

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 356



Number 356 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 22-12-2010**

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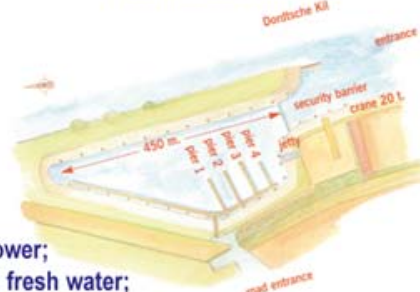
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Above seen the WIND SOLUTION in Harwich the vessel is being used as a floating hotel at the Greater Gabbard offshore wind farm.

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EVENTS, INCIDENTS & OPERATIONS



Emergency call from nuclear waste vessel

Last week "**Puma**" delivered nuclear waste in Murmansk. On its return voyage around Norway's Finnmark coast, a leakage happened and the vessel had to seek emergency assistance. The vessel is currently portside in Hammerfest in Northern Norway, reports the local newspaper Finnmark Dagblad.

Over the last two weeks, BarentsObserver has reported about the small cargo vessel "**Puma**" that sailed all round Europe from Slovenia to Murmansk with spent nuclear fuel from a Serbian research reactor. "**Puma**" unloaded the highly radioactive waste in Murmansk last Thursday and then sailed back.

The nuclear waste vessel got much attention while sailing around the coast of Norway. On the return on Saturday, the vessel got a leak and started to take in water in its engine room. Luckily, the vessel did not have any nuclear waste onboard on its return voyage. The Joint Rescue Coordination Centre in Northern Norway was alarmed and a rescue vessel sailed to assist "**Puma**" around 9 pm. Saturday night. "**Puma**" then sailed in to sheltered waters around Sørøya near Hammerfest where it anchored up. The Norwegian Coast Guard vessel "**Farm**" also assisted "**Puma**". The vessel sailed to the port in Hammerfest Sunday morning. On its way to Murmansk "**Puma**" had containers with 8,6 kg highly enriched spent nuclear fuel and 45 kg of low enriched spent nuclear fuel.

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This is not the first time a nuclear cargo vessel has perceived risk on its return voyage from Murmansk. In 2009, the Russian vessel “**MCL Trader**” delivered a load of Polish nuclear waste in Murmansk. On its return voyage, the vessel had to sail into sheltered waters in Troms due to bad weather. **Source : BarentsObserver**



The 1999 built **ASIAN ADONIS** seen moored in Velsen – **Photo : H. Blomvliet ©**

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may reach you irregularly**



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The **STENA HOLLANDICA** seen passing Hoek van Holland Berghaven enroute the Stena Ferry terminal
Photo : Rob de Visser ©

Filipino Woes

Another batch of 24 Filipino crewmen of a Liberian-owned bulk cargo vessel were seized by pirates in the Indian Ocean over the weekend, the European Union Naval Force has reported. The crewmen were taken hostage on the same day when 19 Filipino seamen of a Greek vessel, who were held captives for seven months off Somali waters, were freed.

"In the early hours of Dec. 11, the **MV Renuar** was pirated in the Indian Ocean, approximately 1,050 nautical miles east of the Somali coastal village of Eyl and a distance of 550 nautical miles from the coast of India," the European Union Naval Force said on its website.

Thus, the number of Filipino hostages in Somalia has gone up to 106. The attack was launched from two attack skiffs, supported by a mother ship, with pirates firing small arms and rocket propelled grenades at the merchant vessel.

Since the attack, the pirates have confirmed that they have control of the ship which is now heading West towards the Somali coast, the EU said. The **Renuar** was en route to Fujairah, United Arab Emirates from Port Louis, Mauritius when it was pirated.

According to the EU, the 24 all-Filipino crew attempted to evade the pirates for some time causing the pirates to make several determined attacks before finally boarding the vessel. There are presently no communications with the ship and the condition of the crew is not known.

As a policy, the Philippine government does not negotiate nor pay ransom to kidnappers, but gives ship owners the free hand in negotiating for the release of abducted Filipino sailors. In the past, millions of dollars worth of ransom were believed to have been paid by shipowners to Somali pirates in exchange for the release of abducted sailors and hijacked vessels.

Filipino seafarers account for almost 30 percent of the global seaborne manpower or about 350,000 sailors, manning oil tankers, luxury liners, and passenger vessels worldwide, exposing them to piracy attacks. Despite the risks, private shipping companies still see the seas surrounding the Horn of Africa as a cost-effective means for moving goods with as many as 20,000 ships traveling these waters annually. Source : ShipTalk



The **EIDE WRESTLER** seen passing Hamburg outward bound at the Elbe River.

Photo : Capt. Hans Schaefer ©

Somali pirate ranked 4th richest in global shipping business

A Somali pirate has been ranked alongside a billionaire trade magnate and the Chinese transport minister as among the most powerful people in shipping. The Lloyd's List ranking of the 100 top people in the global shipping business is one of the most respected sources in the industry. Although he is placed fourth, the gun-toting pirate's real name isn't even known – he uses the moniker Garaad Mohammed, the Daily Express reports. Richard Meade of Lloyd's List said: "Mohammed's position is representative of the influence that pirates currently hold over the shipping industry."

It comes just weeks after Somali pirates freed retired British couple Paul and Rachel Chandler after being held for over a year. Chinese Transport Minister Li Shenglin tops the list. In second place is Nils Andersen, chief executive of Maersk, with billionaire shipping magnate John Fredriksen ranked third. **Source: zeenews.com**

Somali pirates seize bulker

EU Navfor reports that at midday on December 20, the MV **ORNA** was pirated in the Indian Ocean, approximately 400 nautical miles northeast of the Seychelles.

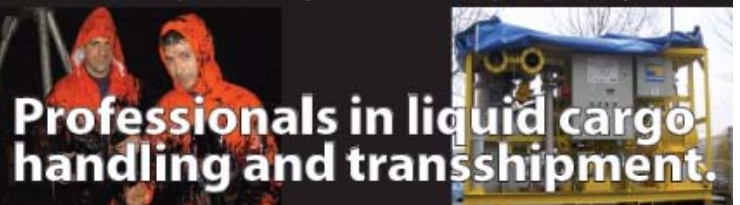
The attack was launched from two attack skiffs, with pirates firing small arms and rocket propelled grenades at the merchant vessel. The vessel was stopped and boarded by at least four pirates. The crew is cooperating and no damage is reported.

The MV ORNA is a Panama flagged, UAE owned bulk cargo vessel with a dead weight of 27 915 tonnes. The number of crew onboard is unknown; **MV ORNA** was not registered with MSCHOA or UKMT0. **Source : MarineLog**



The **BOURBON LIBERTY 213** seen arriving in Songkhla (Thailand) as seen from the **Salviscount**
Photo : Capt. Neil Johnston – master Salviscount ©

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The **MSC PALOMA** seen arriving in Rotterdam-Europoort – Photo : Rik van Marle ©

Cashing in on cruising

Southampton is the home port for some of the largest and best-known cruise ships in the world. And with the news that a fifth passenger terminal is to be built, even more vessels will be setting a course for the city. Financial experts estimate that each time a ship calls at the docks, £1.5m pours into the local economy.

If the demand for cruises continues at its present rate Southampton could see more than 400 ship calls every year, resulting in an annual cash jackpot for the city of £500m. Once a cruise ship berths in the port, a complex operation planned with military efficiency swings into action on the dockside as – probably – more than 6,000 passengers embark and disembark from the vessel, which will be restored and prepared for her next voyage in a matter of hours.

In the shadow of P&O Cruises' ship Ventura, for example, the dockside quickly becomes a fast-moving scene of forklift trucks carrying pallets of potatoes, and thousands of pieces of luggage are off-loaded, only to be replaced by a new mountain of bags and suitcases a few hours later.

Service suppliers and contractors make their way up the ship's gangway in a constant stream, off-duty crew members fill up specially chartered buses to take them to Southampton's shopping centre, while a fat pipe snakes across the quayside, from a nearby hydrant, to the ship as fresh water is pumped into Ventura.

Cruising, and the companies and services that support the fleet of Southampton-based ships, is one of the region's biggest employers, safeguarding thousands of jobs, from taxi drivers and hotel staff to food producers and experts in information technology.

The new generation of 21st century vessels, with attractions such as circus schools, rock climbing walls, ice rinks, planetariums, spa and health centres and West End-style theatres, are some of the most complex man-made objects on Earth. Southampton, with its unparalleled, and long established expertise in handling some of the largest ships in the world, together with the best quayside passenger terminals in northern Europe, is now the number one port for cruise ships in the UK. **Source : dailyecho.co.uk**



Marcel & Anthoinette Coster wish all readers a Merry Christmas and a healthy and prosperous 2011

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The **DIONE** seen in Ijmuiden – Photo : Marcel Coster (c)

CASUALTY REPORTING



NAVY NEWS

Russian shipyards can build Mistral, Rubin Bureau CEO says

Baltic Shipyard and Admiralty Shipyards are capable to build the Mistral class ship, said Rubin Design Bureau CEO Andrei Dyachkov at a press conference with journalists. "Definitely, it is possible to construct a Mistral type ship in St. Petersburg. There are quite enough shipbuilding capacities to do this", Andrei Dyachkov said. Russian Chief of General Staff Gen. Nikolai Makarov, said Dec. 14 the Russian Defense Ministry had decided to acquire Mistral helicopter carrier

in France. "Now we've been negotiating on the contract prices, and I think all documents will be ready this year," Gen. Makarov said.

According to unofficial estimates, the warship contract is worth some EUR600m. Currently, there are two Mistral ships in service in the French Navy, the third ship construction is underway. Earlier, Russian shipyards said they would be willing to participate in the tender for the construction of such equipment.

French multipurpose amphibious assault ship of Mistral-class is designed for vehicle and personnel transport and for landing operations. She can also serve as a command ship. Mistral ship's length is 199, beam - 32 meters. The ship is capable of transporting and deploying 16 helicopters, 40 tanks and 70 vehicles. Mistral ship can accommodate 160 crew members and over 150 marines. Its armament includes air defense systems, artillery systems and heavy machine guns. According to preliminary data of Russian and French experts, the cost of one amphibious assault ship for the Russian Navy may be around 400-500 million euros. **Source : PortNews**



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St.Petersburg sub's testing to continue next year

The St. Petersburg submarine will continue to undergo testing in 2011, Rubin Design Bureau's CEO Andrei Dyachkov told reporters. The warship sea trials were extended until next year due to participation of the sub in 2010 military drills. The 4-generation **Saint Petersburg** of Project 677 was designed by JSC CDB Rubin. The Lada-class diesel-electric submarine has a displacement of 1,765 tons, length - 67 m, breadth – 7,1 m. The maximum speed of the submarine reaches 21tons (underwater) and 10 knots (surface). Cruising range -650 miles. Endurance - 45 days. Maximum depth - 300 m.

The Project 6677 warships are designed to combat hostile submarines and surface ships, for defense of Russian naval bases, seashore and sea lanes, as well as for conducting reconnaissance. **Source : PortNews**

No Super Cop

The Indian Navy has no desire to play the role of 'super-policemen' in the Indian ocean region, but it will always be committed to protecting the country's sovereignty and security, besides responding to any sea-borne threat or situation, according to Chief of the Naval Staff Admiral Nirmal Kumar Verma. The naval chief has also highlighted the significance of developing a sea-borne strategic nuclear deterrence as part of efforts to safeguard the country's vast coastline. "More than being super-policemen', the Indian Navy sees itself as playing the role of a net provider of security and will put a specific emphasis on cooperation with other countries in the Indian ocean region," he said, while addressing the 17th anniversary of the Indian Maritime Foundation.

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Speaking on India's role in the Indian ocean Strategic challenges and opportunities in the decade ahead', Verma said that providing security remains the most serious challenge before the navy and the same also influences other challenges, viz. protecting economic interests and marine natural resources as well as building a sound maritime infrastructure.

He said, "The Indian ocean remains the third-largest region covering 20 per cent of water on earth. It involves as many as 25 countries, including six island nations, and is among the busiest sea lines of commercial interest, besides serving as a key transit provider to several countries across continents." Post-cold war era, an increasing number of countries have emerged to challenge the US pre-eminence and the emerging geo-politics will largely influence the challenges vis-?-vis security, economy, natural resources and infrastructure, he said. "The impact of inter-play between US and China in particular will influence the new geo-political dynamics in the region."

Sea-borne terrorism, as manifested in the 26/11 attack on Mumbai, has ensured that security issues have become more complex. "Unlike land, detecting and combating sea-borne threat is more serious, as there cannot be physical boundaries on the seas," he said.

The enormous task of protecting 7,500 km of coastline and interacting and coordinating with the multitudes of central and state agencies, remains a challenge that the navy is steadily working on, said. "A national maritime domain awareness infrastructure will be in place in the next two years, to ensure that all these issues are dealt with more effectively." Verma also stressed on the need to build a sound maritime infrastructure including those related to ship-building, repairs, research and development, among others, besides the need for the country to engage in growing cooperation with other nations for countering problems like piracy and to protect marine natural resources.

Maritime foundation president Commodore (ret'd) Rajan Vir made the introductory remarks. Former Air Chief Marshal H Moolgavkar, former Naval Chief Jayant Nadkarni, National Defence Academy Commandant Vice-Admiral Satish Soni, were among the prominent persons present on the occasion. **Source : ShipTalk**

SHIPYARD NEWS

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TOS
Transport & Offshore Services

ST Marine books upgrade and repair orders

Singapore's ST Marine (Singapore Technologies Marine Ltd.) has secured its first contract from the Royal Australian Navy (RAN). It is to double-hull the 157.2 m long combat logistics vessel **HMAS Success**, to be double hulled to meet IMO standards for environmental protection against oil spills. The conversion involves the installation of a second hull internal to the ship.

Commissioned in 1986, **HMAS Success** is the largest ship built in Australia for the RAN. Work at ST Marine is scheduled to commence before the end of this year when the tanker is deployed in the region and will be re-delivered by the first half of 2011. The breakthrough order is one of several upgrading and modifications contracts recently received by ST Marine, which is a subsidiary of ST Engineering, whose U.S. operations include VT Halter Marine.

On the commercial front, ST Marine secured two significant repair and conversion jobs from Saipem (Portugal) Comercio Maritimo (Saipem) and Coastline Group of Companies (Coastline).

Saipem's 31,901 tonnes (GRT) **SEMAC 1**, a semi submersible pipe lay vessel measuring 188.1 m long including truss and 54.8 m wide, will undergo upgrading and modification works including: stern winches upgrade, installation of new pipe tensioners, modification of Abandonment and Recovery winch, maintenance activities and "Australization."

To work off Australia, the vessel needs to meet requirements such as having each cabin accommodate a maximum two persons and be equipped with a private toilet unit as well as ensuring that the entire vessel is asbestos free. Some of the major on **SEMAC 1** will therefore include removing existing accommodations (98 cabins with galley and offices) to rebuild 168 new cabins with galley and offices, building a new helideck and an extra accommodation block. The project has commenced and is expected to be completed by end July in 2011.

Coastline's **Caballo Maya**, a 143.5 m long and 22 m wide offshore diving support construction vessel will be undergoing fabrication and installation of sponsons, crane foundation and modification of the stern section. The sponsons fabrication will widen the vessel and help improve its stability. The vessel will be upgraded to install an 850 ton Huisman heavy lift crane. **Caballo Maya** arrived at Tuas Shipyard in mid December 2010 and work has already commenced to fabricate the sponsons and stern blocks. The vessel is expected to join Coastline's fleet of deep sea offshore support vessels by the first quarter of 2011. Source : **MarineLog**



Drydocks World lands conversion contract with BW Offshore worth \$13 million

Drydocks World announced that it has been awarded a conversion contract, estimated at \$13 million (Dh47.8 million) by BW Offshore, one of the world's leading contractors.

The vessel, **BW Carmen**, which has been renamed **BW Athena** was built in 1994 and converted to an FPSO in 1999. The vessel arrived at the yard recently. Under the agreement with BW Offshore, Drydocks World's scope of work includes lengthening of the vessel and fabrication and installation of a new section for the Submerged Turret Production (STP) system.

All associated piping and electrical modification, module and crane installation and topside repair will be carried out at Dubai shipyard.

Khamis Juma Buamim, Chairman Drydocks and Maritime World, said: "We have made a name for ourselves in the vessel conversion market and have supported the oil and gas industry with a diverse range of projects, primarily FPSO and FSOs of varying scope and scale suited to industry needs. The contract is a testament to our growing technical capabilities and effective project management skills. We are certain that our growing portfolio of projects from world leading industry players will enhance our clout in this vital sector." Buamim added that "Drydocks World is positive about the future. We are armed with a solid business strategy that takes into account changing trends in the maritime industry." Currently, two projects, including conversion of **Betatank II** to **Firenze FPSO** and **LNG Golar Frost** into **FSRU Toscana** are underway at the Dubai yard. Source : GulfNews

STENA LINE'S LATEST NEWBUILDING



Above seen the new **STENA TRANSPORTER** anchored off Samsung Heavy Industries yard in Korea after yard trials –
Photo : Cees de Jong ©

Cochin Shipyard bags MOU Excellence Award

Cochin Shipyard Ltd has been conferred with the MOU Excellence Award to facilitate the PSU's performance during 2008-09. The award was presented by Dr Manmohan Singh prime minister to the company's officiating Mr K Subramaniam CMD and director (Operations) at a function in New Delhi. According to a company press release, CSL has witnessed record growth in the last five years. Income from ship-building increased 4.5 times from INR 222 crore in 2005-06 to INR 1,012 crore in 2009-10. Similarly, its total turnover increased almost four-fold from INR 370 crore to INR 1,200 crore. Net profit increased 12 times from INR 18 crore to INR 223 crore. Source: PTI

Besiktas Shipyard launches 7,000dwt tanker for Palmali Group

The Yalova-based Turkish Besiktas Shipyard held Dec. 20 an official launching ceremony of the 7,000DWT [Mubariz Ibraimov](#), a lead ship of newbuilds of project RST22M, the project designer, Marine Engineering Bureau, said. The ship is being built for the Russian group of companies Palmali.

The new series vessels is the development of 005RST01 project, known as the ARMADA's first series tankers, previously designed by Marine Engineering Bureau for Palmali and built at shipyards SELAH and ADA in Tuzla (Turkey) in 2002-2006 and a modification of the second series of tanker of project RST22, constructed at Nizhny Novgorod-based Krasnoye Sormovo in 2008-2009.

Ten tankers of the Armada class first series and five tankers of the New Armada are being successfully servicing mixed "river-sea" shipments of crude oil, fuel oil, diesel fuel and other petroleum products and vegetable oils, as well as on marine transportation in the Caspian, Black, Mediterranean, Baltic and North Seas, including winter services around Europe and in the Irish Sea. The vessels dimensions fit the Volga-Don Canal and Volga-Baltic inland waterway. The vessels LOA is 139,95 m, breadth – 16,6 m, depth - 6,0 m. The ships are built to Volga-Don max class.

The third series newbuildings includes 10 vessels (5 in contract, 5 in option). The group of companies Palmali specializes in cargo shipment in the Mediterranean, Caspian and Black Seas. Palmali Group is a major carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) on the southern services. The Group has also secured long-term contracts for transportation of petroleum products from TNK-BP.

Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Register of Shipping Ukraine. [Source : Portnews](#)

Yantar Shipyard starts building a frigate for the Russian Navy

Baltic Shipyard Yantar held on December 18 a ceremony of keel-laying of the project 11356 frigate for the Russian Navy. The new ship will be named [Admiral Grigorovich](#), the shipbuilder's press service said.

Yantar Shipyard has won in bidding for contract of the Russian Ministry of Defense for construction of three patrol ships (frigates) on Oct. 8, 2010. The contract with the customer was signed on October 28. This is the first order in the modern history of the Russian Navy for a series of warships.

Under the contract, the first of the frigates, designed by the Northern Design Bureau is to be built within 3 years. The three ships contract is scheduled to be completed in 4 years. The customer expects the new frigates to be commissioned into the Black Sea Fleet.

"The Black Sea Fleet today is combat-ready but needs to be replenished by ships with modern weaponry. The patrol ships represent such type of vessels that would reinforce the Russian Navy in the southern region. By the Commander of the Navy Vladimir Vysotsky's order the ships are given the names Admiral Grigorovich, Admiral Essen and Admiral Makarov," said the Commander of the Black Sea Fleet Vladimir Korolev.

A patrol ship of Project 11356 is intended for participation in combat operations in the ocean and sea against hostile surface ships and submarines, fighting off aircraft attacks, both independently and as part of warships task force as escort ship. Baltiysk-based Shipyard Yantar was founded in July 8, 1945 on the basis of Koenigsberg F. Schichau shipyard. The company specializes in construction and ship repair of small and medium vessels for military and civil purposes. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. Currently, the major stakeholder of Baltiysk Shipyard Yantar is the state-owned Western Center of Shipbuilding, a subsidiary of United Shipbuilding Corporation. [Source : PortNews](#)

ROUTE, PORTS & SERVICES



Zamil 63 launched at King Abdul Aziz Port

Saudi Ports Authority reports that His Excellency Abdul Aziz Al-Tuwaijri, the President of Saudi Ports Authority, launched a new OSV for Zamil Offshore, **Zamil 63**, on 27 November. The event took place at King Abdul Aziz Port in Dammam.

During the ceremony the keel was laid for 10 new vessels - **Zamil 64**, a sister vessel to **Zamil 63**, and nine port service vessels; six vessels for Ras Al-Zour port and three for King Abdul Aziz Port in Dammam. **Source : Offshore News Online**

Damen en Doeksen werken samen aan milieuvriendelijke veerbootontwerp

De Nederlandse scheepsbouwer Damen en Rederij Doeksen hebben de handen ineen geslagen om een milieuvriendelijke veerboot te ontwikkelen. Rederij Doeksen is gevestigd in Harlingen en voert passagiers- en autoveerdiensten uit tussen Harlingen en de Nederlandse Waddeneilanden Vlieland en Terschelling.

Dit is de eerste keer dat het in Gorinchem gevestigde Damen een duurzame milieuvriendelijke veerboot ontwikkelt, tevens is dit de eerste duurzame veerboot voor Doeksen. Henk Grunstra, Damen Product Directeur, zegt: "Dit project is bijzonder interessant omdat we rekening moeten houden met alle facetten van de veerdienst: de specifieke eigenschappen van de Waddenzee, welke een UNESCO werelderfgoed is, de passagiers-, auto- en fietscapaciteit en piek- en daluren, de walfaciliteiten."

"Het gaat hier niet alleen om het vaartuig zelf, maar om de meest duurzame manier van passagiersvervoer te ontwikkelen in deze bijzondere omgeving. De oplossing dient het juiste antwoord voor de gehele situatie te zijn. Het gaat in dit geval niet alleen om het plaatsen van een gas gestookte motor in een vaartuig."

Duurzame oplossing

Wanneer de Nederlandse scheepsbouwer en Doeksen alle informatie verzameld hebben, zullen de twee partners een analyse maken hoe de milieuvriendelijke veerboot het beste ontwikkeld kan worden "om een duurzame oplossing te creëren voor het passagiersvervoer over water" voegt hij toe. "De nieuwe veerboot moet zo min mogelijk energie verbruiken, de energie zo efficiënt mogelijk gebruiken en zo schoon mogelijk zijn, benadrukt de heer Grunstra. Het vaartuig kan worden uitgerust met LNG voortstuwingsmotoren, diesels met filtersystemen, een elektrisch hybride systeem dat gebruik maakt van wind- en zonenergie en andere alternatieve oplossingen."

Het belangrijkste is dat het vaartuig en het gebruik ervan een haalbare optie is en een geïntegreerde oplossing biedt, benadrukt de heer Grunstra.

Toekomstig veerboot design

Doeksen draagt bij met zijn enorme ervaring en expertise aan het project, voor wat betreft de uitvoering van het passagiersvervoer over water en de uitvoering en onderhoud van de vaartuigen, aldus de heer Grunstra. "Doeksen is een ideale partner voor dit soort werk, omdat ze al vergevorderd zijn met hun eigen onderzoek betreffende dit onderwerp. Het wordt erg interessant om dit concept samen te ontwikkelen en met een ontwerp te komen waarvan we beide denken dat dit de beste, meest duurzame oplossing is voor de toekomst van de ferry markt."

"De kennis die we opbouwen gedurende dit project zal ons meer inzicht geven en ons helpen om andere projecten op een hoger niveau op te tillen." Dit project past binnen Damen's en Doeksen's beleid om technologieën te ontwikkelen die zullen bijdragen om duurzame doelen te bereiken. Damen is ook deelnemer in diverse andere initiatieven met hetzelfde doel, zoals de E3 sleepboot en luchtsmering op binnenvaartschepen.

Damen en Doeksen streven ernaar om een gedetailleerd ontwerp te hebben rond het einde van 2011.

Het duurzame veerboot project wordt gedeeltelijk gesubsidieerd door de Nederlandse regering (Stimulatie Innovatie Binnenvaart) en door de Europese Unie (Interreg North Sea Region iTRANSFER) welke interregionale samenwerking promoot. Het fonds streeft ernaar om connecties binnen de waterwegen in het Noordzee gebied te stimuleren, met speciale aandacht voor duurzame schepen.



Iskes **SIRIUS** seen with the **SCOMBRUS** in Ijmuiden – Photo : Marcel Coster ©

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Ezra scoops Trico pair

Bankrupt US offshore owner Trico Marine has cashed in on two of its multi-purpose platform supply vessels (MPSVs), according to a filing with the US Securities and Exchange Commission. Trico filed for Chapter 11 in August. Trico Subsea Holding, one of the company's Norwegian affiliates, says it has sold the 6,222-hp **Trico Sabre** (built 2009) and the **Trico Star** (built 2010) for \$52.3m to Lewek Shipping, a subsidiary of Singapore-listed parent Ezra Holdings.

As TradeWinds reported in October, Trico Marine was looking to sell the units to New York-listed offshore giant Tidewater for around \$50m, but the deal fell through when a judge ordered the ships to be sold at auction to the highest bidder.

Shortly after the collapse, the Trico Star landed in the middle of a payment dispute between Trico Marine and Norden Maritime which resulted in the ship's arrest. The unit was later freed, and now Norden Maritime is believed to have been added to the growing list of creditors looking to claw back cash from Trico Marine as it works out a restructuring plan. **Source : Tradewinds**



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The **BBC UKRAINE** seen arriving in Willemstad-Curacao

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Repair works in Port of Singapore

The working period for repair works to Pulau Ubin jetty has been revised. According to the Maritime and Port Authority of Singapore's Port Marine, the works will be carried out from December 18, 2010 to March 17, 2011. Repair work will take place 24 hours daily-excluding Saturdays, Sundays and Public Holidays. A safety boat will be in attendance at all times to warn and redirect craft in the vicinity to keep clear of the working area.

When in the vicinity of the working area, mariners are reminded to:

- Keep well clear and not to enter the working area;
- Maintain a proper lookout;

- Proceed at a safe speed & navigate with caution;
- Maintain a listening watch on VHF Channel 21 (Sembawang Control); and
- Communicate with Keppel Control on VHF Channel 21 for assistance, if required.

Source: Portworld



The **OSPREY** arrived loaded with Allseas **TOG MOR** in Rotterdam-Caland canal – Photo : Micha Stubbe (c)

DFDS terminates the ShortBridge service

DFDS Seaways has decided to close down their ShortBridge service running from Maasvlakte (Rotterdam) to Immingham. The service from Rotterdam will instead switch to the Vlaardingen terminal, which became part of the DFDS network after the purchase of Norfolkline. The two ro-ro units on the ShortBridge service, **Tor Finlandia** and **Tor Botnia**, will move to other DFDS routes. DFDS Lisco, Klaipeda, owns the vessels. The ShortBridge service was inaugurated in 1973 by Tor Line, which was taken over by DFDS in 1982. The last sailing on the ShortBridge service will take place on December 24. Source: shipgaz.com



The **CSAV RAUTEN** seen departing from Rotterdam – Photo : Kees Torn (c)

Kim Fejfer joins Maersk Executive Board

The A.P. Moller - Maersk Group has appointed Kim Fejfer to the Group's Executive Board. Kim Fejfer holds the position of CEO of the Group's terminal activities, APM Terminals, headquartered in Den Haag, the Netherlands. "Under Kim Fejfer's leadership, APM Terminals has established itself as an independent company with a clear strategy and has strongly improved earnings and returns, both during and after the crisis. The terminal business is an increasingly important part of the Group. It has great potential and will continue to be in focus for investments in the coming years," says Group CEO Nils S. Andersen, A.P. Moller - Maersk.

Kim Fejfer is 45 years old. He joined the A.P. Moller - Maersk Group in 1992 and became the CEO of APM Terminals in 2004. He says of the appointment to the Executive Board:

"I am proud on behalf of all our employees, who are working hard to make APM Terminals the best port operator in the world. I think this appointment is testament to the increased significance and potential of our business in the A.P. Moller - Maersk Group."

The appointment will take effect by 1 January 2011. The decision springs from the increasing importance of the terminal business for the A.P. Moller - Maersk Group and the results Kim Fejfer has achieved as CEO for APM Terminals. **Source: A.P. Moller - Maersk Group / maritimedanmark.dk**



The **VILJANDI** seen moored in the port of Beira (Mozambique) - **Photo : Crew Volvox Olympia (c)**

The Papua New Guinea (PNG) Government approves the "PNG Floating LNG" project

Petromin PNG Holdings, DSME E&R and Høegh LNG proudly confirms that the Papua New Guinea's National Executive Council (NEC) has approved its "PNG FLNG" project which consists of an LNG Floating Production Storage and Offloading (FPSO) vessel with an annual production capacity of 3 Mtons/Y to be installed in the Gulf of Papua.

The decision was announced by the Minister for Petroleum and Energy, Mr. William Duma, during his address at the PNG Mining and Petroleum Investment Conference in Sydney on December 6th, 2010. PNG FLNG has been approved as a standalone LNG project and is designed to commercialize gas fields within and adjacent to the Papuan Basin. In November this year, the Partners signed a Joint Development Agreement (JDA) for the ownership, development and construction of their LNG FPSO as a solution for fast-track development of Papua New Guinea's extensive undeveloped gas resources.

In a joint statement by the Managing Director of Petromin, Mr. Joshua Kalinoe, the Chief Executive Officer of DSME E&R, Mr. Jin Seok Kim and the Chief Executive Officer of Høegh LNG, Mr. Sveinung Støhle said: "The NEC approval is the first major milestone for PNG FLNG and further proves that the state shares the partnership's view that its LNG FPSO project will be a vital part for the future development of gas resources in PNG". Over the last 4 years Høegh LNG has together with partners, including DSME, developed the LNG FPSO design and technology. The vessel and the processing systems will be constructed at the DSME ship yard in South Korea, and will be capable of producing up to three (3) million tons of LNG annually, and has storage capacity of 220,000 cubic meters, and the partners' objective is to have the unit in operation by mid 2014. After NEC approval the "PNG FLNG" project will now enter into its next phase of development which consists of negotiating and agreeing on a Project Agreement with the PNG Government, to sign gas supply agreements with upstream owners, as well as offtake agreements for the LNG. These activities are well advanced and the partners of the PNG FLNG project are very pleased to see that the project is already experiencing strong interest from the market.



Evergreen enhances its Intra Mediterranean feeder network

In order to provide better services in the Mediterranean, effective from January 2011 Evergreen Line will divide its existing Adriatic Levant (ADL) service and Greek Turkey Service (GTS), creating four new separate routings. Additionally, the North Africa Feeder Service (NAF) will be upgraded to a weekly service.

The existing Adriatic Levant (ADL) services will become Adriatic-Levant Loop 1 (ADL1) and Adriatic-Levant Loop 2 (ADL2), while the existing Greek Turkey Service (GTS) will become Greek Feeder Service (GFS) & Turkey-Levant Service (TRL).

The new Adriatic-Levant Loop 1 (ADL1) will deploy two 1,200teu vessels with new direct calls at Ravenna and Beirut. The port rotation is: Trieste—Ravenna—Ancona—Taranto—Alexandria—Beirut— Limassol—Taranto—Trieste

The new Adriatic-Levant Loop 2 (ADL2) will deploy two 1,200teu vessels with the following port rotation: Koper—Venice—Rijeka—Taranto—Ashdod—Mersin— Taranto—Koper

The new Greek Feeder Service (GFS) will deploy a 900teu vessel with the following port rotation: Taranto—Piraeus—Thessaloniki—Taranto

The new Turkey-Levant Service (TRL) will deploy two 1,000teu vessels with new direct calls at Alexandria and Ashdod. The port rotation is: Taranto—Istanbul—Haydarpasa—Gemlik—Izmir—Alexandria— Ashdod—Taranto

The upgraded North Africa Feeder Service (NAF) will deploy two 700teu vessels with a new direct call at Benghazi. The port rotation is: Taranto—Benghazi—Misurata—Tunis—Taranto

A company spokesperson stated: 'With these upgraded feeder routings, Evergreen Line will provide customers with improved operational efficiency, greater capacity, wider port coverage and quality services to and from the Mediterranean, connecting to our extensive global networks.' **Source : Evergreen**



The **PETROBRAS 10000** seen anchored off Walvis Bay (Namibia) - Photo : Crew Argonaut ©

Transocean's Discoverer India Contract with Reliance

Transocean Ltd. announced that the newbuild ultra-deepwater drillship **Discoverer India** has commenced operations for Reliance Industries in India under a minimum five-year drilling contract. By December 31, 2010, Reliance can choose to extend the term of the contract to either seven or 10 years. One of 25 ultra-deepwater floaters in the Transocean fleet, the double-hulled **Discoverer India** features the most advanced offshore drilling equipment. The rig is equipped to drill wells up to 35,000 feet total depth in water depths of 10,000 feet and, with additional equipment, can be upgraded to drill up to 40,000 feet total depth in water depths up to 12,000 feet. The rig's features include Transocean's patented dual-activity drilling technology that is designed to save time and money in deepwater well construction through parallel drilling operations. Other features include an enhanced top drive system, a high-pressure mud system and a variable deckload of more than 20,000 metric tons.

In addition to the **Discoverer India** and seven other newbuild units placed into service in 2009 and 2010, Transocean has two ultra-deepwater newbuild drillships, **Discoverer Luanda** and **Deepwater Champion**, and a high-specification jackup in various stages of construction or completion. Source : MarineLink

Excel Maritime Enters Into Period Time Charter Agreements for Seven Kamsarmax

Excel Maritime Carriers Ltd, an owner and operator of dry bulk carriers and a leading international provider of worldwide seaborne transportation services for dry bulk cargoes, announced yesterday that it has entered into new time charter agreements for seven of its Kamsarmax vessels to first class charterers. More specifically, the vessels M/V **Iron Manolis** (2007, 82,269 dwt), M/V **Iron Anne** (2006, 82,220 dwt), M/V **Iron Brooke** (2007, 82,594 dwt) and M/V **Iron Lindrew** (2007, 82,598 dwt), were fixed under separate time charters for a period of 11 to 13 months at a daily rate linked to the Baltic Panamax Index (BPI) with a guaranteed minimum rate (floor).

Additionally, the vessels M/V **Iron Kalypso** (2006, 82,224 dwt), M/V **Iron Fuzeyya** (2006, 82,209 dwt), the M/V **Ore Hansa** (2006, 82,209 dwt), were fixed under separate time charters for a period of 12 to 14 months at a daily rate linked to the Baltic Panamax Index (BPI) with a guaranteed minimum rate (floor). Pavlos Kanellopoulos, Chief Financial Officer of Excel, stated, "We are pleased to have announced these seven vessel fixtures which significantly increase the visibility of our cash flow generation through a time charter coverage of 45% for 2011. These charters also allow us to monetize 100% of the upside in market rates through the index-linked element, while at the same time always

provide profitable rates securing our cash flow break even levels. The above mentioned fixtures are consistent with our balanced fleet deployment strategy and will enable us to capitalise on upwards market movements throughout 2011.”

Source : Excel



LIKE A BRIDGE CONNECTING THE END OF ONE ROAD WITH THE BEGINNING OF A NEW ROAD,
SO DOES THE FESTIVE DECEMBER MONTH CONNECT AN ENDING YEAR WITH A NEW YEAR.

AS THIS HOLIDAY SEASON IS AGAIN UPON US WE FIND OURSELVES REFLECTING ON THE YEAR 2010
AND SAY “THANK YOU” FOR YOUR CUSTOM THAT HELPED TO SHAPE OUR BUSINESS.

WE WISH YOU SUCCESS IN ALL THE CHALLENGES AND OPPORTUNITIES THAT MAY COME
YOUR WAY IN 2011 AND ASSURE YOU THAT **UDKERK** WILL AGAIN GLADLY ASSIST BY BEING
YOUR BRIDGE TO ACHIEVING YOUR GOALS.

**ALL OF US AT OUDKERK JOIN IN SENDING SEASON'S GREETINGS AND BEST WISHES FOR
A HAPPY NEW YEAR TO ALL OUR CLIENTS AND CONTACTS.**


Kavkaz-Samsun rail ferry service launched

The Port Kavkaz-Port Samsun international rail ferry service was launched on Dec.16, 2010, the Maritime Engineering Bureau press service said. The line was launched thanks to an agreement between the Ministry of Transport and the Ministry of Transport and Communication of Turkey on arrangement of mixed international railway-ferry communication through the ports of Samsun and Kavkaz. The agreement was signed on May 14, 2010 in Ankara during the visit of Russian President Dmitry Medvedev in the Republic of Turkey.

The shipments on the service will be carried out by two ferries (Smat and Feruz) of project CNF03.01 of shipping company Black Sea Ferry Investment (RZD / Russian Railways holds a 51% stake, 49% of shares owned by Reserve Capital Enterprising Corp.'s President Hokim Matchanov). The CNF03.01 project ferry was designed at Marine Engineering Bureau and built to the Russian River Register class M-JV 3.5 with all the requirements of Russian Maritime Register of Shipping. The vessels are intended for transportation of rail cars and Ro-ro cargo, international containers, dangerous goods of 1.4S, 2, 3, 4.1, 4.2, 5, 6.1, 8, 9, and oversized cargo.

Ship dimensions: LOA - 150.32 m, LBP - 140.31 m, BOA - 22 m, design breadth - 21 m, depth - 7,15 m, DWT - about 6,500 at LWL draft 3 80 m. The ship specifications allow to operate at the port of Kavkaz, the port of Samsun and Poti port (Georgia) to provide shipments on Russia - Turkey, Russia – Armenia service.

The class ferry is capable to accommodate 64 heavy trucks, 106 20-foot containers. The ship is featured by the Russian standard gauge, and the European standard gauge. The cargo deck is designed to deploy rail cars weighing up to 97 tons. Endurance - 15 days. Crew - 16 people. Total number of seats - 23. **Source : PortNews**



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Navios Maritime Holdings Inc. Announces Delivery of Capesize New Building Vessel

Navios Maritime Holdings Inc., a global, vertically integrated seaborne shipping and logistics company, announced yesterday that the Capesize vessel Navios Bonheur of 179,204 dwt was delivered from a South Korean shipyard to Navios Holdings' owned fleet on December 17, 2010. The vessel is chartered-out for 12 years at a net rate of \$29,356 per day with 50/50 profit sharing above a BCI Time Charter Average of \$37,500. Navios Maritime Holdings Inc. is a global, vertically integrated seaborne shipping and logistics company focused on the transport and transshipment of drybulk commodities including iron ore, coal and grain. Navios Holdings may, from time to time, be required to offer certain owned Capesize and Panamax vessels to Navios Maritime Partners L.P. for purchase at fair market value according to the terms of the Omnibus Agreement. **Source: Navios Maritime Holdings Inc.**

Caribbean carriers to introduce bunker rate hikes

The Caribbean Shipowners Association has announced that its member liner carriers will implement bunker surcharge hikes, effective from January 2, 2011. The increases will be applied on top of present levels. They are as follows: US\$30 per 20-foot container, \$60 per 40-foot container, and \$67.50 per container larger than 40 feet, reports the Asia Shipper. It said the bunker surcharge hikes will apply to all southbound and northbound services between the United States and the Caribbean destinations of Anguilla, Antigua, Dominica, Grenada, Montserrat, Saba, St. Barths, St. Eustatius, St. Kitts & Nevis, St. Lucia, St. Maarten, St. Vincent, Trinidad, Jamaica, Guyana and Suriname. Members of the Caribbean Shipowners Association are Bernuth, CMA CGM, Crowley, Seaboard Marine, Seafreight Line and Zim. **Source: SchedNet**



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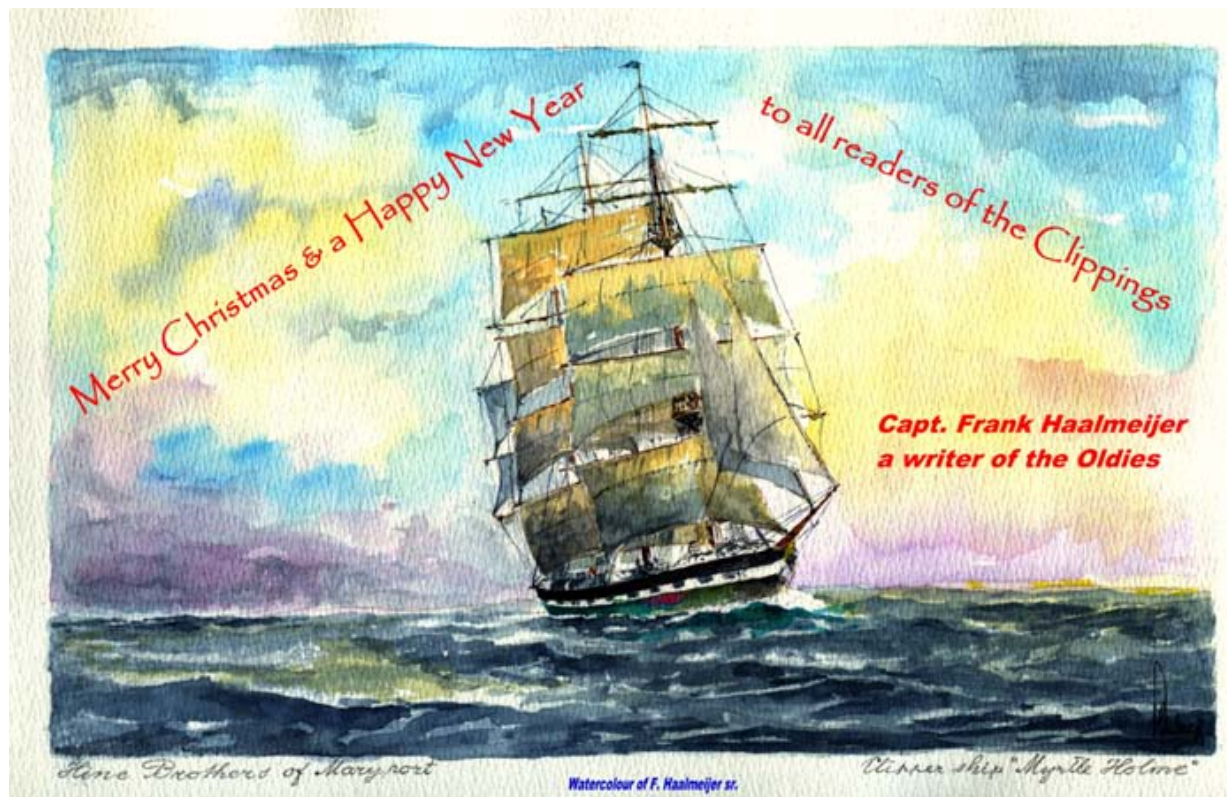
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OLDIE – FROM THE SHOEBOX



BOEKBESPREKING

Door : Frank NEYTS

"Binnenvaart 2011".

Ook dit jaar pakt **Uitgeverij De Alk** uit met een nieuwe editie van het standaardwerk "**Binnenvaart 2011**". Het jaarboek werd samengesteld door W. Van Heck en A.M. Van Zanten. In **576 pagina's** brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de binnenvaart van de lage landen.

Rederijen, scheepswerven, overheidsdiensten, noem maar op, alles wat er op het vlak van binnenvaart in het werkgebied te bespreken valt, komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in dit buitengewoon interessant en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die in het vakgebied actief is of voor wie van schepen houdt.

Bovendien is het boek rijklijk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

"**Binnenvaart 2011**" (ISBN 978-90-6013-362-0) telt 576 pagina's. Het boek werd als softback uitgegeven en kost 25 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



Above seen a rather unusual picture of the Swire Pacific Offshore vessel **Pacific Valour** towing the construction barge **DB 101** in the South China Sea. The barge is in her de-ballasted condition and the tug is seen through the pontoons.

Photo : Grant Bairstow ©

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