 percent to \$745 million in the three months to the end of March from \$622 million in the same period in 2009, parent Israel Corp. reported.

Traffic rose 24 percent to 509,000 20-foot equivalent units from 410,000 TEUs a year ago, but average freight rates per container slipped 12 percent to \$1,200 from \$1,369. Over the past year Zim has climbed from 18th to 15th in the ocean carrier rankings with a fleet of 98 owned and chartered vessels with a combined capacity of 324,582 TEUs, according to Paris-based consultant Alphaliner. **Source : The Journal of Commerce Online**

## **Condor 10 retires after 17 years**

A ferry which has operated between the Channel Islands and the UK for 17 years has made its last trip to the islands.

**Condor 10** was the first car carrying fast ferry to serve the islands when it started operating on the Weymouth to Channel Islands route in April 1993. The new and much larger **Condor Rapide** has replaced it on the route. Guernsey Harbour Master, Captain Peter Gill, said he believed it was the end of an era as the ship had sailed into St Peter Port virtually every day. He said: "It's a very sad, nostalgic occasion. **Condor 10** is in many ways a part of the scenery, she's in and out of St Peter Port virtually every day and it's a ship we've come to know and love." Captain Waldek Siniński, who has served on the boat for two years, said: "This boat has a lovely atmosphere, a fantastic crew.

"It's a bit sad that **Condor 10** is leaving us, but we are happy as well because we will have a bigger ship which will allow us to carry more than 700 passengers and three times more cars." **Source : BBC**



The luxury yacht **NOBLE HOUSE** seen in Willemstad (Curacao)

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

## Odfjell sells ship for recycling

Odfjell has entered into an agreement to sell the coated parcel tanker **MT Bow Prima** (45 655 DWT/built 1987) for recycling in China. The vessel has Green Passport and Buyers undertake that the recycling yard shall submit a working plan corresponding to IMO guidelines for ship recycling. The vessel is sold at a loss of USD 3.3 million.

Source: Odfjell

## Hapag-Lloyd, UASC to Increase Rates

Hapag-Lloyd plans to raise freight rates on major trade lanes covering the Indian subcontinent and the Middle East, starting in early July. A planned rate increase on all cargo moving from Japan to the Indian subcontinent will be \$250 per 20-foot equivalent unit, effective July 1.

The German carrier will also increase rates on cargo shipped from East Asia and Oceania to the Middle East, also effective July 1. The increases will be \$250 per TEU for shipments to the Persian Gulf, and \$150 per TEU for shipments to the Red Sea, which includes Jeddah, Aqaba, Sokhna, Port Sudan and Hodeidah. The move comes just after the carrier applied an increase of \$150 per TEU on the trade from East Asia (excluding Japan) and Oceania to the Indian subcontinent, as of June 1.

In related news, United Arab Shipping Co. will seek general rate increases for cargo moving from the U.S. East Coast to the Indian Subcontinent and the Middle East, effective July 1. Rates to the Indian subcontinent (India and Pakistan) will increase by \$150 per 20-foot, \$300 per 40-foot and \$400 per 40-foot high cube container. Shipments to the Red Sea and the Arabian Gulf region will attract increases of \$200 per 20-foot, \$400 per 40-foot and \$500 per 40-foot high cube container. Source: Journal of Commerce

## MONZA EXPRESS SEEN IN ROTTERDAM





As mentioned last Thursday, **Vroon's** carcarrier **SILVERSTONE EXPRESS**, this time is shown the 168 mtr long **MONZA EXPRESS** which was christened together with her sister **MAGNY EXPRESS** on 21 October 2009, at the Hyundai Mipo Dockyard, Ulsan, Korea. Both vessels are PCTC's (Pure Car and Truck Carriers) with a capacity of 3,500 cars, and are the first and second in a series of four vessels that are / will be delivered to Vroon during 2009 and 2010, the third and fourth vessel are named **LE MANS EXPRESS** (which was named and christened March 8<sup>th</sup> 2010), and the **IMOLA EXPRESS** which is still under construction. **Photo : Jacco van Nieuwenhuyzen (c)**

## Conversion of large crude carrier tankers to FPSO vessels

The Board of Directors of COSCO Corporation (Singapore) Limited wishes to announce that its subsidiary, COSCO (Dalian) Shipyard Co., Ltd. (being a subsidiary of the Company's 51% owned subsidiary, COSCO Shipyard Group Co Ltd) has secured two contracts totaling over US\$100 million to convert two Large Crude Carrier tankers, **MT "Radiant Jewel"** and **"BW Nisa"**, to Floating Production Storage and Offloading (FPSO) vessels for a Japanese ship-owner and an European ship-owner respectively. The conversion contracts involve repair and conversion of the vessels to FPSOs. The FPSO for the Japanese ship-owner is designed to operate for 20 years without drydocking and it will have a production capacity of 24,000 M3 oil per day, 5,000,000 Nm3 gas per day and a storage capacity of 1,500,000 barrels of oil ("bbl"). The FPSO is scheduled to be re-delivered to its owner around the third-quarter of 2011 and for deployment in the Petrobras' Tupi Oil Field, near Brazil. The FPSO for the European ship-owner is designed to have an oil production capacity of 140,000 bbl per day, gas compression of 1,000,000 m3 per day and a minimum storage capacity of 1,400,000 bbl. The FPSO is scheduled to be re-delivered to its owner around the third-quarter of 2011 and for deployment in the Papa Terra Field, offshore Brazil. **Source: COSCO Corporation (Singapore) limited**



Above and left seen at the port of Aarhus. The Tokyo Marine owned tanker **Ginga Puma** flying Panama flag arrived at Aarhus with a part cargo of palmoil from Malaysia for the oilfactory at Aarhus formerly known at Aarhus Oliefabrik. The ship was handles by the port-owned-veteran-tug **Hermes**, built 1978 at Elmshorn and Husum, 42 tons bollard pull.

**Photo's : Bent Mikkelsen (c)**

## SBM OFFSHORE N.V. RECEIVES LETTER OF INTENT

### FOR LEASE FPSO FOR BRAZIL'S TUPI NORDESTE FIELD FROM PETROBRAS

SBM Offshore N.V. is pleased to announce that one of its Affiliates and Queiroz Galvão Óleo e Gás S.A. (QGOG), have received a Letter Of Intent (LOI) from PETROBRAS NETHERLANDS B.V. (PNBV) and PETROLEO BRASILEIRO S.A. - PETROBRAS as Operator of the Consortium BM-S-11, established by companies PETROBRAS (65%), BG E&P do Brasil LTDA (25%), and PETROGAL BRASIL LTDA (10%) for a twenty year charter and operation of an FPSO for the Tupi Nordeste development in the pre-salt area, offshore Brazil.

The Tupi Nordeste field is located in block BM-S-11 in the Santos basin at approximately 265 kilometres offshore and 2,100 metres water depth. The FPSO will include topside facilities to process 150,000 bpd of production fluids, associated gas treatment for 5,000,000 Sm<sup>3</sup>/d with compression and carbon dioxide removal and a water injection facility for 150,000 bpd.

It is the intention that the unit will be owned and operated by a consortium of affiliated companies of SBM Offshore, QGOG, Nippon Yusen Kabushiki Kaisha (NYK), and ITOCHU Corporation (ITOCHU).

The shareholding in the consortium is yet to be finalised depending on financing alternatives. Nevertheless, SBM Offshore's share will not be less than 44.4% and not exceed 50.5%. The project schedule foresees delivery of the FPSO in 34 months from the LOI. The non-discounted total of the revenues payable under this contract to the consortium amounts to approximately US\$ 3.75 billion **Source: SBM OFFSHORE N.V.**

### RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

IRLANDE	-	Tug	KST LEO	-	Tug
GOLDEN 8	-	Bulker	FELS ALPHA	-	Tug
MSC SONIA	-	Container ship	ELBMEILE	-	Ferry
ELBE 3	-	Light vessel	RAY STOKER Jr	-	Ferry
ROBERT H.DEDMAN	-	Ferry	LEWEK EMAS	-	FSO

Click at the photo album at the website [here](#) or via the direct link [here](#)

### OLDIE – FROM THE SHOEBOX



Years ago newsclippings reader and contributor **Frank Haalmeijer** purchased a postcard in Rotterdam of a stranded Liberty ship somewhere in the world. A long time for searching was needed. What was happened and which ship is it? Now **Frank** can tell you the story, after some work was done by his friend **Ben Scholten**:

This picture is taken in 1973 in Vietnam, Cap Saint Jacques, by **Raymond Depardon (c)**. The ship is lying in a very bad condition. The research told them, that the ship is the Greek "**IOANNIS K**", grounded on 3 January 1968 by Vung Tau (Cape St.Jacques) in position 10.14 N and 107.05 E near Saigon (Ho Chi Minh City) in the South China Sea. She had steering problems during the voyage Saigon - Singapore in ballast. The crew abandoned the ship and waves and wind took over, till she was declared a total loss. Originally built in 1944 as "**Samsoaring**" (yard nr 2361) by Bethlehem Fairfield Shipyards at Baltimore USA. Later she had the names: "**Fraser River**", "**North Princess**", "**Georgios A**" and from 1960 "**Ioannis K**". After 1973 the wreck was broken up by Kiagawa Sangyo KK, Vietnam.

**Photo coll. Capt. Frank Haalmeijer.**



## .... PHOTO OF THE DAY ....



The **ZIM PIRAEUS** seen leaving one of the locks in the Panama canal  
Photo : Igor Nechepurenko (c)

**HAVE A NICE WEEKEND 😊**

**PRETTIG WEEKEND EN VERGEET NIET VANDAAG DE  
"DAG VAN DE SLEEPVAART" IN MAASSLUIS TE  
BEZOEKEN !!**

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