

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 163



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HALLIN's **WINDERMERE** was christened yesterday afternoon at Singapore Loyang Offshore Supply Base
Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS

WWF says halt to Chevron's dredging needed at Barrow Island

WWF-Australia has called on Australia's Prime Minister Rudd and Premier Barnett to immediately halt dredging at Barrow Island and investigate breakdowns in the environmental management of the Gorgon LNG project.

Said the WWF: "The death of a juvenile Hawksbill turtle - caused by Chevron's dredging operations - was last week reported to the Western Australian Department of Environment and Conservation."

"The Hawksbill turtle is critically endangered - the last stop before extinction," said Paul Gamblin, WWF's Western Australian Program Leader. "These turtles are literally living on the edge. Losing just one affects the local population's longevity."

"Within weeks of Chevron's multi-year dredging program commencing, we are already witnessing an unacceptable loss of wildlife. But what's come to light is that under Chevron's current incident response plan, four or more turtles in one week - or nine in a month - would need to be killed before Chevron would even consider stopping work."

"This weak plan was never subject to public comment and many in the community would be shocked that governments agreed to it. The plan must now urgently be reviewed in light of this death."

"Chevron should not be allowed to continue its activities around this internationally renowned nature reserve when the systems it claimed would protect the environment are clearly not working."

WWF said the coral reefs and seagrass meadows around Barrow Island provide important habitat for threatened wildlife including numerous species of turtle, as well as dugong, whales and dolphins.

"It would be a great concern if the unfolding environmental mismanagement on Barrow Island follows a careless 'she'll be right' approach that likely led to last year's disastrous Montara oil spill off the Western Australian coast," said Mr Gamblin.

As hundreds of barrels of oil began spilling into the sea at Montara, Resources and Energy Minister Martin Ferguson assured the public "there's no way the environment is at risk". Despite this assurance, oil continued to spill for over 70 days, creating an oil slick which covered a total area of up to 90,000 km sq of ocean.

"If a critically endangered turtle is being killed just weeks after dredging begins, what can we expect as construction on Barrow Island intensifies?" asked Mr Gamblin. "The Prime Minister and Premier must step in and make sure that dredging work on Barrow Island is halted until Chevron and its partners Shell and ExxonMobil can live up to their responsibilities." **Source : Dredging News Online**

WINDERMERE CHRISTENED IN SINGAPORE



Hallin Marine, the AIM quoted provider of subsea solutions to the oil and gas industry, christened the **WINDERMERE** in Singapore yesterday (Friday) afternoon. The Windermere is equipped with an integral saturation diving system, a 50 tonne active heave compensated subsea crane and high efficiency diesel electric propulsion. The vessel is able to operate in deep water, carry and deploy the Company's Remote Operated Vehicles and accommodate up to 120 personnel.

The purchase of the Windermere is in line with Hallin's stated strategy of operating a mix of owned, long-term charter and short-term charter vessels. This strategy is designed to ensure the availability of competitively priced vessels - key to the Company's continued growth - and ensure flexibility within its operating fleet.

In addition Hallin had supplied the saturation diving system and the crane for the installation in the **Windermere** and the total cost of the finished vessel to the Company is calculated at US\$49.6 million.

Drydocks World Singapore Pte Ltd, formerly Pan-United, which build the **WINDERMERE** also build the **Ullswater**, the first vessel Hallin ordered. Hallin subsequently sold the Ullswater at a significant profit and chartered the vessel back for 10 years.



John Giddens, (Photo left) the CEO of Hallin Marine, said: "The **Windermere** is an outstanding Subsea Operations Vessel that will help deliver Hallin's strategy of continued, planned growth. The **Windermere** builds on the successful concept and design of the SOV **Ullswater** but with major improvements. The diesel electric propulsion system is more fuel efficient, the improved stern thrusters deliver better dynamic positioning performance and the more capable crane gives us deep water capability.

After an exhaustive, world-wide search we again chose Drydocks World Singapore Pte Ltd, who was also building the **Ullswater**, to build the **Windermere**. The

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decision was based on price, quality, delivery and the good experience we have had working with the company.”



Above seen the fwd manoeuvring stand in the wheelhouse



Left : The Diving Chamber(s) control panel



Right : The dive bell with left seen the lock with the chamber(s)

For those interested in the vessel's technical specification, a little more information:

Beam 20 metres , Crane 50 Tonne, active heave compensated, knuckleboom subsea crane. Main wire will plumb 1500 metres water depth and provide full 50T SWL lift capacity at 12.5 metres radius in 1500 metres water

Thrusters : **Voith Schneider Stern Thrusters**, giving improved DP performance, reliability and also further assisting fuel efficiency.

The Name : It is Hallin's policy to name its vessels after Britain's lakes. First was the **Ullswater**, the nearest lake to Hallin Fell in the Lake District, and now we have **Windermere**, named after the largest of the Lakes.

All Photo's : Piet Sinke (c)

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Louisiana says don't stop drilling

Despite the thick globs of oil that have coated their sandy beach, washed away tourists and forced fisherman to hang up their nets, Grand Isle residents insist the spill is no reason to stop drilling.

Pete Thompson had to ask for help buying groceries for the first time in his life Thursday. Sitting smoking a cigarette in the shade with his dog, he exuded despair. "Right now, I'm doing nothing," he said when asked what he does for a living. "Counting traffic." An electrician, Thomson used to earn a good living servicing tourist camps and cottages in the winter and fishing in the summer.

"If you don't clean oil, you're not going to be doing anything," he said repeatedly as he fiddled with a grocery voucher he got from a local church. "I'm going Tuesday. That's what I'm going to have to do if I'm going to eat."

Thompson said he does not trust BP to clean up the growing mess in the Gulf of Mexico and expressed anger at the firm for failing to cap the ruptured well gushing at least 40,000 barrels of oil a day into the sea since April 22.

Still, he said President Barack Obama's six-month moratorium on exploratory offshore drilling will cause further damage to the local economy. And besides, he said, "people need the oil."

The moratorium has shuttered 33 deepwater drilling rigs that were operating in the Gulf. Experts say it could take six years to replace them because of the high demand for rigs. The Louisiana Economic Development department estimates the drilling suspension will translate into a loss of 3,000 to 6,000 jobs in the first two to three weeks and potentially over 10,000 jobs within a few months.

Governor Bobby Jindal called the moratorium a manmade disaster that will only compound the state's suffering, as he urged Obama to lift it. "Our bottom line is that we absolutely want drilling to be done safely, but it shouldn't take months of federal government committees and meetings," Jindal told reporters.

"Just because the federal government can't do their jobs doesn't mean thousands of Louisianans should lose their jobs." Edmond Camardelle, 84, drove down to Grand Isle from his new home in a town 100 miles (160 kilometers) away to see what happened to the beach he had called home for over 40 years.

"Sickening. It's just sickening," he told. His nephew runs a bait shop on the other side of the bridge and has seen the business collapse. He said he was worried about his elderly neighbors who don't know how to do anything but fish. But he had even bigger worries.

"That six-month moratorium, that's going to kill this place," he said. "All those people (and rigs) are going to move to other countries." Camardelle said it's clear BP made mistakes and should take the blame for the spill, but said the oil industry has worked in the Gulf for decades without any other major spills, aside from those caused by Hurricane Katrina. "We shouldn't complain," he said. "They ought to keep on drilling, keep on working and put more safety on (the rigs.)" Chris Santini stared at empty beachfront cottages while on a break from his job as a firefighter and paramedic.

The cars driving by on Grand Isle's main road were mostly filled with journalists and the sweaty men who lay out floating boom barriers and rake oil off the beach. Santini was by BP's intrusive questions to those seeking compensation for lost business and wages. "One way or another, it's hurting everybody," he said, while also blaming Obama in the same breath. "If he shuts down the oil field for six months, we're history," Santini said. "You'll have people stealing and breaking into homes." The emergency worker spent 23 years toiling as a welder in the oil industry and said he had faith in big oil's commitment to safety.

He urged the government to increase inspections and insisted the explosion that brought down the BP-leased Deepwater Horizon was an accident, while also acknowledging human error was at play. "This is the first major catastrophe that we've had that's blown over here," he said. "If an airplane crashes, they don't shut down all the airports." **Source : IndiaTimes**



HAL's **WESTERDAM** seen moored in Cape Town – **Photo : Bob Johnston (c)**

Lawyers: Accused Somali pirates didn't rob US ship

Piracy charges against six Somali nationals should be dismissed because the defendants did not take over or rob the U.S. Navy ship they are accused of attacking, lawyers for the men argue. The defendants are being held for trial in Norfolk on piracy and other charges related to an April 10 attack on the **USS Ashland** in the Gulf of Aden off Somalia's pirate-infested coast. Their skiff was destroyed during the encounter. "The parties dispute what prompted the **USS Ashland** to destroy the small vessel," the attorneys argued in a motion filed in U.S. District Court in Norfolk. "But there is absolutely no dispute that the defendants did not take control of the **USS Ashland**, did not board her, and did not successfully obtain anything of value from her." The motion cites an 1820 court case that defines piracy as the seizing and robbing of a vessel at sea. The attorneys said there is no evidence the six men took control of or robbed the ship. The government said Thursday it would respond to the motion in court. The six defendants accused in the attack on the amphibious dock landing ship are among 11 Somali men captured by the Navy off the coast of Africa. Five were caught March 31 after the frigate **USS Nicholas** exchanged fire with a suspected pirate vessel west of the Seychelles.

Each man is charged with piracy, attacks to plunder a vessel, assault with a dangerous weapon and other weapons counts. Piracy carries a mandatory life sentence. All 11 have pleaded not guilty. The **Ashland** and **Nicholas**, both based in Virginia within 20 miles of the courthouse, were part of an international flotilla protecting shipping in the region.

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The 11 had been held on U.S. ships for weeks as officials decided whether and where they could be prosecuted. They settled on Norfolk. The motion to dismiss was among several filed by a Wednesday deadline. One attorney also asked to move the trial, saying a fair jury couldn't be seated in the Navy town of Norfolk. Another states the men who were in the skiff destroyed by the Ashland were ferrying refugees and were not engaged in piracy. In a separate filing posted electronically Thursday, lawyers for the Ashland defendants seek dismissal based on destruction of evidence: crew members destroyed the skiff that carried the accused with 25mm rounds. Attorneys for the six said the skiff, which sank, contained "serious exculpatory value." That evidence was not detailed in the filing. The six accused in the Ashland attack are scheduled to be tried Oct. 19. The trial of the accused **Nicholas** pirates is scheduled to begin Sept. 8, also in Norfolk. the defendants are being held in a regional jail outside Norfolk. *Source: Associated Press*




The **EEMSGRACHT** seen passing Balboa yachtclub and heading for the Miraflores locks


Photo : Henk van der Houwen (c)

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The **ASIAN HERCULES** seen lifting of the buoyancy towers of the **Fjord** at Sembawang shipyard (Singapore)
Photo : Crew Fjord ©

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Above seen at Batangas, Philippines the Combi-Lift “Palembang” prior to load heavy lifts for Houston, Texas
Photo : Richard Qualm (c)

NAVY NEWS

Kustwacht werkt aan oplossen mismatch door snelle doorstroming

Door de groei van de kustwachtorganisatie in de afgelopen jaren was het aantal kaderleden te klein, terwijl er feitelijk nog onvoldoende ervaring was in de lagere rangen om door te stromen. Om de bedrijfsvoering zeker te stellen is er voor gekozen personeel al wel te laten doorstromen. Hierdoor is een kwalitatieve mismatch ontstaan. Dit blijkt uit het jaarverslag 2009 van de Kustwacht

De Kustwacht heeft 238 formatieplaatsen. Op 31 december 2009 had de kustwacht een vullingsgraad van 94 procent. Er zijn voor het personeel opleidings- en doorstroomtrajecten opgezet. Er zijn en worden functionarissen door middel van een intern sollicitatieproces herplaatst. Daarnaast volgt een deel opleidingen die hen op het gewenste niveau

brengt en klaarstoomt voor het bekleden van functies met een hogere rang. In 2009 is actief geworven op alle eilanden van de Nederlandse Antillen en Aruba door middel van het organiseren van open dagen, het presenteren van de kustwacht op banenmarkten en het geven van voorlichting op scholen. Daarnaast is voor de kustwacht geworven door het plaatsen van advertenties in de gedrukte media, op de televisie en via internet.



The **P 810 JAGUAR** – Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

In 2008 is een personeelsbeleidsplan opgesteld, dat sindsdien in uitvoering is. Het plan bevat een beleidskalender met concrete activiteiten voor de periode 2008-2012. In 2009 is onder meer het opleidingsplan, het beloningenbeleid en de implementatie van een personeelsinformatiesysteem gerealiseerd. Om de betrokkenheid van het personeel bij de organisatie te versterken zijn voor de eerste keer Personeelsinformatiedagen gehouden.

In goede samenwerking met de (lokale) vakbonden is de Regeling Medezeggenschap Kustwacht opgesteld en geformaliseerd. In oktober zijn bij de steunpunten en de kustwachtstaf verkiezingen gehouden. Eerder dan voorzien is daarmee medezeggenschap bij de kustwacht geïntroduceerd, stelt het jaarverslag. In augustus 2009 heeft de Rijksministerraad de toekomstplannen van de kustwacht, verwoord in het Lange Termijn Plan (LTP) 2009-2018, goedgekeurd. In het tweede halfjaar van 2009 is een aantal projecten en studies opgestart, onder meer een studie naar duikcapaciteit, het versterken van stafcapaciteit en de verwerving van nieuwe bijboten voor de cutters. **Bron : Amigoe**

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SHIPYARD NEWS

Derecktor christens widened dry dock

Derecktor Shipyards is hoping to bring in new ship repair and newbuilding work following the recommissioning of its floating dry dock Robert E. Derecktor at its Bridgeport, Connecticut, shipyard..

Connecticut Department of Economic and Community Development Commissioner Joan McDonald christened the dry dock Tuesday, breaking a bottle of champagne at her first attempt.



"The partnership between Derecktor Shipyards and the state has been a fruitful one and one we hope will continue for years to come," said Joan McDonald. "Derecktor is a brand known round the world, and we're proud to support its growth. The company's success in Bridgeport is a testament to the state's commitment to the revitalization of our cities, reclaiming brownfields for productive use, growing our industries and creating job opportunities for all. Investments like we've made in Derecktor are vital to retaining and growing good jobs in our state and making Connecticut even more competitive in the global marketplace."

The dry dock was refurbished with the help of a \$1 million

state grant that was used to leverage \$2,947,710 in Small Shipyard Grant stimulus funding through the U.S. Department of Transportation's Maritime Administration.

Tom Derecktor, president of Derecktor Shipyards, said the new dry dock gives the facility "a unique capability that will give us an advantage at this harbor. The new dry dock not only lets us grow our work load, but let us easily transfer large vessels into our 300 foot building for major refits and other big jobs requiring a covered, climate controlled environment. We can now handle virtually every large vessel."

The shipyard has owned the dry dock for 15 years, but it was too narrow to handle larger ships. The state and federal funding was used to reconfigure the unit and make it practical for larger ships.

Mr. Derecktor said the dry dock was split in half and its deck widened. It will now allow the yard to fully service vessels up to 4,000 long tons, 400 feet (122 meters) in length, 82 feet (25 meters) in beam and 20 feet (6 meters) draft.

"We could come here now," said Fred Hall, vice president and general manager of the Bridgeport & Port Jefferson Steamship Co. His company runs the ferries between Long Island and Bridgeport, but until now has had to go to New London for repair work. **Source : MarineLog**

VANESSA RECEIVES A NEW COAT OF PAINT



Last week did see the arrival of the **VANESSA 12** in Ijmuiden, the vessel is sailing in bareboat charter for **Rederij Groen**, upon arrival she headed for the slip of **Van Laar Shipyard**, and below seen the **VANESSA 12** in her new « Rederij Groen » livery.

Photo top : Marcel Coster © – Photo below : Joop Marechal ©



MHI to hit the high seas again

Rejoining large cruise ship market, despite looming '2015 problem'

After a 10-year hiatus, **Mitsubishi Heavy Industries Ltd.** has decided to resume manufacturing large cruise ships.

MHI's timing is curious. Although the market for passenger ships is growing, the global shipbuilding industry is facing "the 2015 problem"--in which the world's shipbuilding capacity will be three times higher than the demand five years from now.

Nevertheless, the shipbuilder that made the iconic Diamond Princess still hopes to stand apart from Chinese and South Korean shipbuilders locked in a race to lower prices.

Mitsubishi's superb technological capabilities will be a key factor in determining whether the shipbuilder can boost its presence again in the market and overcome the 2015 problem.

Construction of large cruise ships, which have been called "hotels at sea" with their grand interiors and all manner of facilities, requires more parts than regular commercial ships.

MHI boasts an advantage in being able to produce both a ship and its core parts, such as engines. However, the company has not made this an ironclad rule. "We're willing to consider cooperating with other firms to meet the diversifying needs of our customers," an MHI executive said.

European manufacturers have dominated the large passenger ship market, mainly thanks to their track record in building luxurious cruise ships.

In 2000, a British firm placed an order with MHI to build two large cruise ships--the first time a Japanese shipbuilder had received such an order from a European or U.S. company. However, a fire seriously damaged the shipyard during construction of one of the ships, and Mitsubishi took a long time to rebuild its safety management system.

As if that was not bad enough, ripples from the collapse of U.S. investment bank Lehman Brothers in 2008 reached the shipbuilding industry, hurting the market.

MHI did not receive an order in the past 10 years. In November, however, Mitsubishi was stung by the news that Samsung Heavy Industries Co. had become the first South Korean firm to receive a cruise ship order from a U.S. company. This heightened concerns at MHI that Japanese shipbuilders' technologies could soon be eclipsed by those of their South Korean rivals. The timing could not have been worse for MHI; it was still preparing to get back in the cruise ship business.

Japan was once admired as one of the world's leading shipbuilding nations. However, South Korean companies have far more ship completions these days than Japanese shipbuilders do. South Korean companies also have been building more vessels for carrying liquid natural gas--a high-value added vessel that was once the domain of Japanese shipbuilders.

MHI still leads the field in developing state-of-the-art, low-emission engines for luxury liners. This technological superiority could be the ace up MHI's sleeve as it plans to gain a bigger share of the large cruise ship market dominated by European companies. "We won't aim to just survive, we'll aim to win the race," a Mitsubishi executive said.

In South Korea, however, several companies other than Samsung are itching to enter the cruise ship business. If MHI loses its technical superiority, competition with South Korean rivals would likely intensify. The global cruise market is expanding as the number of elderly people with time and money on their hands is increasing in developed countries, and cruise ship operators and travel agencies are offering a wider variety of travel plans.

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Most cruise tours on large ships, such as round-the-world trips, tended to be very long. These were targeted at wealthy high-flyers and high-income earners. But in recent years, plans that will not break the bank, such as a three-day, two-night cruise costing less than 100,000 yen, have appeared on the market. This has made cruises affordable and put them within reach of ordinary people.

This trend is more evident in the United States and Europe, home to most of the world's cruise passengers.

In Japan, more and more people are going on cruises to celebrate special occasions such as retirement, although the overall number of customers itself is falling. Some analysts say this pattern could also appear in Middle Eastern countries with its wealthy population and in China, where income levels are rising quickly.

Many industry observers believe the global market for large cruise ships will continue to grow. **Source : Yomiuri Shimbun**



Stern lower half Mega block for ultra Deepwater 12,000 ft Drill ship "**Pacific Scirocco**" being lifted into Floating dock with "**Pacific Bora**" and Seadrills "**West Gemini**" in background at Samsung heavy industry Geoje Island South Korea.

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The **NORTHERN DELIGHT** seen riding the ocean swell in the South Atlantic ocean - **Photo : Kenny Houben (c)**

Maritime Board will help boost port activities

Ports in the Indian Uttara Kannada district will get a boost with the formation of the Karnataka Maritime Board, according to a press release issued by the Department of Ports. The State Cabinet has approved the formation of the maritime board and a Bill will be presented in the next Assembly session before being sent for Presidential assent.

To review the preparations and also the infrastructure needs to develop ports, Krishna Palemar, Minister of Ports, visited Uttara Kannada district on Tuesday. With this, Karwar Port, which earns about Rs. 29 crore per year, is expected to get a minimum profit of Rs. 300 crore.

Karwar Port will be extended in the second phase and new jetties will be built. Exports and imports from this port will increase several times and bring in good revenue to the State. A sum of Rs. 150 crore has been sanctioned for dredging work at the port. The dredging work will be given to the Dredging Corporation of India, according to the Department of Ports. A master plan is being finalised for the overall development of Belekeri Port. A bypass road will be constructed to link Belekeri with National Highway 17. For this, a process is on to acquire private land. A sum of Rs. 19.5 crore has been paid to the land acquisition officer.

Apart from this, Tadadi and Haladipur (Honnavar) ports will be developed in a joint venture with private companies. These ports are expected to bring in revenue to the Department of Ports, the press release said. **Source : The Hindu**



The **UMIYUT** (ex **LINDENGRACHT**) seen moored in Viana Do Castelo; Portugal - **Photo : Reinier Kadijk (c)**

Unifeeder starts new container service in Teesport

PD Ports has announced a new container feeder service into Teesport by Unifeeder - a three times per week service that, will open up the German market via Hamburg and also serve Rotterdam. According to Frans Calje, PD Ports managing director, volumes at PD Ports' two container terminals have increased by 68%, with 58,700 TEU in Q1 compared with 35,000 TEU in Q1 2009. Growth over the whole year is expected to be 40%. "Our overall strategy at the port is to expand its port wide capacity, and going forward we have considerable growth opportunities, backed by long term investment, which will position Teesport as a major player in the container market," added Calje. PD Ports' recent growth in container volumes at its Teesport container terminals is largely attributed to the highly successful portcentric logistics strategy adopted by the port in recent years, which has attracted retailers such as ASDA and Tesco. Teesport's total unitised business, which includes ro-ro services, now handles more than 425,000 TEU per year. **Source: eyefortransport**



Fairmount Glacier and **Fairmount Expedition** seen towing **SSDR Ocean Baroness** on the Atlantic.

Danaos finds new charters for six ships

Danaos, the Greek container ship owner, said it re-chartered six vessels, including some of its oldest ships, reflecting the improving conditions in the container ship charter market. The NYSE-listed company chartered out a 24-year-old, 3,000 20-foot equivalent units ship for six months with an option for an additional six months.

The company chartered a 26-year-old 2,130 TEUs vessel for a period of up to 12 months, and leased a trio of 20-year-old 3,000 TEUs ships for one year with a charterer's option for one plus one year following the initial chartering period. Danaos also chartered a six-year-old 4,253 TEUs vessel for a period of 12 months. Danaos last week announced a first quarter net loss of \$101.1 million against a \$20 million year earlier profit, partly due to an impairment of \$71.5 million for cancelling three 6,500 TEUs due to be delivered by Korea's Hanjin shipyard in 2012. **Source: [joc.com](#)**



The 2008 built 189 mtr long **DL NAVIS** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

Tangguh LNG plant in Papua ready to supply receiving terminal

The Tangguh project in Papua led by BP is ready to supply 500,000 to 700,000 tonnes of liquefied natural gas (LNG) annually to a receiving terminal near Jakarta, an official at energy watchdog, BPMIGAS, said on Friday.

The terminal is expected to start operation by the end of 2011. Indonesia has no LNG receiving terminal now. The world's third-largest LNG exporter after Qatar and Malaysia is seeking non-oil energy sources, such as natural gas and coal, to meet rising domestic demand for power and cut consumption of crude oil as its reserves dwindle.

Indonesia's state oil and gas firm Pertamina and local gas distribution firm PT Perusahaan Gas Negara (PGN) (PGAS.JK) plan to build the floating LNG receiving terminal near Jakarta, the capital, with capacity of around 3 million tonnes a year, the official said.

"Tangguh plant has the capacity to supply the Pertamina receiving terminal near Jakarta," said BPMIGAS spokesman Sulistya Hastuti. "The LNG will be part of diversion volume for Sempra and it will not affect exports."

U.S. firm Sempra Energy (SRE.N) has a 20-year contract to lift 3.6 million tonnes per year (tpy) of LNG from the 7.6-million-tpy Tangguh project. It has the right to divert half its volume to customers other than its own new terminal in Mexico. The floating receiving terminal near Jakarta also has secured supply from the Bontang LNG plant with volume of 1.5 million tonnes per year.

A Pertamina official said some foreign companies, including Golar LNG Energy (GOLAR.OL), had submitted bids for the construction of the floating terminal. "We are evaluating the bidders. We will announce the winners soon," the official, who declined to be quoted by name, said. He gave no other details. **Source: reuters.com**

Dockwise dedicated to Managing New COOEC Heavy Lift Vessel

Dockwise Ltd. announces a memorandum of agreement with the China Offshore Oil Engineering Company (COOEC) to manage their new build, a 50,000 metric ton deadweight vessel that is similar in size to the Dockwise vessel the Black Marlin. The vessel is scheduled to be delivered in February 2012. This agreement provides Dockwise with a great opportunity to continue to strengthen its growth in the Transport & Installation markets.

Dockwise operates the largest fleet of specialized vessels in the world: a versatile fleet of 20 semi- submersible vessels of different concepts and designs. Dockwise provides specialty services in Heavy Marine Transport, Transport & Installation and Logistical Management. This agreement provides an excellent win-win situation for both Dockwise and COOEC, a major offshore company in the Asian market who operates one of the world's largest offshore engineering fleets including 22 diversified vessels such as a 7,500 t self propelled crane vessel, a 3,800 t derrick & lay barge and a 4,000 t deepwater crane and pipe lay vessel.

Wang Mingyang, COOEC Vice President: "The newly built 50,000 t heavy lift vessel is undoubtedly the most advanced in terms of its DP2 system and structure capacity. Cooperation with the best player in offshore heavy lifting industry could definitely provide COOEC with international opportunities and impressive exposure to clients all over the world. We are sure that during this process COOEC could learn from Dockwise the precious experience and technology on vessel operating and management. We sincerely hope more and more customers could benefit from our joint solutions."

Rob Strijland, Dockwise Chief Operations Officer: "Through this agreement we have the opportunity to manage a unique vessel as part of our diverse fleet. We are glad that COOEC approached us with this opportunity and welcome this partnership of which Dockwise has high expectations. It is a great pleasure to work with the staff of COOEC. Together we are creating opportunities for long-term business success."



Above seen the TSHD '**Ham 316**' operating off the **Thames Gateway project** at Canvey Island, UK having recently replaced the '**Marieke**' (as seen from the bridge of the **Sand Falcon**)

Photo : Chris Davies -TSHD Sand Falcon (c)

HAM 318 UNDER CHINESE FLAG



In view of a project in Yinkou (China) the name and the flag state of the TSHD **HAM 318** where temporarily changed recently, above seen the dredger with her new name **HAN MU 318**

Left seen First Mate **M.van Delden** raising the Chinese flag for the first time at the stern of the dredger



Photo's : Crew HAN MU 318 (c)

SUBSEA 7 AND OTTO CANDIES EXTEND IRM CAPACITY IN THE GULF OF MEXICO

Subsea 7 Inc. one of the world's leading subsea engineering and construction companies, announced today that it has extended its ability to provide Life-of-Field (LoF) services in the Gulf of Mexico through a cooperative agreement with Otto Candies, LLC to access the new-build vessel the **Ross Candies**. Through this mutual relationship, the additional capacity will enable Subsea 7 and Otto Candies to extend the range of inspection, repair, maintenance (IRM) and light construction services that can be provided in the Gulf of Mexico. Full project management, engineering and LoF support services will continue to be provided from Subsea 7's existing North America office in Houston.

Subsea 7 has an established track record built up over many years of providing IRM services in the Gulf of Mexico. It is currently providing support to BP's **Deepwater Horizon** operations with the **Skandi Neptune**.

Ian Cobban, Subsea 7's Vice President for the Gulf of Mexico said, ""We are delighted to have developed this cooperative agreement with Otto Candies. Access to a vessel of this nature allows us to expand this capacity to provide high quality subsea solutions to our many clients in the North America region. It further consolidates Subsea 7's position as the leading provider of LoF services globally as we expand our operations in the North America region."

With over three decades of experience and expertise in providing LoF services in many of the world's major oil and gas regions, Subsea 7 is recognised globally for its excellent track record on safety and project excellence. LoF services are provided via the company's own fleet of dedicated IRM, construction and dive support vessels and via client supplied vessels. With over 120 ROV's in its fleet it is one of the largest providers of intervention technology to the oil and gas industry globally.

The **Ross Candies** was built in the United States in 2010. It has already successfully completed a number of deepwater jobs. The modern DP 2 class vessel has a 100t offshore crane and 100t module handling tower. The Jones Act compliant vessel has a 1,000 m2e deck, 2 Triton XLS ROVs and is capable of working at water depths up to 10,000ft. Otto Candies, III from Otto Candies stated "we are very excited by the opportunity to have this cooperative agreement in place and put this modern US construction vessel to work. Through our agreement with Subsea 7 we will be able to provide a superior service for our clients." This mutual agreement has already resulted in the vessel being used successfully in recent months on a number of projects in the Gulf of Mexico.



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PSA Singapore Terminals is 'Best Global Container Terminal – Asia' for the 21st time

PSA International won the "Best Global Container Terminal Operating Company" award for the fifth time, while PSA Singapore Terminals was voted "Best Container Terminal – Asia (over 4 million TEUs per year)" for the 21st time at the 24th Asian Freight & Supply Chain Awards (AFSCA) ceremony held in Shanghai this evening.

On winning the awards, Mr Eddie Teh, Group CEO, PSA International, said, "On behalf of the management, staff and unions of PSA Group, I wish to thank all our customers and business partners for their vote of confidence and continued support. We are honoured to receive these accolades and PSA remain committed to delivering the high productivity and service standards demanded by our customers and industry."

AFSCA is an annual event organised by leading shipper and supply chain newspaper Cargonews Asia. More than 12,200 readers of Cargonews Asia were polled to select best-in-class companies in 42 industry-specific categories. Award winners are regarded as industry benchmarks of excellence in their respective areas. **Source:** [transportweekly](#)

Breakthrough order for Hamworthy Krystallon

Italian shipowner Ignazio Messina & C. has selected Hamworthy Krystallon seawater exhaust gas scrubbers so that four new 45,000 dwt RO/RO ships burning residual fuel oil can meet EU regulations demanding sulfur emissions equivalent to just 0.1 percent fuel sulfur content. Hamworthy says this is the first commercial order for technology enabling owners to meet new EU regulations on emissions without switching to high cost distillate fuels.

The ships, under construction at Daewoo Shipbuilding and Marine Engineering, South Korea, will be available to trade worldwide, although their principle area of operation will be in the Mediterranean Sea. EU directive EC 2005/33, introduced in January this year, imposes a 0.1 percent limit on sulfur emitted by ships in EU ports, achievable through burning low sulfur content fuel (MGO) or fitting abatement technology.

"These ships are being built with the highest environmental standards in mind," said Dott. Ing. Enrico Allieri, Technical Director, Ignazio Messina. "This is demonstrated by the fact that they are the first ships of their type to feature RINA's Green Plus notation. The installation of seawater scrubbers to control emissions is critical to our overall environmental objectives. In addition it makes great economical sense."

Each ship will feature five scrubbers, consisting of four units for the auxiliary engines (each 2 MW) and one unit for the auxiliary boiler (2.5 tons steam per hour). All scrubbers will be housed within the casings of the ship's exhaust stack. Equipment will also include a control system, combined wash-water treatment plant and a new range of super duplex stainless steel pumps supplied by Hamworthy's Singapore plant. All emissions will be continuously monitored.

Burning fuel with a sulfur content of up to 4.5 percent, the ships will nonetheless be able to meet the 0.1 percent EU's in-port emissions requirement. Seawater scrubbing will also have a substantial impact on particulates emissions.

As part of the build project, provision is also being made for the future installation of scrubbers to cut emissions from the ships' main engines, in line with operation in the Emissions Control Areas defined by IMO, where maximum sulfur content in ship fuels is capped at 1 percent from July 1, 2010, falling to 0.1 percent from 2015.

Sigurd Jenssen, Managing Director, Hamworthy Krystallon Ltd, said: "This is an important milestone for Hamworthy Krystallon, but also for exhaust gas scrubbing in the marine industry in general. Messina, DSME and Hamworthy are all leading names in the shipping industry, demonstrating our collective view that seawater scrubbing will become a mainstream marine technology."

To date, Hamworthy Krystallon seawater scrubbers have been successfully trialled on the P&O Ferries ship **Pride of Kent** and on the Holland America Lines cruise ship **Zaandam**. They have also been installed in land-based facilities in Greece and Japan.

Hamworthy beat off a number of suppliers to secure the breakthrough deal. "Our choice was based on the track record of the Hamworthy Krystallon system, but also on the support available from a global marine group like Hamworthy in committing to technology that is new to us as a shipowner," said Dr. Allieri. "Of course, we take pride in securing an industry first," said Mr Jenssen. "However, we also know that viable competing technologies will be critical to the wider uptake of seawater scrubbing by other forward looking shipowners." **Source : MarineLog**

WEHR WESER ARRIVED IN ROTTERDAM



The **WEHR WESER** arrived last week in Rotterdam-Europoort loaded with some newbuilding hulls from China
Photo : Jacco van Nieuwenhuijzen (c)

And was discharged as seen below by sheerlegs, at the photo is seen the hull of the **FREIENSTEIN** (home ported Basel) hanging in the slings



Photo : Marius van den Ouden (c)

Major Ocean Carriers to Boost India-US Rates

Major ocean carriers plan to raise rates on India-U.S. trade lanes as demand picks up. Effective June 15, China Ocean Shipping Co. will apply a peak-season surcharge for all cargo shipped from India to the United States and Canada. The surcharges will be \$320 per 20-foot, \$400 per 40-foot, \$450 per 40-foot high cube, and \$506 per 45-foot container. Maersk Line, the largest carrier to and from India, will also impose a similar surcharge on the route, starting July 1 until further notice.

The planned surcharges will be \$340 per 20-foot, \$425 per 40-foot, \$480 per 40-foot high cube, and \$540 per 45-foot container. The Danish carrier said the surcharges will apply on all cargo including reefer destined for ports in the United States, Canada and Guam. Safmarine, a subsidiary of Maersk Line, also issued a trade notice, announcing similar surcharges. **Source: Journal of Commerce**

SUBSEA 7 ANNOUNCES MAJOR PIPELINE BUNDLE CONTRACT FOR BP IN THE NORTH SEA

Subsea 7 Inc one of the world's leading subsea engineering and construction companies, announced today that it has been awarded an engineering, procurement, installation and commissioning (EPIC) contract by BP Exploration Operating Company Ltd. for the Andrew Area Development Project in the UK sector of the North Sea. The contract is valued in excess of \$135 million.

The Subsea 7 work scope is to engineer, procure, fabricate, install and commission a 28km pipeline bundle system consisting of production, gas lift and methanol pipelines. Also included is the installation of a 28km electro-hydraulic control umbilical, tie-ins of integrated subsea towhead structures, field testing and pre-commissioning works.

The pipeline bundle system will be installed using the controlled depth tow methodology (CDTM*) to tie-back BP's Arundel and Kinnoull developments to the Andrew platform.

Subsea 7's Vice President for the UK Region, Steph McNeill, commented:

"We are extremely pleased to be awarded this major pipeline bundle project by BP, which builds upon our strong track record of successful bundle design, fabrication and installation. We look forward to helping bring on-stream the Andrew Area development in an efficient, timely and safe manner."

The pipeline bundle system consists of 4 daisy chain pipeline bundles (totalling approx. 28km). It represents a step change in the Subsea 7 pipeline bundle tie-back range in that it will be the longest bundle Subsea 7 has produced and installed to date.

The pipeline bundle technology is unique to Subsea 7, the product allows efficiencies to be generated by neatly incorporating all the structures, valve work, pipelines and control systems necessary to operate a field in one single product. Subsea 7 has successfully produced 60 bundles in the last 30 years, including several BP projects, the most recent example being for its Valhall field in the Norwegian sector of the North Sea in 2009.

Engineering has commenced in Subsea 7's offices in Aberdeen. The offshore phase will commence in early 2011.

The Andrew development is located 230km North East of Aberdeen in blocks 16/27a & 16/28, Central North Sea. The water depth is between 100 and 120 metres. **Source : Subsea 7**



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OLDIE – FROM THE SHOEBOX



Above seen the 1965 built **ALTAIR**, this was another mystery vessel which was pictured by **Harry Stott** in the sixties. At first it was thought that this was one of the Dutch Nigoco Paraguay traders, but it soon emerged she came nowhere near any such description. Finally, we agreed it would have to be this one found in the Miramar Index.

The fact that she foundered 06-06-1976 would explain why there are no other pictures to be found.

Have a look at this link: <http://www.gearthacks.com/dfile28835/Shipwreck-of-the-Ship-Altair.htm>

Photo : Harry Stott (c) - via Rob Smith

.... PHOTO OF THE DAY



Two AHTS vessel where ordered by Gulfmark in Gdansk, they will be named **Sea Valiant** and the above seen outfitting **Sea Victor**

Photo : Johan Barendrecht - www.Barendrechttrading.nl (c)

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