

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 160



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The 1976 built South African salvage tug SMIT AMANDLA (2,918-gt, former John Ross) still presents a fine sight even while on standby in Cape Town harbour. The tug is under contract with SAMSA for the next 2 years

Photo : Aad Noorland (c)

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Singapore-registered tugboat may be seized

Prospects for an early release of the Singapore-registered tugboat, **Asta**, took a turn for the worse after a Philippine anti-smuggling agency began seizure proceedings against the tugboat last week. Local lawyers, representing the Singapore-based **Thong Yong Marine Co**, owner/ operator of the **Asta**, have been petitioning a local court to release the vessel to its owners after it was recovered by police in a remote town in the southern island of Mindanao.

In late May, however, Branch 35 of the Regional Trial Court in General Santos City in southern Philippines awarded custody of the vessel to the Presidential Anti-Smuggling Group (PASG). Following the court decision, the PASG, a government agency organised to go after smugglers, issued a warrant of seizure and detention against the vessel.

The PASG claims that the **Asta** failed to pay customs duties when it entered the country and should thus be confiscated and forfeited in favour of the Philippines. The **Asta**, with the unladen barge Callista in tow was hijacked off Pulau Tioman in Malaysia on Feb 6. The hijackers then brought the vessel to the Philippines where they planned to sell it.

The hijackers were caught, however, and the vessel was found by police in Loreto town, Surigao del Norte province on Feb 25. The owners, however, still have a chance to recover their vessel by challenging the seizure during public hearings the PASG will conduct in the coming weeks.

Following procedure, the owner will be given a written notice of the seizure and shall be given a chance to contest the delinquency which led to the seizure of the vessel in a series of hearings. In the event the owner is unable to convince the PASG to release the vessel, he can raise his case to the Court of Tax Appeals.

The Philippine justice system, however is notoriously slow and it would take years before the owner can set eyes on his vessel again. **Source : Business Times**

HAVENDAGEN IN VLISSINGEN



Beside the "**Dag van de Sleepvaart**" held in Maassluis last weekend, in **VLISSINGEN** the traditional **OPEN HAVENDAG** was held - Photo left + below : Henk Claeys (c)



Left : **CORAL ELECTRA** and above the **BOLD WORLD** seen in drydock – Photo's : Willem Kruit (c)

Photo right : Daniella & Joop Johannes Bartels (c)



photo left : Huib Lieverse (c)

Chinese demand for crude oil tankers up 42 % in the three months

China's demand for oil tankers rose 42 percent in the three months to the end of April as the country boosted purchases from South America and West Africa, driving up voyage distances, Fearnley Fonds ASA said. China's demand for oil rose to 355.1 billion ton miles, Larsx Erich Nilsen, an Oslo-based analyst at investment bank Fearnley, said in an e-mail today. That's up from 249.5 billion ton miles in the same period of 2009, according to Fearnley's estimates. Ton miles measure shipping demand by multiplying the amount of cargo transported by voyage distance. "Significant ton miles" are being generated by Chinese demand for oil from Venezuela, Brazil and West Africa, Nilsen and his colleague Rikard Vabo said in a note today.

China's economy expanded 11.9 percent in the first quarter, the fastest pace in almost three years. Its oil demand may rise 37 percent to 490 million tons in 2015 compared with 2007, data from the International Energy Agency's World Energy Outlook show. The world's most populous country is also the world's largest oil consumer behind the U.S. with demand buoyed by the government's US\$586 billion in spending to support the economy. China imported 21.17 million metric tons of crude oil in April, 31 percent more than the same month last year and the second highest for data compiled by Bloomberg that go back to January 2004. Countries in South America, Central America and West Africa accounted for 18 percent of the world's crude oil exports in 2008, according to data from BP Plc. The Middle East, the world's biggest oil-producing region, was responsible for 45 percent, the BP data show. Returns from shipping West African crude to Asia have risen 14 percent to US\$66,485 a day this year, according to prices from New York-based energy advisers Poten & Partners Inc. **Source: bloomberg**



A busy Dutch day in the port of Port Hedland WA. **Rolldock Sun** (Rotterdam) and **Nile River** (Vlissingen) seen from the **Happy Buccaneer** (Amsterdam) last week. **Photo : Sander Jongenelen (c)**

Lifeboat crew rescues two in dinghy

TWO people in an inflatable dinghy with a small outboard engine were swept three miles offshore near Budleigh Salterton yesterday. The duo were found safe and well and wearing lifejackets by the Exmouth lifeboat but were drifting quickly downwind and further offshore.

Bruce Lack, Watch Manager at Portland Maritime Rescue Coordination Centre, said: "Once again, the Coastguard would like to remind owners of small craft of the dangers of taking inflatable boats any distance from the shore, especially when the wind is not blowing directly in towards the beach; and always ensure you are wearing your lifejackets correctly." Portland Coastguard were alerted at 4.15pm by a friend of those rescued who said they had not been seen since lunchtime. The Exmouth RNLI all weather and inshore lifeboats and the Sidmouth independent lifeboat were launched and a rescue helicopter 169 from RAF Chivenor was also scrambled. **Source : Mid devon Star**



The **Botany Salvor** (ex **Smit Belait**) during sweeping operations in Melbourne Australia 8th June 2010.
Photo : Andrew Mackinnon (c)



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HAGENAAR EDWARD VAN ZAANE KAPITEIN VAN NIEUWSTE SCHIP HOLLAND AMERICA LINE

Hagenaar **Edward G. van Zaane** is aangesteld als kapitein van het nieuwe cruiseschip ms **Nieuw Amsterdam** van Holland America Line. Het schip wordt op dit moment gebouwd in Italië. **Van Zaane**, al 29 jaar werkzaam voor Holland America Line, heeft in 2001 het ms **Amsterdam** in de vaart gebracht en heeft met dit schip de afgelopen

negen jaar diverse Grand World Voyages gemaakt. De kapitein is nu al enkele weken in Italië op de Fincantieri-werf om de afbouw, de proefvaarten en de aankomst en training van de bemanning van de Nieuw Amsterdam te begeleiden.



Photo : Tim Lodder ©

„Wij zijn blij dat een ervaren zeeman als **Edward van Zaane** de introductie van de **Nieuw Amsterdam** kan leiden,” zegt Stein Kruse, president and chief executive officer van Holland America Line. „Wij kijken uit naar de komst van ons nieuwe Signature-klasse schip en weten dat de capaciteiten van kapitein Van Zaane bijdragen aan de succesvolle introductie van het schip en haar eerste cruiseseizoen.” „Het is een unieke ervaring en de droom van elke kapitein om een nieuw schip in de vaart te brengen,” zegt Van Zaane. „Het is voor mij nu de tweede keer binnen tien jaar. Ik verheug mij op de introductie van die mooie schip.” De in Den Haag geboren Edward van Zaane is in 1977 voor het eerst naar zee gegaan – eerst op zware-ladingschepen en later op een diepzee-onderzoeksschip. Na te zijn afgestudeerd aan de zeevaartschool in Den Helder is Van Zaane in 1981 in dienst getreden bij Holland America Line als vierde officier aan boord van het ms **Statendam IV**. Hij doorliep de officiersrangen snel op diverse schepen van Holland America Line. In 1994 is Van Zaane gepromoveerd tot kapitein van het **ss Rotterdam**.

Edward van Zaane met zijn echtgenote, actrice en model Appolonia van Ravenstein, wonen in Den Haag. Het ms **Nieuw Amsterdam** wordt op dit moment afgebouwd op de Fincantieri-werf in Marghera nabij Venetië. Het schip, dat plaats biedt aan 2.106 passagiers, is het vijftiende schip in de vloot van Holland America Line. Hare Koninklijke Hoogheid prinses Máxima doopt de **Nieuw Amsterdam** op 4 juli, waarna het schip aan haar eerste reis begint. Na enkele cruises in de Middellandse Zee maakt de **Nieuw Amsterdam** in het najaar de eerste Transatlantische oversteek voor een reeks cruises in de Caribbean tot aan maart volgend jaar.

Zie voor meer informatie over Holland America Line, aanbiedingen en beschikbaarheid:
www.hollandamerica.nl

BP boss won't quit over oil spill

BP chief executive Tony Hayward said he did not plan to quit over the massive Gulf of Mexico oil spill, as the energy giant's bid to contain the crude appeared to reach a turning point.

Public and political pressure has been mounting on London-based BP to cap its gushing seabed oil well and take full financial responsibility for the cleanup and damage caused to Gulf coast fisheries, wildlife and tourism.

Hayward became a lightning rod for Americans' anger with BP when he told struggling Gulf Coast residents last month, "I would like my life back," a remark widely seen as insensitive and which rekindled speculation he may not survive the crisis.

"It hasn't crossed my mind. It's clearly crossed other people's minds but not mine," Hayward told The Sunday Telegraph in an interview when asked if he had thought of stepping down as head of BP due to the outcry over the oil spill.

Hayward told BBC television he had the full support of BP's board and the company's balance sheet was strong, despite the steep fall in its share price as a result of the disaster.

"BP is running very well today. It's generating a lot of cash. It will generate 30 (R233bn) to 35 billion (R273bn) of free cash flow this year ... We have the financial strength to see through this," he said in an interview with the BBC.

BP also seemed to make headway with its latest attempt to halt the spill – a containment dome fixed atop the well.

Hayward said the dome was capturing a large proportion of the leaking oil and he hoped it would soon be able to channel the "vast majority" of the crude to the surface. **Source : Reuters / sowetan**



Last Saturday (June 5th) the new seismic research vessel **WG AMUNDSEN** of WesternGeco visited the port of Den Helder to load bunkers, food stores and loading other equipments

Photo : Paul Schaap, maritiem persbureau PAS Publicaties ©

Chinese and Omani defense chiefs discuss stronger ties, anti-piracy operation

As Xinhua reports, China and Oman on Thursday pledged to enhance military relations, including joint efforts to combat piracy off Somalia. The pledge came out of the hour-long talks between Chinese Defense Minister Liang Guanglie and his Omani counterpart Ayyid Badr Bin Saud Bin Hareb Al-Busaidi. Liang recalled his visit to Oman in 2008, saying the visit helped communications between the two militaries.

Liang said bilateral ties were developing soundly, and proposed the two militaries strengthen exchanges and expand areas of cooperation. Badr echoed Liang's proposal and called for the two militaries to step up personnel training and other substantive cooperation. Liang briefed Badr on the Chinese navy's operations to crack down on pirates at the Gulf of Aden and Somalia.

In December 2008, China sent its first naval vessels to battle the rising threat from piracy off Somali. The supply ship for China's anti-piracy naval task was restocked with drinking water, fuel and food at the port of Salalah in Oman last year.

Badr said his military would continue to provide the Chinese naval fleet with supplies if necessary. They also discussed broader China-Oman relations, saying the two countries were good brothers and partners. Badr, on a six-day visit to China, will travel to the country's financial hub of Shanghai later this week. **Source : Xinhua / defpro**

Peace Boat at Westerplatte

On 3 June 2010, SS "**Oceanic**" docked at Westerplatte - the Gdansk port's most renown quay in the world. This exquisite, ocean-going cruise ship chartered by the international organisation of "Peace Boat" visited Gdansk on its peace mission. In addition to her 800 passengers, the ship brought a group of ten Hibakusha -descendents of the Japanese survivors of the nuclear bombings in Hiroshima and Nagasaki.



Their agenda promoting peace, respect of the human rights, sustainable social and economic development as well as the environmental protection - initiated by the mayors of the both cities destroyed 65 years ago - includes meetings with the local communities in places also tragically affected by the war atrocities. During its 25 year's existence, "Peace Boat" has made over 60 cruises and visited over 100 ports across 80 countries.

The boat's sixty-ninth voyage was commenced in Japan on 6 April and will come to an end on 25 July. In the meantime, she is scheduled to call at 22 ports across 20 countries. SS "**Oceanic**" arrived in Gdansk on her way from Copenhagen to Sankt Petersburg. After they laid flowers to commemorate the Defenders of Westerplatte, the visitors took a walk in the Old Town and were received by the Mayor of Gdansk, Pawel Adamowicz at the Artus' Court. They presented a thousand of paper cranes, symbolizing a happy life in Japan, as a symbolic gift to the Museum of World War II.

SS "**Oceanic**" was built in 1965 by the Italian shipyard of Monfalcone. This 238-metre long and 29-metre wide ship can ensure comfortable cruising to her 1550 passengers.



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The **EURUS OSLO** seen arriving in Willemstad – Curacao

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



NAVY NEWS

MoD to address sinking submarine fleet concerns today

The Indian defence ministry is neither known for its fast decision-making, nor the ability to formulate long-term strategic plans. But there is some hope the already long-delayed Rs 30,000 crore programme for the second line of submarines will finally take concrete shape now.

Sources say the Defence Acquisitions Council, chaired by defence minister A K Antony, will meet on Tuesday to discuss Project-75I for the six new submarines, amid concerns that any further delay in its finalisation will leave India with gaping holes in its underwater combat capabilities in the years ahead. The Navy has already been hit hard by the almost three-year delay in the ongoing Project-75 for French Scorpene submarines at Mazagon Docks, under which the six vessels were to roll out one per year from 2012 onwards, with price escalation pushing the total cost beyond Rs 20,000 crore, as was first reported by TOI.

India, after all, will be left with just five to six of its present fleet of 16 diesel-electric submarines -- 10 Russian Kilo-class, four German HDW and two virtually obsolete Foxtrot -- by 2014-2015. With both China and Pakistan fast augmenting their submarine fleets, MoD's failure so far to identify a domestic shipyard, either public or private, for the second line of submarines has only accentuated the problem.

The RFP (request for proposal) to submarine manufacturers like Rosoboronexport (Russian), DCNS/Armaris (French), HDW (German) and Navantia (Spain) can be issued only after the shipyard is identified. With Mazagon Docks "already overloaded", Navy is keen a different shipyard be fast selected to tie-up with the foreign manufacturer to ensure P-75I can get off the ground.

Navy wants all the six new submarines to be equipped with air-independent propulsion (AIP) systems to boost their operational capabilities, apart from having stealth, land-attack capability and ability to incorporate futuristic technologies. Conventional submarines have to surface or snorkel every few days to get oxygen to recharge their batteries. If equipped with AIP systems, they can stay submerged for much longer periods, narrowing the gap with nuclear-powered submarines which can operate silently underwater for virtually unlimited periods. Pakistan, incidentally, already has its first Mesma AIP-equipped submarine **PNS Hamza**, the third of the French Agosta-90B submarines it has inducted since 1999. It is now looking to induct three advanced Type-214 German submarines with AIP. China, of course, has 62 submarines, with 10 of them being nuclear-propelled.

Though India does not have nuclear submarines and SLBM (submarine-launched ballistic missile) capabilities at present, its long-term aim is to have three SSBNs (nuclear-powered submarines with long-range ballistic missiles) and six SSNs (nuclear attack submarines). It hopes to move towards this by first inducting the Akula-II class attack submarine '**K-152 Nerpa**' on a 10-year lease from Russia in October this year, and then the first indigenous nuclear submarine **INS Arihant** by early-2012. **Source : India Times**



Making an appearance on the Clyde is the Serco Tug **SD RESOURCEFUL**, part of the current Damen Built fleet replacement programme for the Royal Navy in the UK. Just ahead of her now laid up are two of the familiar "Dog" class tugs the **SD HUSKY** and the **SD SPANIEL**. They are for sale on the Damen website at present.

Photo : Tommy Bryceland. SCOTLAND (c)

Zvezdochka signed sub contract with Indian Navy

The Zvezdochka yard in Severodvinsk has signed a contract with the Indian Ministry of Defence on the service and modernization of the "**Sindhurakshak**" diesel-powered submarine. The contract is the first ever negotiated by Zvezdochka without middlemen, Regnum reports.

The Zvezdochka yard had been responsible for service of Indian subs since 1997.

The "**Sindhurakshak**" is one of India's ten Sindhughosh-class diesel-electric submarines, an Indian variant of the Russian Kilo class subs. They were designed as part of Project 877, and built under a contract between Rosvooruzhenie and the Indian Ministry of Defence.

According to Wikipedia, the submarines have a displacement of 3,000 tonnes, a maximum diving depth of 300 meters, top speed of 18 knots, and are able to operate solo for 45 days with a crew of 53. The final unit was the first to be equipped with the 3M-54 Klub (SS-N-27) antiship cruise missiles with a range of 220 km. **Source : BarentsObserver**

SHIPYARD NEWS



The **SMIT MADURA** seen on Eldock for class renewal general repairs and new Generator fitted.

Photo : Willem Kruk - Elgin Brown and Hamer (pty) Ltd ©



The newbuilding TSHD **WILLEM VAN ORANJE** seen fitting out at IHC-Merwede

Photo : Frans Sanderse ©

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The **SERENADE of the SEAS** seen moored at the mega pier in Willemstad - Photo : Wilco Langeweg (c)

Ballast Nedam sluit contract voor Walney II Offshore Windpark

Ballast Nedam Offshore heeft het contract gesloten met Walney (UK) Offshore Windfarms Ltd (een samenwerkingsverband tussen de energiemaatschappijen DONG Energy (DK) en Scottish and Southern Energy (UK) voor het installeren van 51 funderingen voor offshore windturbines op het project Walney II. In december 2009 is hiervoor een Letter of Intent getekend. Het project ligt in de Ierse zee, 20 kilometer uit de westkust van Engeland nabij Barrow-in-Furness. De 51 turbines hebben elk een vermogen van 3,6 MW en leveren een totaal vermogen van 183,6 MW. Ballast Nedam Offshore zal de buispalen installeren die onderdeel uitmaken van de funderingen. Deze zogenoemde monopiles zijn met hun gewicht tussen 800 en 1000 ton per monopile de zwaarste monopiles ooit gebruikt als fundering voor een offshore windturbine. Het te installeren gewicht valt ruim binnen de maximale

hijscapaciteit van Ballast Nedam's hefschip **Svanen**, die 8.700 ton bedraagt. Het plaatsen van de funderingen door de **Svanen** zal starten in het tweede kwartaal van 2011.



De **Svanen** zal een mijlpaal bereiken bij de aanleg van Walney II. Al snel na de start zal het hefschip de 250ste fundering voor offshore windturbines plaatsen. Het hefschip plaatste eerder de funderingen voor de offshore

windparken Egmond aan Zee (Nederland, 2006, 36 stuks), Rhyl Flats (Verenigd Koninkrijk, 2008, 25 stuks), Gunfleet Sands (Verenigd Koninkrijk, 2008/2009, 32 stuks) en Belwind (België, 2009/2010, 56 stuks).

Photo : Frits Janse

<http://www.ships-photographs.tk> ©

Momenteel is de **Svanen** bezig met de installatie van 90 funderingen voor het Sheringham Shoal Offshore Wind Park in het Verenigd Koninkrijk. Dit offshore windpark ligt 17-23 km uit de kust van Sheringham. Ballast Nedam Offshore installeert daarnaast

met ander materieel de 22 funderingen voor het windpark **Baltic I**. Het Duitse energiebedrijf EnBW is opdrachtgever voor **Baltic I**, het eerste commerciële windpark in Duitsland



The **Spirit of Adventure** heads down to Northumbrian Quay from A&P, Hebburn yard after having a boiler replaced.

Photo : Kevin Blair (c)

Port of Haifa: new unloading record - 351 containers per shift

reported last week a new record in container unloading – 351 movements per shift, gantry productivity of over 44 moves p/h. The new record was reached during unloading operation of Zim Line vessel Orkun Kalkavan (Marshall Islands flag). The port noted that since the beginning of the year the average number of containers unloaded stands at 25 moves p/h. The port's previous record – 345 containers per shift, was reached in 2007.

Mr. Mendi Zaltsman, General Manager, Haifa Port Company, noted that the new record is being regarded by the port management and the workers as contribution toward the shipping companies which are struggling to recover from the worst ever crisis. **Source: Port2Port**

Four-month container trade of Port of Gothenburg up 13%, to 296,000 TEUs

Container volume passing via Port of Gothenburg (Sweden) in January-April 2010 rose by 13% compared with the same period last year, to 296,000 TEUs, PortNews IAA reports citing the Port Authority.

In March container count increased by 30% to 83,450 TEUs. The four-month Ro-ro cargo volume gained 7%, to 178,000 units, transshipment of autos also was up 40%, to 62,500 units.

Crude oil volume reached 7.5 million tons in Jan-Apr, or a 6-percent rise from the same period a year earlier.

Gothenburg, the largest port in Northern Europe, is located at the mouth of the River Göta. Trade flows via Port of Gothenburg in 2009 dropped by 8.8% year-over-year, to 39.483 million tons. The Port's container throughput fell by 5.2% to 817,616 TEUs.

To read more on the development of Ro-ro terminals in the Russia's North-West, see Relevant Topic, June 4, 2010.

Source : PortNews



Above seen the MPSV **Geosund** working closely together with the DSV **Seven Pelican** during a pipeline repair project in the Ekofisk field.

Photo : Geert Cleophas, Seven Pelican (c)



Dredging International wins key Panama Canal contract

The Panama Canal Authority (ACP) announced that **Dredging International N.V.** has been awarded the contract to dredge an area of the Panama Canal's manmade body of water, Gatun Lake. The dredging project is another integral element of the canal's expansion program.

After a thorough review of the lowest priced proposal, the ACP awarded the contract to Dredging International N.V. for \$39,983,822.82.

Listed below are the companies that submitted bids June 1 with their corresponding bid prices in U.S. dollars.

Dredging International N.V. - \$39,983,822.82

China Harbour Engineering Company (CHEC) - \$67,377,423.00

Boskalis International - \$85,500,207.49

Great Lakes Dredge & Dock - \$72,392,354.34

Van Oord - \$97,998,256.97

Jan De Nul - \$57,856,939.00

"We are pleased with the competition for this contract for which several premier dredging firms from around the world submitted proposals," said ACP Executive Vice President of Engineering and Program Management Jorge L. Quijano. "The ACP has partnered with Dredging International N.V. in the past and we are confident in its proven expertise to deliver this important component of the Expansion Program. Not only has the ACP benefited from a competitive price that is within the estimated budget, but it is also assured of an effective, high quality execution."

The primary element within the scope of work for this contract is to widen and deepen the existing navigational channel by dredging approximately 4.6 million cubic meters in the northern most reaches of the Lake. This contract is one component within the ACP's Fresh Water Dredging and Excavation Project for the Canal Expansion, which includes the dredging and/or excavation of about 30 million cubic meters in Gatun Lake and the Gaillard Cut (the narrowest stretch of the Panama Canal).

Expansion will build a new lane of traffic along the Panama Canal through the construction of a new set of locks which will double capacity and allow more traffic and longer, wider ships. **Source : MarineLog**



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Siem Aquamarine delivered



Norwegian shipyard Kleven Verft recently delivered the VS 491 CD design AHTS **Siem Aquamarine** to Siem Offshore.

The vessel has a LOA of 91m, deadweight of 3,800 tonnes, 800m² clear deck, 28,000bhp, a bollard pull of 275 tons and accommodation for 60 persons. **Photo : Svetozar Catovic (c)**

In addition to her extensive anchor handling equipment inventory the vessel is equipped for ROV operations and is designed for deep

water operations. **Source : Offshore Shipping Online**

STENA LINE KRIJGT WALSTROOM VOOR ZEESCHEPEN

Stena Line in Hoek van Holland gaat als eerste Nederlandse zeehaventerminal gebruik maken van walstroom. Zodoende krijgen de schepen van de rederij straks elektriciteit van de wal en hoeven ze niet langer de motoren te laten draaien voor het opwekken van stroom. De luchtkwaliteit in de directe omgeving van de terminal zal door deze investering aanzienlijk verbeteren. In de loop van 2011 gaan de schepen van Stena Line aan de walstroom.

Dit maakte Pim de Lange, directeur Stena Line, dinsdag 8 juni bekend tijdens de doop van de **Stena Hollandica**, een van de twee superferries die dit jaar door Stena Line in gebruik worden genomen. Het gaat om de grootste RoPax (vracht- en passagiers) - schepen ter wereld met een lengte van 240 meter en een capaciteit van 230 auto's, 300 vrachtwagens en 1200 passagiers.

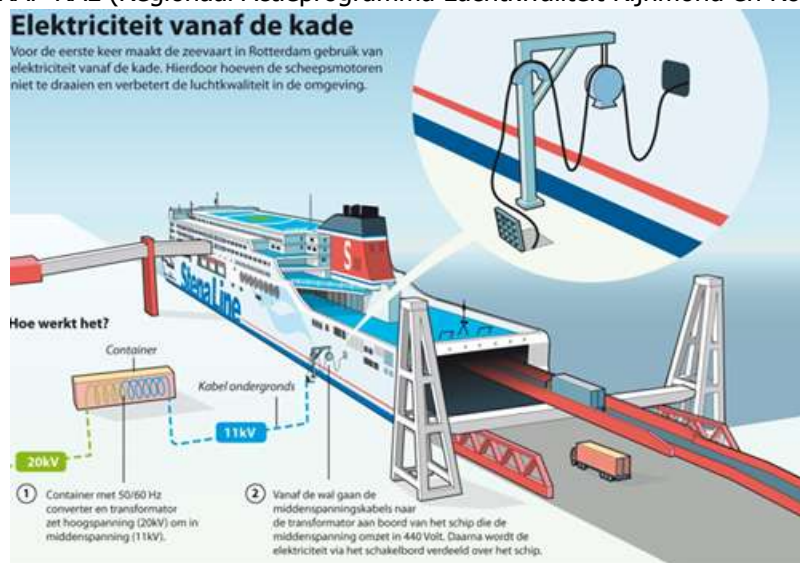
Naast deze twee schepen komen er in 2011 nog twee nieuwe vrachtschepen van Stena Line gereed. Deze vier nieuwe schepen gaan de walstroom gebruiken. Directeur De Lange onderstreepte het belang van het gebruik van walstroom: "Walstroom past bij Stena Line. Het is vooruitstrevend, duurzaam en een manier om de zeevaart schoner te krijgen."

De aanleg van de walstroom kost enige miljoenen. Stena Line past op eigen kosten de zeeschepen aan. De installatie aan de wal is mogelijk gemaakt door een bijdrage van het Havenbedrijf Rotterdam en co-financiering van het

Ministerie van Verkeer en Waterstaat en stadsregio Rotterdam samen met de gemeente Rotterdam in het kader van RAP-RAL (Regionaal Actieprogramma Luchtkwaliteit Rijnmond en Rotterdamse Aanpak Luchtkwaliteit).

Elektriciteit vanaf de kade

Voor de eerste keer maakt de zeevaart in Rotterdam gebruik van elektriciteit vanaf de kade. Hierdoor hoeven de scheepsmotoren niet te draaien en verbetert de luchtkwaliteit in de omgeving.



Artist impression : Loek Weijts

De Europese Commissie en de Nederlandse regering hebben reeds in een eerder stadium aangedrongen op het gebruik van walstroom om de luchtmissies van de scheepvaart te reduceren. Voor binnenvaart is het Havenbedrijf reeds begonnen met de verspreiding van walstroomkasten door het gehele havengebied. De afgelopen jaren heeft Havenbedrijf Rotterdam diverse onderzoeken gehouden om te beoordelen of het haalbaar is om walstroom te introduceren op container-, cruise- of ro/ro-terminals. Uiteindelijk bleek het vooralsnog alleen interessant te zijn bij havens waar steeds dezelfde schepen arriveren en dat geldt met name voor Stena Line.

Euroseas Ltd. Announces Signing Memorandum of Agreement to Purchase a Container Ship

Euroseas Ltd., an owner and operator of drybulk carriers and container vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced yesterday, that it signed a memorandum of agreement to purchase the **M/V Oder Trader**, an intermediate containership of 30,360 dwt and 2008 twenty foot equivalent units (teu) built in 1998 in Poland, for approximately \$15.85 million. The vessel is expected to be delivered to the Company's fleet around the middle of June 2010. The vessel will be renamed **Angeliki P** upon its delivery. Furthermore, the Company announced that M/V "**Ninos**," a 1,169 teu 1990 built feeder container ship, has entered in a time charter agreement for minimum nine to maximum eleven months at a gross daily rate of \$6,800 representing a \$2,600 per day increase over the daily rate of its current charter. The charter will commence between the 10th and 20th of July 2010.

Following this acquisition and the fixture of the **M/V Ninos**, 70% of Euroseas total containership fleet days in 2010 and about 33% for 2011, are fixed under period charters, already concluded spot charters, or, otherwise protected from market fluctuations.

Aristides Pittas, Chairman and CEO of Euroseas, commented: "We are delighted to announce the acquisition of **M/V Oder Trader**, a 2008 teu geared 12-year-old containership, as part of our fleet renewal and expansion program. This vessel replaces the 11 year older m/v Artemis that was sold during the previous quarter. Recent developments indicate that containerized trade growth is approaching pre-crisis levels and market charter rates have started increasing. In fact, rates on bigger vessels are well above their lows. In view of these trends and of the fact that historical price levels for a vessel like **M/V Oder Trader** are significantly higher, we believe that this investment will provide superior returns to our shareholders."

Euroseas Ltd. was formed on May 5, 2005 under the laws of the Republic of the Marshall Islands to consolidate the ship owning interests of the Pittas family of Athens, Greece, which has been in the shipping business over the past 136 years. Euroseas trades on the NASDAQ Global Select Market under the ticker ESEA. Euroseas operates in the dry cargo, drybulk and container shipping markets. Euroseas' operations are managed by Eurobulk Ltd., an ISO 9001:2000 certified affiliated ship management company, which is responsible for the day-to-day commercial and technical management and operations of the vessels. Euroseas employs its vessels on spot and period charters and through pool arrangements. The Company has a fleet of 15 vessels, including 4 Panamax drybulk carriers and 1 Handymax

drybulk carrier, 2 Intermediate containership, 5 Handysize containerships, 2 Feeder containerships and a multipurpose dry cargo vessel. Euroseas' 5 drybulk carriers have a total cargo capacity of 331,808 dwt, its 9 containerships have a cargo capacity of 15,779 teu and its multipurpose vessel has a cargo capacity of 22,568 dwt or 950 teu.

Source: Euroseas Ltd.



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U.S. to become LNG exporter?

Could the U.S. become an LNG exporter? That might seem an improbable prospect given the number of LNG import terminals that have recently come on stream and the fact that more than 20 more have been approved of which four are under construction. Another half dozen have been proposed but are awaiting approval.

However, things have changed since the not so distant past when the U.S. thirst for LNG imports looked to be unquenchable. For one thing, it seems that the U.S. has vast potential unconventional gas resources such as tight sands, coalbed methane (CBM), and gas shales.

Cheniere Energy Partners, L.P. thinks that the time is right to get into the LNG export market. Its general partner's Board of Directors has approved initiation of a project to add liquefaction services at the Sabine Pass LNG receiving terminal in Cameron Parish, Louisiana.

Adding liquefaction capabilities would transform the Sabine Pass terminal into a bi-directional facility capable of liquefying and exporting natural gas in addition to importing and regasifying foreign-sourced LNG. Cheniere expects to take advantage of the existing infrastructure at the Sabine Pass terminal to offer customers bi-directional services at attractive pricing.

Based on preliminary estimates, the expected fee for bi-directional services will be approximately \$1.40/MMBtu to \$1.75/MMBtu. This added service would provide customers with an attractive option to source natural gas supply from the U.S. pipeline grid at prices indexed to Henry Hub.

Henry Hub is the pricing point for natural gas futures contracts traded on the New York Mercantile Exchange (NYMEX). It is a point on the natural gas pipeline system in Erath, Louisiana. Owned by Sabine Pipe Line LLC, it interconnects with nine interstate and four intrastate pipelines.

"We believe current market fundamentals have created an opportunity for the U.S. to offer natural gas to global markets at competitive prices," says Charif Souki, Chairman and CEO of Cheniere Energy Partners. "The U.S. is experiencing an increase in natural gas production, primarily driven by unconventional gas plays, while natural gas demand in the U.S. continues to lag behind market projections. Due to the depth of the markets in South Louisiana with an abundance of supply and existing pipeline infrastructure, we can provide an additional outlet for U.S. natural gas production while offering a low cost source of supply for global buyers seeking alternatives to oil-indexed contracts."

Mr. Souki says Cheniere has begun pursuing contractual arrangements related to the project and has gotten "favorable preliminary indications of market interest from both potential natural gas buyers interested in capacity and U.S. natural gas producers interested in committing supply to the project."

According to Cheniere, the Sabine Pass site can readily accommodate up to four LNG trains capable of processing approximately 2 Bcf/d of natural gas. The capacity of each liquefaction train would be approximately 3.5 million tons per annum (mtpa). The initial project would include two trains with liquefaction capacity of approximately 1 Bcf/d. Further expansion would be considered based upon customer interest.

Cheniere estimates that it can construct liquefaction capacity comparable to liquefaction expansion economics since the Sabine Pass terminal already has many of the needed facilities for an export terminal. Cheniere would use its existing infrastructure, including five storage tanks and two berths at the Sabine Pass terminal, as well as Cheniere Energy Inc.'s 94-mile Creole Trail Pipeline, which would be reconfigured as a bi-directional system. The 853-acre Sabine Pass site is strategically situated to provide export services given its large acreage position, proximity to unconventional gas plays in Louisiana and Texas, and its interconnections with multiple interstate and intrastate pipeline systems.

Cheniere plans to work with Bechtel Oil, Gas and Chemicals, Inc. to design and construct the liquefaction facilities, using the ConocoPhillips Optimized Cascade(R) liquefaction technology. This proven process has been successfully deployed at several LNG export terminals around the world, and offers a high degree of reliability and control.

Assuming typical project development scenarios, Cheniere anticipates LNG export could commence as early as 2015. Cheniere plans to make a request to the Federal Energy Regulatory Commission to begin the NEPA pre-filing process by the end of June 2010. Cheniere says it will work with federal and state regulators to facilitate the permitting process. Commencement of construction is subject to regulatory approvals and a final investment decision contingent upon Cheniere obtaining satisfactory construction contracts and long-term customer contracts sufficient to underpin financing of the project. **Source : MarineLog**

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Maritime workers threaten to shut down ports over unpaid off-shore tonnage

Maritime workers under the aegis of Maritime Workers Union of Nigeria (MWUN) on Monday handed a two-week ultimatum to the management of Nigerian Ports Authority (NPA) to prevail on about 21 companies in the oil and gas

sector as well as in the maritime industry to pay dockworkers outstanding entitlements for tonnage off-shore operations spanning over three years or be ready to face industrial action.

Notable among the companies allegedly involved are Shell Petroleum Development Company, SPDC; Chevron/Texaco; Agip Energy & Natural Resources; Lammalco Nigeria Ltd; Murphy Shipping; Globestar Nigeria Ltd; Hyundai Heavy Industry Nigeria Ltd; ESSO Exploration Production Nigeria Ltd; NAOC, TIDEX, Seabulk off shore, Saipem Group, Wilbross, Moni Pulo Nigeria Ltd, Mobil Producing Nigeria Unlimited, ADDAX Petroleum Development Nigeria Ltd, Amni Petroleum, SNEPCO Ltd, Hydrodive Nig Ltd, Red Transport Nigeria Ltd and Edison Chouset offshore Ltd.

President-general of MWUN, Nted Emmanuel, announcing the ultimatum at a media briefing in Lagos on Monday, said members nation-wide would be forced to embark on indefinite strike that may cripple activities in the maritime sector unless their demand for the payment of all the monies involved are paid within the next weeks.

According to Emmanuel, the union had written several letters and petitions to the former minister of transport before the current minister as well as to the management of NPA over the issue without any success, warning that at the expiration of the two weeks ultimatum, the entire ports across the country would be shut down without any further notification.

"We hereby protest over the unacceptable mode of operations of some shipping companies and oil companies engaged in off-shore discharge operations. These companies have persistently evaded payment of dockworkers' dues in their off-shore discharge in spite of repeated demands from our union." **Source : Business Day**



The **OCTOPUS** seen anchored off Portofino - **Photo : Max Iguera (c)**

Seaspan Accepts Delivery of Fifty-Second Containership

Seaspan Corporation announced yesterday that it accepted delivery of a 4250 TEU containership named the **CSAV Lebu** from Jiangsu Yangzijiang Shipbuilding Co., Ltd. ("YZJ") on June 4, 2010. This is Seaspan's tenth delivery in 2010, expanding the Company's operating fleet to 52 vessels.

Compania Sud Americana de Vapores ("CSAV") of Chile accepted delivery of the CSAV Lebu on June 7, 2010. The vessel is on charter to CSAV under a six-year, fixed-rate time charter. It is the last of four 4250 TEU sister ships to be chartered by Seaspan to CSAV, and is the last of fourteen vessels delivered from YZJ to Seaspan. Seaspan owns containerships and charters them pursuant to primarily long-term fixed-rate charters. Seaspan's contracted fleet of 69 containerships consists of 52 containerships in operation and 17 containerships to be delivered over approximately the next 23 months. Seaspan's operating fleet of 52 vessels has an average age of approximately four years and an average remaining charter period of approximately seven years. All of the 17 vessels to be delivered to Seaspan are already committed to long-term time charters averaging approximately 12 years in duration from delivery. Seaspan's customer base consists of eight of the world's largest liner companies, including China Shipping Container Lines, A.P. Moller-Maersk, Mitsui O.S.K. Lines, Hapag-Lloyd, COSCO Container Lines, K-Line, CSAV, and UASC. Seaspan's common shares are listed on the New York Stock Exchange under the symbol "SSW". **Source: Seaspan Corporation**

The DPII DSV Noordhoek constructor Embarks on Inaugural saturation diving project

State-of-the-art saturation diving system delivered on schedule and has proven exceptional

Noordhoek Offshore is delighted to announce the newly delivered DPII DSV **NOORDHOEK Constructor** has successfully completed its offshore verification trials and is heading for its first assignment at the end of this week for a saturation diving contract with a major North Sea operator. Cees Noordhoek, Noordhoek's Managing Director stated: "It has been a momentous effort by everyone here at the Noordhoek and Seatec head office; I am so very proud of everyone involved, to launch both, the DSV **NOORDHOEK CONSTRUCTOR** and SV **NOORDHOEK PATHFINDER** on time and within budget, it is a testament to the dedication of everyone involved and is a clear display of what can be achieved by a talented and highly motivated workforce."

The state-of-the-art saturation diving system supplied by **Seatec Underwater Systems B.V.** was delivered on schedule and has proven exceptional, performing flawlessly throughout the trials, meeting the extremely high standards of Noordhoek Offshore. Johan de Bie, General Manager of Seatec Underwater Systems B.V. stated: "Because of new advanced digital 'fly by wire' technology, incorporated into the Saturation System. Seatec Recognised very early on at the conception and design stage, the need for training "end-user" personnel as a prime requirement. Subsequently requesting that Noordhoek involved their already identified and vessel designated key personnel, heavily in the assembly and installation of the Saturation System into the vessel.

Diver- technicians, life support supervisors and saturation supervisors, together with the vessel designated offshore construction manager worked very closely with the Seatec design team and installation technicians, in addition to the auxiliary plant and equipment being assembled in the company's extensive facilities in Zierikzee, prior to installation to the vessel all personnel spent some considerable time with the system manufacturers, learning all aspects of the system as designed by Seatec. These key personnel were then completely involved with the system installation into the vessel and the subsequent sea trials with the certifying authorities Lloyds and Noble Denton the appointed "Third Party" responsible for the total unit Air and Saturation FMEA acceptance trials"

Having completed extensive audits, the DPII DSV **NOORDHOEK CONSTRUCTOR** will perform numerous subsea construction & inspection projects in the North Sea throughout the season.

The 76m DPII DSV **NOORDHOEK CONSTRUCTOR** is specifically designed for Saturation and Air diving operations for depths up to 200m in the harsh North Sea environment.

The 12-man, single bell, saturation diving system is equipped with the most up-to-date safety features and utilises the latest in life support and communications technology. The diving operations can be supported by the permanently installed work and observation class ROV spreads. When combining these attributes with the 685m² of deck space, the 100 tonne crane and accommodation for 70 people it is clear to see the **NOORDHOEK CONSTRUCTOR** is a multi role vessel suitable for worldwide deployment.

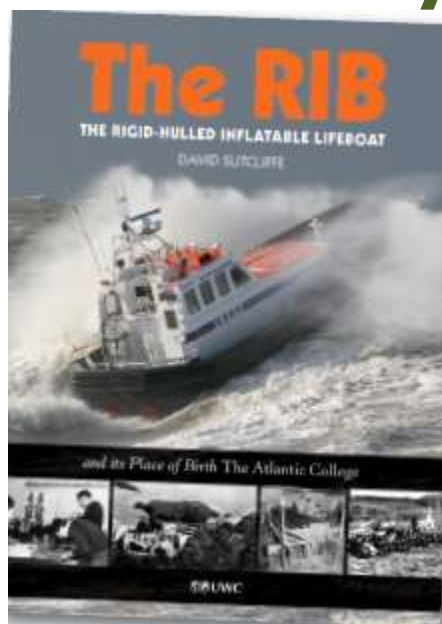
.... PHOTO OF THE DAY



The brandnew **MARTY QUIST TIDE** seen arriving in Rotterdam for the first time

Photo : Jan Oosterboer ©

The Story of the Atlantic College Rescue Boats



In just three weeks two Atlantic College Dutch students built Psychedelic Surfer, the rigid-hulled inflatable that defied the sceptics to finish 19th in Britain's first ever Round Britain Powerboat Race in 1969 – the achievement that launched the rigid-hulled inflatable into the consciousness of the life-saving community across the world.

When Occidental Petroleum's oil platform Piper Alpha exploded on 6th July 1988, 167 men lost their lives. Nearby support ships launched rescue craft ... the only ones able to go right inside the jacket structure were two Atlantic 21s. One was caught in the main explosion 22 minutes after the initial outbreak of fire and her crew perished. The other saved several men. No other rescue craft had been able to follow them. With modern materials and technologies the original Atlantic boats have been developed into sophisticated variations now used in their hundreds of thousands worldwide by life-saving organisations, the offshore energy industry, the military, the marine racing world and the leisure market.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 160

"It is probably safe to say that the development of the RIB has been the most significant design development in the small craft area over the past 50 years." Opening speaker at the 2005 Conference of the Royal Institution of Naval Architects

"Atlantic College started something which will affect all lifeboat societies in time ... there was a wonderful spirit at the College ... It was largely this spirit which helped us develop the inshore lifeboats round the British Isles."

David Stogdon, former RNLI Inspector of Lifeboats in 1993

265 × 198mm, 160 pages, pre-publication price: £25 (hardback), £15 (paperback). Copies ordered before the 31st May 2010 dispatched post-free, worldwide. P&P will apply to all orders after this date. All profits from the book will go to the Atlantic College scholarship fund.

**For further information and to order please contact vicky.phillips@atlanticcollege.org
Tel: +44(0)1446 799147 or go to www.atlanticcollege.org**

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