

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 359



Number 359 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 25-12-2010**

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

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The **TOG MOR** seen under tow of the **SMIT SCHELDE** to Rotterdam, with the **EN AVANT 27** and **EN AVANT 7** as steering tugs **Photo : Frans de Lijster (c)**

Mammoet receives major salvage order for ship graveyard in Mauretania



Mammoet Salvage, part of Mammoet, the worldwide leader in heavy lifting and transport, recently received the official order for the salvage of 70 shipwrecks in Nouadhibou Bay, Mauritania. The European Union has made 28,8 million euros available for removing the wrecks. The salvage operation will start in April 2011 and will run for 22 months.

Mammoet Salvage and 11 other international salvage companies bid on this project in Africa. The project was awarded to Mammoet on the basis of the solution

offered and the company's expertise in salvage and environmental protection. **Mammoet Salvage** will commit 25 salvage personnel and a range of equipment to this job.

Nouadhibou Bay (average water depth 10 meters) is a busy area used by industrial shipping and fishing vessels. The shipwrecks, ranging from 200 to 1,200 tons, form obstacles and hazards to shipping. Due to the wrecks, shipping has dropped off greatly in recent years, with an adverse economic and social impact. Furthermore, the shipwrecks pose a hazard to the environment and their surroundings (physical and chemical contamination). The wrecks contain oil residues, insulation, asbestos, etc.

Removing the wrecks will protect the bay against pollution by chemicals in them. This will return the area to its original state and allow nature to develop fully. The accessibility of the port will also be greatly improved. Extensive experience **Mammoet Salvage** is part of **Mammoet Holding B.V.** the worldwide specialist in heavy lifting and transport. **Mammoet Salvage** has undertaken a number of challenging projects throughout the world. The company has distinguished itself by developing innovative solutions for a wide range of salvage projects. These always aim to improve safety, protect the environment and reduce costs.



Due to our holiday break the newsclippings may reach you irregularly

It is noted that the news agencies are also taking a rest As not much news is provided these days

Enjoy the Festive period and do not drink & drive !

Be it on land or at Sea !!!

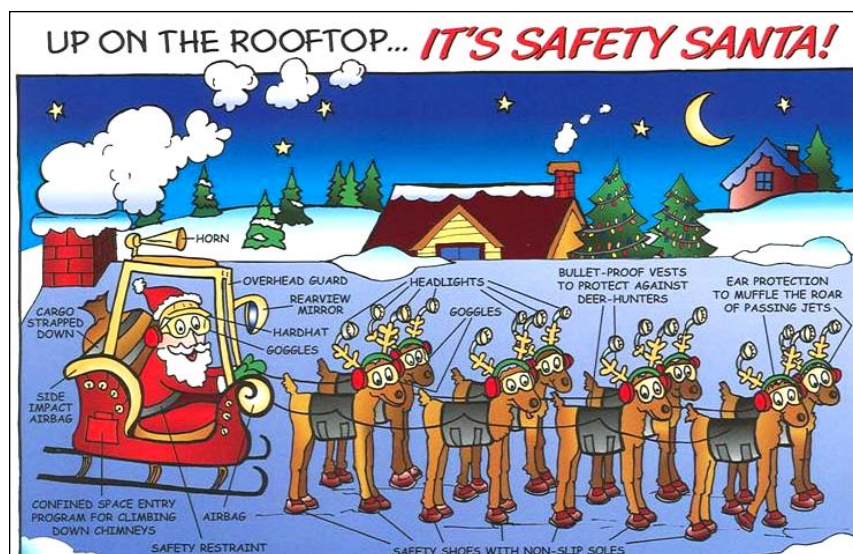


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New research vessels and satellite connection for Russian Arctic



A fleet of new research vessels and the establishment of a Russian Arctic satellite system are on top of the wishing-list of Leonid Vasiliev, leader of the Arkhangelsk-based Northern Service on Hydrometeorology and Environmental Monitoring. According to Vasiliev, his institution plans the construction of ten new Arctic research vessels. That, together with the development of a Russian-built Arctic satellite system, will be of paramount importance for Russian Arctic research, Vasiliev told Regnum.

The "Arktika" satellite system is currently under development. It will make Russia less dependent of foreign satellite information from the area. The Northern Service on

Hydrometeorology and Environmental Monitoring is currently involved in the collection of data on the extension of the Russian Arctic shelf. All remaining data is to be collected in the course of 2011, and a complete application is to be handed in to the UN-based UNCLOS in 2012, Vasiliev underlines.

As recently reported by BarentsObserver, Russia will next year conduct another major expedition with the "**Akademik Fyodorov**" research vessel. According to Vasiliev, the 2011 mission will be the last expedition on collection geological shelf data.

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Toxic-gas leak sickens crew of freighter

Violently ill crew members of a foreign grain freighter were lowered by rope ladder and ferried by tugboat across Lake Erie in the dead of night following a potentially deadly gas leak, officials said Wednesday.

The **Hermann Schoening**, a German ship registered in Liberia, was on its way to Montreal and near Port Colborne, Ont., when 16 of the ship's 21 Chinese crew members became sick. A chemist flown in from Montreal quickly identified the culprit: phosphine gas. It's a chemical used to fumigate or control pests in processed foods, stored tobacco, animal feeds and non-food products.

The ship was fumigated in Milwaukee, and a fumigant used on the grain contained phosphine gas that leaked into the crew's quarters, said Port Colborne Fire Chief Tom Cartwright. The crew members were vomiting violently, had extreme diarrhea, severe headaches and dizziness and were unable to stand on their own. "Quite frankly if we hadn't acted on it, because of the type of leak it was, we probably would have had fatalities on board the ship," Cartwright said.



The **NINE FRONTIER** seen in Rio Grande – Photo : Marcelo Vieira (c)

Vietnam calls off search for 48 missing sailors

Vietnam has stopped looking for 48 sailors missing after last week's storms, authorities said Thursday. 'We have stopped searching for them after six consecutive days following the order from the National Committee for Search and Rescue (NCSR),' said Bui Hoang Tien, deputy director of the Centre for Search and Rescue Number 1 of the NCSR. 'There is no hope of their survival.'



The missing consisted of 23 crew members from the **Phu Tan** freighter and 25 fishermen. Twenty of the fishermen were on one boat from Ba Ria Vung Tau province. The Phu Tan went down last Thursday off central Vietnam's Quang Binh province in stormy seas, while the boat from Ba Ria Vung Tau province sank on December 18 in the South China Sea. The storm lashed the coast from last Wednesday to Friday, leaving seven confirmed dead, and sinking a total of 25 fishing and cargo vessels, the NCSR said.

According to the Ministry of Agriculture and Rural Development, disasters related to annual heavy rains and floods have killed an average of 750 people in each of the past 10 years and incurred costs equivalent to 1.5 per cent of gross domestic product. **Source :** monstersandcritics.com



The **ALLIED ACHIEVER** seen off Kemaman – Photo : Capt. Jelle de Vries ©

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Life ring saves fisherman's life



A fisherman is lucky to be alive after a life buoy saved him when he was swept into the water at dangerous rocks at Piha Beach on Auckland's west coast. The man dropped his rod yesterday as he fished off the rocks at the southern end of Piha Beach but when he climbed down to retrieve it he was hit by a large wave, said Senior Constable Barry Gallagher from the police air support unit. The man was not wearing a lifejacket but friends he was fishing with threw him an Angel Ring life buoy, put on the beach by Surf Lifesaving New Zealand.

He was swept back on to the rocks by a big wave and hauled to safety, battered, cut and bruised, Mr Gallagher said. An ambulance was called to the beach but it was a difficult place to retrieve him. The police helicopter Eagle put one skid on

the rocks above the surf and took him on board and ferried him to the ambulance. He said had it not been for the life buoy the man would have died. "He jumped down between the rocks and then boom, he got hit by a wave and then boom he went into the water." He said after the man was thrown the life ring he was hammered on the rocks before his friends could haul him to safety.

"We told him he was one lucky boy." "He said he would leave it (his rod) there next time." There was no doubt he would have died had it not been for the life ring, Mr Gallagher. "He would have been a history-burger. He would have drowned." Senior Constable Alastair Grant, also from the police air support unit, said falling into the water at Piha was "like being stuck in a blender and the consequences of this can be fatal."

"We want to remind those whose go fishing not to underestimate the danger of fishing off rocks and to remain vigilant off the constant changing ocean conditions." Surf Lifesaving New Zealand positioned the life rings at west coast beaches but police said people fishing off rocks should wear a lifejacket.

Source : odt.co.nz



S.Korea, China in consultations over boat sinking

South Korea and China are holding diplomatic consultations over the sinking of a Chinese trawler whose crew are accused of illegal fishing, officials said Thursday. One Chinese crewman died and another was missing after the boat's

crew clashed with South Korean coastguards in the Yellow Sea on Saturday. China has demanded that South Korea pay compensation for the sinking of the 63-tonne fishing boat and punish the crew of the coastguard ship involved. The South has proposed a joint investigation with China, saying the clash was prompted by illegal fishing.

"Consultations are under way through diplomatic channels between the two countries," a foreign ministry spokesman told AFP. Yonhap news agency said the two sides have exchanged messages, suggesting the incident will not spark a major diplomatic row.



The boat capsized after ramming into the 3,000-tonne coastguard ship. Eight fishermen were rescued. Five were picked up by nearby Chinese boats while three were detained by South Korea's coastguard. The coastguard said the Chinese brandished iron pipes, clubs and shovels when two small boats from the South Korean ship approached their trawler, injuring four officers. South Korean TV showed a video of the clash filmed by the coastguard, which appears to show the fishermen fending off the officers with metal bars. Illegal fishing by Chinese vessels is common in South Korean waters. The coastguard said 332 Chinese boats were caught last year.

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CASUALTY REPORTING



NAVY NEWS

Ivory Coast Christmas for Dutch navy crew



It must have been quite hard to swallow. After combating piracy off the Somali coast for four months, the Dutch navy vessel **HNLMS Amsterdam** had just passed the Straits of Gibraltar when a request came from the French to head for Ivory Coast. The crew were expecting to spend Christmas at home with their families.

The West African country has been volatile since the elections at the end of November to such an extent that the Dutch combat supply ship has been asked to take provisions to French ships and troops in the region. The ship may even have

to evacuate EU civilians. Now the vessel is not expected to be back in its home port until mid-January.

On Wednesday **HNLMS Amsterdam** was moored in the Spanish port of Malaga to take on supplies and spare parts. Then the ship had to about turn and set out on its voyage of some 3,000 nautical miles to Ivory Coast. Another stop will be made in Dakar, Senegal, to collect oil. The Dutch defence ministry says dozens of French troops will also embark there.

The commander of the **Amsterdam**, Lieutenant Commander **Gerrit Nijenhuis**, expects to reach Ivory Coast around 2 January. "Our job will be mainly to support the French in their role protecting EU citizens in Ivory Coast. The operation is under French control. Its objective is to make sure people can be moved if necessary. We will help the French with their logistics, provide them with fuel for ships, helicopters, emergency supplies, medicines and ammunition."

If the violence gets worse and European citizens have to be evacuated, **HNLMS Amsterdam** may play a role. Commander Nijenhuis, "The ship is equipped with a helicopter and three fast boats and we have more than enough room and facilities to take people on board."



The Dutch combat supply ship is only supposed to remain off the coast of Ivory Coast for a week. A French supply ship which had been heading for the African country had to return to port in France after a malfunction was discovered.

The crew of the **Amsterdam** were disappointed when they heard about the change of plan. "Something like this gets to the crew," says Commander Nijenhuis, "but as professionals, you have to get over it. Once they had spoken to the home front, everyone was willing to get down to work again. We're going to go out there and do our best."

Source : rnw.nl

Navy ship joins French carrier for Christmas

HMS Cumberland will be working on Christmas Day supporting the French aircraft carrier **Charles De Gaulle** in the Arabian Gulf, honouring the new agreement between the UK and France. The nuclear-powered French warship is providing fast jet air-support to combat troops fighting in Afghanistan and the Type 22 frigate has taken time out from her maritime security patrols in the Gulf to work with her over Christmas.

There will be little opportunity for the ship's company to relax and enjoy the festivities on Saturday, although, in traditional fashion, roast turkey and all the trimmings will be served to the sailors by the ship's captain and officers.

Captain Steve Dainton said: 'While we will have little time off over Christmas, it is important the occasion is marked. 'The Royal Naval tradition is for officers to serve Christmas dinner. We will also be putting on a carol concert and I have no doubt Santa will make an appearance on the big day - we've been tracking his sleigh on radar for the last day or so.' **Source : Portsmouth – The News**



Navy criticizes crew in helicopter incident at Lake Tahoe

Navy investigators have criticized the flight commanders and air crew members of two helicopters involved in a hovering incident that led to "inadvertent water landings" in Lake Tahoe, according to a report issued Wednesday by Navy officials in Coronado. Two MH-60R helicopters hovered over the lake and then settled briefly into the water before regaining sufficient power to resume flight. The incident came to public notice when a civilian video appeared on YouTube.

http://www.youtube.com/watch?v=qYExH8hpgXI&feature=player_embedded

A Navy report said that the Sept. 13 incident began when the two commanders decided to attempt a hovering manoeuvre without sufficient pre-flight "engine performance calculations." Crew members were cited for "complacency, lack of flight discipline and lack of command oversight."

"The investigation found that the mishap was entirely preventable had the aircrew followed required directives," said a statement issued by Naval Air Forces command at North Island Naval Air Station in Coronado. The helicopters had been in Northern California for an air show in Sacramento. They returned to North Island three days later; cost of repairs to the two helicopters was put at \$505,751.20. The pilots were grounded during the early stage of the investigation. The Navy concluded that no punitive actions were appropriate "but specific administrative measures are in progress to prevent a similar incident in the future."

Modernization of the Indian Submarine Fleet

The world still keeps its eyes on India as one of the Asian countries that is slowly but certainly developing into a powerful player in the international community. India has been very active over the years to make sure its military development keeps pace with its economic and political evolution. For this reason the Indian fleet may play an important role in how international relations will be shaped during the next decade. While India is improving the capabilities of its surface fleet, it has not neglected its submarine fleet and seems to have clear goals and approaches them in a pragmatic way.

The Indian navy currently maintains a submarine fleet made out of Russian and German submarines which are less technologically advanced than those of its neighbors. India has started the production of new diesel-electric submarines of the French Scorpene model. India will be building these submarines itself with the assistance of the French company DCNS. This way India will be able to transfer the necessary technology and know-how to Indian shipyards so that in the future India will be able to produce completely indigenously developed submarines. This new submarine fleet, combined with the nuclear powered SSBN and SSN submarines India is building, will put India's submarine fleet at a competitive level to operate in the Indian ocean and perhaps even as far as the South Chinese Sea if such activity would be called for.

These days the Indian submarine fleet is made up of ten Russian Kilo submarines and four German Type 209 submarines. An older obsolete submarine of the Russian Foxtrot class was taken out of service on the 1st of December. Although this fleet of submarines is perfectly capable of executing all the tasks that are desired from it, they are slightly outdated when compared to the new models that India's neighbors are building or buying. In order to keep up with these countries and in order to have a competitive submarine fleet the modernization of the submarine fleet is an important topic to the Indian navy.

India has already invested in the production of new submarines. Apart from the plans to build a fleet of nuclear-powered submarines the stress is now mostly on the construction of new diesel-electric submarines as replacement of the above mentioned submarines currently in the Indian navy. The intent of this program includes the construction of twelve modern French Scorpene class submarines in two phases, each consisting of six submarines. This construction program is being conducted in cooperation with the French company DCNS. The advantage of this cooperation is the transfer of modern technology to the Indian navy and especially the shipyards. India, as a rising power now feels a larger need to build its essential ships by itself. India has, however, no experience in the construction of submarines since in the past it has always purchased these from other countries. Through the cooperation with DCNS India is able to gain the necessary experience to build submarines on a very short notice.

One of the technologies that have reached the Indian navy through the cooperation with DCNS is that of 'Air Independent Propulsion'. This technology allows diesel-electric submarines to remain submerged for up to three weeks. The technology is currently applied in the fifth and sixth submarine of the first series of Scorpene submarines that are being built in India. The second series of six submarines will all receive the technology and eventually it will also be installed in the first four submarines of the first series when they are scheduled for maintenance. Modern Scorpene submarines combined with the Air Independent Propulsion will give India a decent diesel-electric submarine fleet that can match that of other fleets.

One could still wonder, of course, why India puts all this work in a new submarine fleet while it still has fourteen decent operational submarines. First, there are the different neighboring countries that are currently supplying their navies with modern submarines. There are Malaysia and Indonesia which already possess modern Scorpene submarines. India, as the dominant player in the Indian Ocean can not afford to fall behind if it wishes to hang on to this position. A second reason is that China continues to improve its submarine fleet that already exists mainly out of

modern diesel-electric submarines. India, as a rival to China has no choice but to counter that evolution and to make sure it has a capable submarine fleet once China decides to deploy ships into the Indian Ocean. A third reason is that as a rising power with a modern navy India needs a capacity to build its own submarines, a capacity that it until now did not possess. This was also the reason for large purchases from other countries. Through the cooperation with the French company DCNS India guarantees to be able to execute this task at the current technological levels within a limited timeframe and with the ability for corrections by the French.

Apart from the diesel-electric submarines India also continues to expand its fleet of nuclear powered submarines. India now possesses its own SSBN submarine, the **INS Arihant**. The intent is to eventually have six of these SSBN submarines in service. Even though these SSBN submarines are mainly aimed to be used as a deterrent against Pakistan, the possibility exists for India to deploy them as far as the South Chinese Sea if the need therefore would ever arise. India also continues to build its fleet of nuclear powered attack submarines, the SSN's. During 2011 the Indian navy will receive the Russian Akula II class **SSN Nerpa**. This submarine will be used to provide training and experience to Indian crews until India's very own SSN submarines enter service.

Since India is capable of building her own SSBN and will soon be able to bring its very own SSN's into production, it would be able to bridge the gap that currently exists due to China's Type 091 Han class. These vessels were China's first attempt at building SSN submarines, as a consequence the technology used was outdated and the submarines were very noisy compared to modern western SSN submarines. It could be assumed that India's first class of SSN submarines will perform just as poorly as the Han class. As China hasn't started work on a new version of the Han class India will be able to reach the same level as China when it comes to SSN submarines. This would even open an opportunity for India to field a better SSN sooner than China, making India's submarine fleet more up to date and capable than China's in the future. **Source : GCreport**

USS Boise returns to Norfolk after exactly six months

The fast-attack submarine **USS Boise** returned to Naval Station Norfolk on Wednesday after a six-month deployment. The sub left Norfolk on June 22. **Boise** conducted operations in the European Command area of responsibility while supporting national security interests and Maritime Security Operations.

It made port visits in England, Scotland, Norway, and France. 13 officers and more than 120 enlisted sailors make up the crew of the **Boise**.



Delivery of second Class 209PN Submarine to the Portuguese Navy

On December 22, 2010, the second Class 209PN submarine for the Portuguese Navy, was delivered and commissioned on the premises of Howaldtswerke-Deutsche Werft - a company of ThyssenKrupp Marine Systems - in Kiel.



The new submarine named **N.R.P. Arpão** is equipped with an air-independent fuel cell propulsion system and combines the proven design principles of the Class 209 family with the innovative features of Class 214. Ultra-modern sensors and an integrated Command and Weapon Control System make it optimally suited to its future reconnaissance and surveillance tasks.

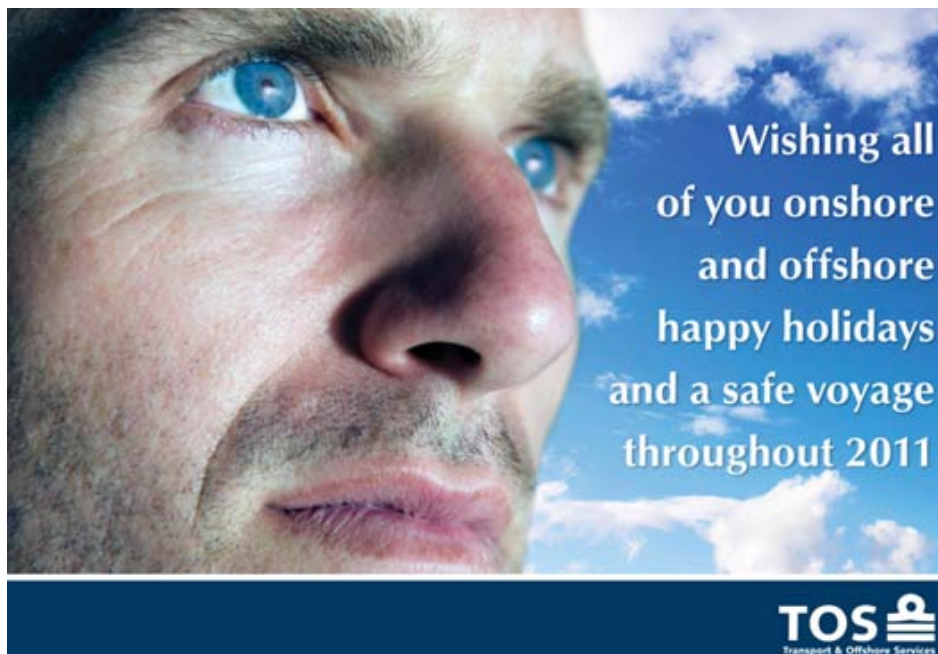
The contract on the two Class 209PN submarines was signed in 2004 with the Portuguese State. Start of production for **N.R.P. ARPÃO** was end of

2005, the naming ceremony took place on June 18, 2009. The sister boat of **N.R.P. ARPÃO**, the **N.R.P. TRIDENTE**, was delivered earlier this year, on June 17, 2010. It has been in operation by the Portuguese Navy since its arrival in Lisbon.

General Data:

Length overall approx. 68 m - Height approx. 13 m - Displacement approx. 1,840 t - Crew Complement 32
Source : bymnews.com

SHIPYARD NEWS



Sevmash to appeal against court decision in Odfjell case

The Sevmash shipyard has appealed a court decision from Arkhangelsk that rules in favour of the Norwegian shipping Company Odfjell regarding a \$44 million dispute after Sevmash failed to deliver 12 chemical tankers ordered by Odfjell. A court ruling from Friday December 10th approved Odfjell's application concerning the recognition and enforcement of the arbitral award filed against Sevmash. The shipyard has now appealed this decision, Anastasiya Nikitinskaya from Sevmash told BaltInfo.



Back in 2004 Odfjell placed an order at Sevmash, Russia's largest shipyard, for up to 12 chemical tankers, each of about 45,000 tons capacity. The newbuilding contracts included an arbitration clause under Swedish law.

The contract on 12 tankers was described as historical in Norwegian-Russian industrial cooperation when it was concluded in 2004. The agreement worth \$450 million was the biggest order ever made by a Norwegian company in Russia. However, the relationship between the parts soon started to show signs of trouble. Excessive and

continuing delays of construction forced Odfjell in 2008 to cancel these contracts.

Odfjell claimed damages from Sevmash, and the Swedish arbitration tribunal unanimously, on 30 December 2009, awarded Odfjell damages of USD 43 million plus reimbursement of legal costs plus 8.5% p.a. interest for any delay in settling the award. **Source : BarentsObserver**

Ships deal a go

General Dynamics Advanced Information Systems expects to add 500 or more jobs at its Pittsfield plant over the next five years to handle a U.S. Navy contract for 10 specialized combat ships. "This is a landmark day for the city of Pittsfield. I could not be happier," Mayor James M. Ruberto told The Eagle on Wednesday. "The city is a beneficiary for having General Dynamics in it."

"It's as about as good economic news as we could have wished for, and it's real," said state Sen. Benjamin Downing, D-Pittsfield. The measure, included in a budget bill that keeps the federal government running until March 4, was passed by Congress late Tuesday. On Wednesday, President Barack Obama signed it. The bill's passage allows the U.S. Navy to double its request for littoral combat ships and divide the 20-vessel, \$5 billion order between two contractors. One is Australia's Austal Ltd.'s U.S. unit which is partnered with General Dynamics AIS. The other, Wisconsin-based Lockheed Martin Corp., is partnered with Marinette Marine Corp.

The Austal-General Dynamics partnership has already built one full ship under a previous contract. For that ship, General Dynamics employed 130 people from the Pittsfield plant to design the ship's infrastructure and systems. While General Dynamics will carry out its engineering work for the ships here in Pittsfield, an Austal shipyard in Mobile, Ala., will actually construct the ships.

A General Dynamics spokesperson has described the 500 or more jobs needed in Pittsfield to fill the U.S. Navy contract as "high-tech, well-paying." Littoral (pronounced literal) combat ships are relatively smaller than other Navy vessels. Considered the Jet Ski of ships, they are fast, highly maneuverable, and can go from zero to 50 knots in minutes. They're designed for missions like mine detection and elimination, anti-submarine warfare and surface warfare against things like seafaring drug transactions and pirates. The ships also navigate coastal waters well because of their unique hull design.

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The Navy estimates that each ship will cost \$500 million to build. Ultimately, the Navy wants to accrue a fleet of 55 ships. The next step is a process of formalities. Now with federal approval, the Navy has to formally award the deal to the contractors who can then present work awards to subcontractors.

Mike Tweed-Kent, vice president and general manager of the Mission Integration Systems Division at General Dynamics AIS, called Wednesday a "a crucial step in the process." In a statement, Tweed-Kent thanked U.S. Sens. John Kerry and Scott Brown and U.S. Rep. Olver in ensuring that the littoral combat ships, or LCS, program language made its way into the temporary budget bill and on to the president's desk.

"Throughout this process, Gov. [Deval] Patrick, Sen. [Benjamin] Downing and Mayor Ruberto have also continually given their unwavering support to see this process from start to finish," he said. "When jobs come and go, it can hollow out a community and we all worked our tails off to make sure that didn't happen," said U.S. Sen. John Kerry said in a statement. "We've been on pins and needles to see if we were successful and it ended up better than we could have hoped."

Whether the U.S. Navy would get the go-ahead from Congress was a nailbiter. Earlier this month, the LCS program was on the precipice because the contractors' initial fixed-cost bids were set to expire on Dec. 14, and the Senate still had not voted to approve Navy spending for the project. But the contractors moved to extend their bids to Dec. 30 in hopes that Congress would pass the bill before it adjourned for the year.

Critics of the LCS program, including Sen. John McCain, R-Ariz., have questioned the Navy's quest to double the ship order to 20, especially since the two existing ships, each of a different design, have not undergone a comprehensive performance evaluation. But Adm. Gary Roughead, chief of naval operations, said "both designs provide the capabilities our Navy needs, and each offers unique features that will provide fleet commanders with a high level of flexibility in employing these ships. This is good for the Navy, shipbuilders and taxpayers."

Navy officials have told lawmakers it would cost less to build 20 LCSs now than to build 10 now and 10 later, and argued that the proposed contract would create more jobs and help get more ships into the water at a faster rate than if it awarded a single contract. The deal also allows the Navy to order 20 for the cost of 19.

"This is very good news for the city of Pittsfield and not only because of the positions General Dynamics will create but the stability it will provide for employees currently working there," said Pittsfield City Councilor Kevin Sherman, chairman of the council's subcommittee for Community and Economic Development. "There is opportunity for a big-time ripple effect from housing purchases by transplants to the area, dining sales, retail sales and more," Sherman said. "What's good for Pittsfield is also good to the Berkshires." **Source : berkshireeagle**



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Todd Shipyards Corporation to be Acquired by Vigor Industrial LLC

Shareholders to Receive \$22.27 in Cash Per Share

TODD SHIPYARDS CORPORATION and Vigor Industrial LLC announced that they have entered into a definitive agreement under which Vigor will acquire the stock of Todd for \$22.27 per share, or approximately \$130 million. The transaction is structured as an all-cash tender offer.

Under the terms of the agreement, which has been unanimously approved by Todd's board of directors, Vigor will offer to purchase all outstanding shares of Todd's common stock for \$22.27 in cash per share. This represents a premium of 31% over the average closing price of Todd's common stock during the three-month period ended December 21, 2010. The price of Todd's stock has climbed steadily during the year from a low of \$13.98 to its recent 52 week high closing price of \$21.00. The tender offer is scheduled to commence no later than December 30, 2010, and will expire on January 28, 2011, unless extended. The transaction is expected to close in the first quarter of 2011.

"We are pleased about the addition of Todd to the Vigor family," said Frank Foti, the President of Vigor. "Todd is Puget Sound's leading shipyard and the combination of Vigor and Todd will create the largest and most capable marine services company in the Pacific Northwest. This transaction will be good for the customers and employees of both companies and will broaden our capabilities. The combination of resources and capabilities will allow the combined companies to expand both the scope and capacity of their ship repair and new construction business."

"This transaction is a testament to the excellent work Todd has done to revitalize our business. Not only is this transaction good for our stockholders, but it's good for the shipyard and our employees," said Stephen G. Welch, President and Chief Executive Officer of Todd. "We believe that the addition of Todd's products to Vigor will help create a stronger, more diversified company with long-term advantages for both companies' customers and employees."

Todd's management will remain intact and all contracts will remain in place. The acquisition will allow for stable utilization of facilities while continuing to strengthen the combined companies' industry presence and opportunities for growth.

Todd's directors and officers and certain other stockholders who own an aggregate of approximately 15.3 percent of Todd's outstanding stock have entered into agreements pursuant to which they have agreed to tender their shares in the tender offer and to vote their shares in favor of a merger if a vote is required by law.

Vigor has obtained financing commitments to purchase all outstanding shares and refinance existing indebtedness. Under the terms of the agreement, the transaction is conditioned upon, among other things, satisfaction of the minimum tender condition of approximately 67 percent of Todd's common shares, the expiration of all applicable waiting periods under the Hart-Scott-Rodino (HSR) Antitrust Improvements Act of 1976, and other customary closing



conditions. In the event that the minimum tender condition is not met, and in certain other circumstances, the parties have agreed to complete the transaction through a one-step merger after receipt of shareholder approval.

Under the terms of the agreement, Todd may solicit superior proposals from third parties through January 28, 2011, subject to extension at Todd's option as provided in the agreement. It is not anticipated that any developments will be disclosed with regard to this process unless Todd's Board of Directors makes a decision with respect to a potential superior proposal. There is no guaranty that this process will result in a superior proposal.

K&L Gates LLP is acting as legal advisor to Vigor. Greensfelder, Hemker & Gale, P.C. is acting as Todd's legal advisor. Houlihan Lokey Financial Advisors, Inc. acted as financial advisor to Todd's Transaction Committee.

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Erria lands another million order

Erria CONSULTING, a division of the Company Erria A / S enters into another contract with PDVSA (Petroleos de Venezuela), the national oil company in Caracas, Venezuela to undertake the construction of two asphalt tankers. The contract will run until 2015.

This contract represents an additional revenue for Erria CONSULTING of 60 million DKK in the construction period. Already in 2011 the contract will contribute to Erria's result by a two-digit million amount. It is by contract ensured that profits may be continuously transferred from Venezuela to the parent company in Denmark. **Source: Erria A/S**

Ministry pledges subsidy for Viking Line order from Turku shipyard

The shipping line Viking Line is getting nearly all of the EUR 30 million in investment supports for shipping earmarked in this year's state budget for environmentally friendly projects. The Ministry of Transport and Communications decided to propose that Viking Line be granted EUR 20 million of the whole sum for the construction of a new passenger vessel at the Turku shipyard. The other two million would go to the Turku-based company Gaiamare for a cargo ship that uses biologically produced oil as its fuel. The payment of the subsidy still requires the approval of the European Commission. In addition, officials will keep tabs on the construction of the vessels, and the ship will undergo an inspection when it is completed to make sure that the environmental criteria for the subsidy are met. The environment-based subsidy is to be granted only after the vessel is delivered. The new passenger ship is to be completed at the STS Finland shipyard in Turku in 2013. The subsidy is conditional to the inclusion of new environmental technology. The engines are to be capable of running liquefied natural gas (LNG), which has a minimum of emissions of sulphur and other hazardous substances. The engines will also be capable of using diesel fuel in situations in which natural gas is not available, or if the price is too high. Viking Line technical director Tony Öhman

says that he is confident that by 2013 there will be so much liquefied natural gas available that no other fuels will be needed. **Source: Helsingin Sanomat**

Laborde Repowers Harbor Tug Fleet

Osage Marine Service, Inc., a fleet service with locations throughout the Midwest, knew it could trust Laborde Products to provide quality, reliable products when harbor tug Deborah Ann was in need of an engine overhaul. Laborde supplied Osage's St. Louis, Missouri branch with twin Mitsubishi S6A3-Y2MPTK engines rated 483 hp at 1,840 rpm to repower the vessel that is mainly used for switching docks and working line boats.

Osage Marine already has a set of 940 hp engines from Laborde for the next repower and four more on order for next year. It plans to upgrade the entire fleet with EPA-compliant propulsion engines.

"Our fleet will then meet current regulations and be environmentally sound," said Justin Davis, Osage Marine's St. Louis manager. **Source : MarineLink**



Maersk plans Q1 freight rate increases

Container shipper Maersk Line plans to raise freight rates from the Middle East and the Indian subcontinent to northern Europe and the Mediterranean twice in the first quarter, it said on its website. The company, which is part of Danish shipping and oil group A.P. Moller-Maersk, announced a \$200 per 20-foot container (TEU) and a \$400 per 40-foot container general increase from Feb. 1. It said it would further raise rates on those routes by \$250 per 20 TEU and by \$500 per 40 TEU from March 1. Maersk Line also announced rate increases from North Asia to Australia, from Canada to Far East Asia, and from Far East Asia to Cuba. **Source: Reuters**

Ship-breakers stop work after scrap with taxmen

Over 20,000 workers lay idle as Alang-Sosiya ship-breaking yard in Bhavnagar district, Asia's biggest, ground to a halt to protest a recent decree from the Customs and the Excise departments that the ship-breakers disclose details of goods and items they get from each ship before they break it. As per the current practice, ship-breakers submit details goods-wise, and not ship-wise. The day-long bandh called by ship-breakers may turn into an indefinite strike, the Alang-Sosiya Ship Recyclers Association said after its request for a meeting with local customs and excise officials was turned down on Tuesday.

Asia's biggest ship-breaking yard pays around Rs 2,500 crore per annum in taxes to the government. Alang-Sosiya Ship Recyclers Association president V K Gupta said it's not feasible to follow the new rule and provide details of goods ship-wise.

According to Gupta, on an average, three ships undergo breaking at any ship-breaking plot at a time and scraps and goods collected are sorted category-wise — like iron, steel, furniture, crockery — and their details are given to the tax department in the same format. "To follow the new rule, the breakers can just take one ship at a time. That simply means they cannot afford to purchase a ship in advance to avoid loss due to price fluctuation," argued Gupta. The association argued that nowhere in the world does such a rule exist. Ship-breakers claimed the new rule would reduce their breaking capacity to one ship at a time from three, which eventually means a drastic fall in revenues for breakers, workers and the government as well. There are a total of 127 private ship-breaking plots at Alang. **Source: Indian Express**

Odfjell acquires two new 44,000 dwt parcel tankers

During first half of 2011 Odfjell and our partner National Chemical Carriers Ltd. Co. (NCC) of Saudi Arabia will bring four newbuildings into our joint coated pool. Odfjell has entered into an agreement with SLS Shipbuilding Co Ltd, Korea, to acquire two coated 44,000 dwt IMO II parcel tankers. The agreed price per vessel is about USD 42 million. The vessels are scheduled for delivery February and April 2011. We have obtained long term bank financing of the vessels. They have 29 tanks, some are epoxy and some zinc coated and a total cargo capacity of 48,700 cbm. Furthermore, NCC will bring two newbuildings into the joint pool as they will acquire two coated 45,000 Dwt IMO II parcel tankers, also from SLS. These vessels have a cargo capacity of 54,400 cbm, comprising 22 zinc/epoxy coated tanks and 20 full segregations. **Source: Odfjell**



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Duitse groep investeert aan Kluizendok in Gentse haven

Aan het Kluizendok in de Gentse haven komt er een nieuw bedrijf voor de opslag van zwavel. Het betreft Duval Terminal Services dat zich er als veertiende bedrijf vestigt. Eind november werd het Kluizendok in de haven van Gent officieel geopend. De grote Braziliaanse groep Companhia Brasileira de Logistica (CBL) was toen het dertiende bedrijf dat zich er vestigde. Enkele weken later kondigt zich nu met het Duitse bedrijf Duval Terminal Services een nieuwe investeerder aan.

Duval Terminal Services maakt deel uit van het Duitse Solvadis met hoofdkwartier in Frankfurt. Deze groep is een belangrijke dienstverlener in de wereldwijde distributie van basis- en gespecialiseerde chemicaliën. Het bedrijf richt zich op activiteiten op het vlak van zwavel, zwavelzuur, methanol en biobrandstoffen.

Met Duval Terminal Services ontplooit Solvadis een deel van zijn activiteiten in de haven van Gent. Duval vestigt zich aan de noordkant van het dok, 125 meter langs de kaai op een terrein van meer dan 22.000 m². Duval voorziet er de vestiging van een zwavelterminal, opslagmogelijkheid en een kantoorgebouw. Er wordt jaarlijks een overslag van minstens 200.000 ton per zeeschip verwacht. Duval sluit van op deze locatie meteen aan op het Europese wegen- en spoor netwerk alsook op de Europese binnenvaartkanalen.

Duval bouwt er een zwavelterminal met een installatie om vloeibare zwavel naar vaste zwavel om te zetten. Voor de opslag en de behandeling van de minerale en/of chemische grondstoffen zal Duval er opslagtanks plaatsen. In de aanvangsfase zijn dat drie tanks met een opslagcapaciteit van elk 15.000 m³. De vloeibare zwavel wordt geladen in of gelost uit zee- en binnenschepen en gaat via een leiding in of uit de tanks. Daartoe wordt er een pompstation gebouwd. De vaste zwavel wordt dan over de weg vervoerd.



Het Havenbedrijf is verheugd met deze nieuwe investeerder aan het recent geopende Kluizendok. Nieuwe bedrijven aantrekken en de activiteiten in de chemische sector uitbreiden, behoren immers tot de strategie van het Havenbedrijf.

Bredo acquires Stena sections

The Bremerhaven Dock GmbH (Bredo) has acquired the twelve-meter and up to 240 tons of heavy steel sections, which are left over after the shortening of the two Stena ferries **STENA TRADER** and **TRAVELLER** at the nearby Lloyd Werft.

All sections will be assembled by Bredo to a buoyant component, in order to use as a floating double-storey hall and workshop, which will be permanently positioned in the immediate vicinity of the docks. By virtue of the location, Bredo shipyard is surrounded by water on three sides, which results in difficulties to expand. The Stena sections came as a golden opportunity. **Source : shippax.se**

ANL and Maersk Line increase charges for calls at DP World terminal in Sydney

Two shipping lines will increase charges next month following ongoing congestion at DP World's Port Botany terminal in Sydney. ANL and Maersk Line are the first to put up charges for shipments as rising costs caused by ongoing congestion starts to bite, writes Supply Chain Review. ANL will implement an emergency port congestion surcharge at the port on January 15 and Maersk will instigate the charge for shipments to and from the Americas on the Oceania service on January 17. "The congestion surcharge is being implemented to help recover some of the significant additional cost being caused by the congestion at DP World in Port Botany," a spokesperson for Maersk says.

"Congestion issues at DP World in Port Botany have been going on for a number of months now and, as such, the costs related to vessels having to speed up after delays in order to recover our schedule integrity have extended beyond what could be reasonably planned for in our cost structure. The additional costs so far have been borne solely by carriers."

Sydney Ports Chief Executive Grant Gilfillan says he is disappointed by the move to impose a new surcharge on importers and exporters through Port Botany. "Sydney Ports believes that a more appropriate response would be for the shipping line to contractually pass these costs to the offending stevedore, rather than down the supply chain and ultimately the consumer," Gilfillan says. "This is in keeping with our principle of increased accountability within the whole supply chain. We continue to work closely with DP World terminal management to ensure the full restoration to their road and shipping operations following the November technical issues." The spokesperson for Maersk says the charge will partially cover the cost of delays. Shipping Australia Chief Executive Llew Russell believes the decision came as no surprise, calling it a "last resort" for the shipping lines. "The lines have tried very hard to be patient to work with the stevedores and avoid what's happening but these particular lines have decided they can't wait any longer," Russell says. "It's something we have been warning about for quite a long time; this is a result of serious congestion in Port Botany which has got worse in the last few months resulting in sheer cost." **Source: seatrade-asia**

Croatia Approves Plans for Floating LNG Terminal

Croatia approved plans to install a floating liquefied natural gas terminal served by vessels to bridge the waiting time for a delayed LNG terminal project in the northern Adriatic. The project would be \$65.7m. **Source: Bloomberg**

OLDIE – FROM THE SHOEBOX



February 1971, **m.v. AMSTELLAND** at anchor in the Bay of Santos (Brazil), when on a Saturday afternoon the mv. **ALGORAB** arrived in Santos Roads and was also anchoring. Firstly to stop the vessel with a full astern and a let go anchor. Both had to wait for berthing. One hour later both vessels lying in the same direction and resting.

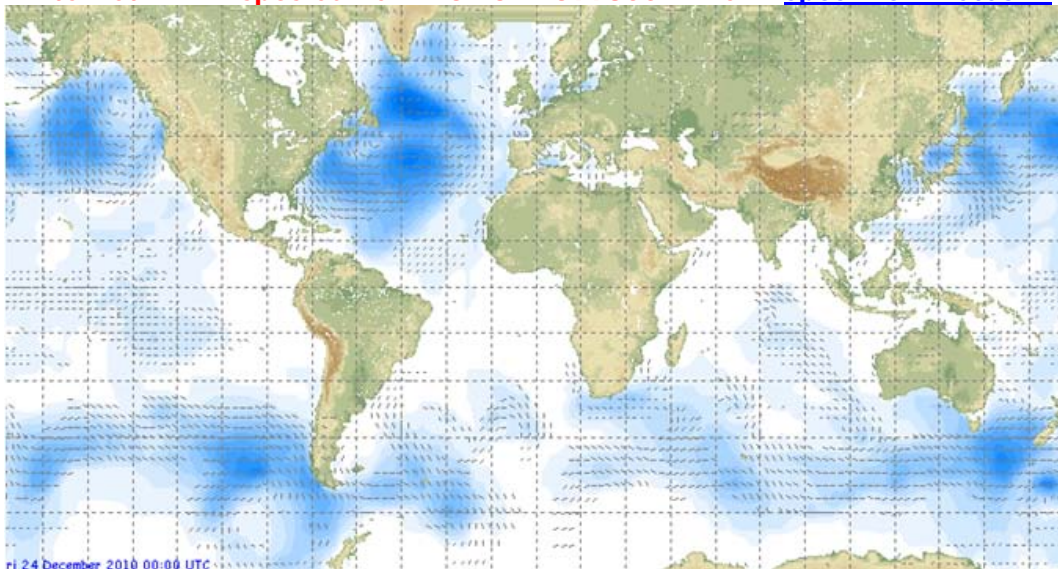
Photo : Capt. Frank Haalmeijer (c)

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.... PHOTO OF THE DAY



Seatrade's **SPRING BOK** seen departing from a cold Hamburg last Wednesday - Photo : Henk Jan Kip (c)

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