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**Above seen the 2011 built MLT flag tugs RT CHAMPION and RT LEADER berthed @ Pinto 5, Grand Harbour, Malta on Wednesday 30th March 2011.
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com**

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The **PACIFIC PEARL** seen in Otago Harbour – Photo : Ross Walker ©

Taiwanese Shipping Company Convicted for Discharging Oily Bilge Waste into the Waters of American Samoa

Koo's Shipping Company S.A., a Taiwanese corporation, pleaded guilty in federal court to charges of making false statements, knowingly failing to fully and accurately maintain an oil record book as required by international treaty and United States law, and for knowingly discharging oily bilge waste into Pago Pago Harbor, American Samoa, without using proper pollution prevention equipment, announced Assistant Attorney General Ignacia S. Moreno and United States Attorney for the District of Columbia Ronald C. Machen Jr. The plea took place before the Honorable Gladys Kessler in United States District Court for the District of Columbia.

The company was sentenced to pay a \$750,000 criminal fine and pay \$250,000 towards community service projects in American Samoa, and was placed on probation for three years. The community service payment will be split equally between the National Marine Sanctuary Foundation and the National Fish and Wildlife Foundation for environmental restoration and protection projects in American Samoa. "We will aggressively prosecute vessel companies who willfully violate the laws enacted to protect our oceans," said Assistant Attorney General Moreno, head of the Environment and Natural Resources Division for the Department of Justice. "Koo's is paying a just price for knowingly discharging oily waste into the ecologically sensitive harbor of Pago Pago. This penalty will help restore and protect the environment of American Samoa." "This million dollar penalty will deter others from illegally dumping oil into our oceans and harbors, while at the same time providing resources to clean up our environment," said United States Attorney Machen. "The sentence also requires Koo's to establish a comprehensive program to prevent future environmental violations. We hope that forward-looking companies will establish similar programs to protect our natural resources rather than face the threat of criminal prosecution and hefty fines." "I am extremely proud of the combined efforts of the United States and American Samoa governments, as well as our industry partners in Pago Pago, that resulted in the first conviction of illegal dumping in American Samoan waters," said Captain Joanna M. Nunan, Commander of the Coast Guard Sector in Honolulu. "The \$1 million sentence, including \$250,000 in coral reef restoration projects, sends the strong message that polluting our waters will not be tolerated." Koo's Shipping Company S.A. owned and operated a 4,491 gross ton 396 foot commercial ocean going ship named the [M/V Syota Maru](#) that carried frozen fish and fish products primarily in the Pacific Ocean and into American Samoa. On August 17, 2010, the United States Coast Guard Marine Safety Detachment in American Samoa conducted an inspection of the vessel in Pago Pago. The Coast Guard learned, from inspecting the engine room and interviewing crewmembers, that the crew had been discharging oily bilge waste directly into the ocean without using the required pollution prevention equipment. The Coast Guard inspection lasted several days, and on August 19, 2010 and August 26, 2010, the Coast Guard witnessed and learned that the crew was dumping oily bilge waste directly into Pago Pago Harbor without using proper pollution prevention equipment.

All discharges of oil or oily bilge waste from a vessel into the sea, even if illegal, are required to be recorded in the vessel's Oil Record Book. None of these discharges were recorded in the Oil Record Book for the [M/V Syota Maru](#). "The oceans must be protected from shipping companies that look to cut corners by illegally dumping oily waste," said Nick Torres, Special Agent in Charge of EPA's criminal enforcement program in American Samoa. "Laws are enacted to prevent the oceans from being used as dumping grounds. Today's action shows that shipping companies that violate those laws will be held fully accountable for their crimes. The resolution of this case is good news for the American Samoan people and their environment."

"Today's sentencing was both a success and benchmark, demonstrating the importance of continued joint efforts by federal law enforcement to enforce violations of U. S. and international maritime laws throughout the vast area of the South Pacific," said Joshua J. Masterson, Special Agent-in-Charge of Coast Guard Investigative Service-Pacific Region. "Considering the volume of commercial fishing companies operating in and around the various U. S. Pacific Islands, we are likely just scratching the surface."

The National Marine Sanctuary Foundation will receive \$125,000 for the benefit of the Fagatele National Marine Sanctuary in American Samoa. The funds will be used for the abatement, cleanup, and remediation of pollution in the sanctuary; and restoration of injured resources, particularly including coral reefs. The National Fish and Wildlife Foundation will also receive \$125,000 for the preservation and restoration of coral reefs in or near American Samoa.

"Where criminal activity does damage to natural resources, it is a matter of good public policy that penalties are returned to those resources to mitigate the damage caused and to further protect them," said Jason Patlis, President and CEO of the National Marine Sanctuary Foundation. "The National Fish and Wildlife Foundation is pleased to be a recipient of the community service funds resulting from this prosecution," said Tom Kelsch, Director of Conservation for the Foundation. "These funds will support vital conservation projects that will benefit coral reefs in and around American Samoa." During the period of probation, Koo's will be required to implement a comprehensive Environmental Compliance Plan (ECP) which will ensure that each of the ships owned or operated by Koo's complies with all maritime environmental requirements established under applicable international, flag state, and port state laws. The ECP establishes training programs for Koo's employees and a compliance manager who will be responsible for implementing the training program and making certain that Koo's complies with various audits and laws governing Koo's seagoing vessels. An independent monitor will report to the court about Koo's compliance with its obligations during the period of probation. This case was investigated by the United States Coast Guard and the United States Environmental Protection Agency. The case was prosecuted by Frederick W. Yette from the United States Attorney's Office for the District of Columbia and by Ken Nelson in the Environmental Crimes Section of the Environment and Natural Resources Division of the Department of Justice. **Source: US Department of Justice**

MARINIERS BEVEILIGEN VROON SCHIP



Op de rede van Singapore is afgelopen zaterdag een beveiligings team bestaande uit een 20-tal Nederlandse Mariniers geëmbarkeerd aanboord van een schip van de firma Vroon uit Breskens.

Het team zal het schip tijdens de oversteek van de Indische Ocean en de Golf van Aden beveiligen tegen piraterij.

De **MPI ADVENTURE**, de eerste van 2 nieuwbouw schepen welke speciaal zijn ontworpen voor de installatie van wind molens, is gebouwd in China is op haar maiden voyage onderweg naar Europa.



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At the West Jurong anchorage in Singapore Dockwise **TRANSPORTER** loaded the Jack up rig **El Qaher 2**
Photo's : Anders Bohn Hansen ©



TransAtlantic sells three roro ships

TransAtlantic will sell the three RoRo carriers **Ortviken**, **Östrand** and **Obbola** to SCA Transforest, which has decided to exercise its purchase option, Shipgaz reports. The carriers have been chartered to SCA for a long period for service in their systems traffic transporting forestry products in the Baltic Sea. The sale will be completed on 1 June and TransAtlantic will continue to be responsible for the management of the vessels. **Source : PortNews**

Rebels seize key cocoa port in Ivory Coast

Residents say rebel forces supporting the internationally recognized leader of Ivory Coast have seized the strategic cocoa-exporting port of San Pedro, Businessweek reports. They said soldiers firing into the air retreated in trucks as the rebels late Wednesday moved into the town about 186 miles (300 kilometers) west of Abidjan, Ivory Coast's

largest city. A San Pedro businessman and a hotel owner spoke on condition of anonymity for fear of reprisals. The victory came the same day rebels seized the capital, Yamoussoukro. San Pedro is Ivory Coast's second-largest port and the major export point for cocoa. Ivory Coast is the world's largest cocoa producer. Incumbent Laurent Gbagbo refuses to accept defeat and hand power to Alassane Ouattara, who was declared the winner of November presidential elections. **Source : PortNews**



The **BJ BLUE MARLIN** seen in Rio de Janeiro – **Photo : Jaap van den Heuvel ©**

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Guilty verdicts in Tongan ferry trial

All of those charged over the horror sinking of the Tongan ferry **Princess Ashika** have been found guilty in the kingdom's biggest ever criminal trial.

After two days of deliberations, the jury of seven returned on Friday to pronounce the four men and a shipping company guilty of manslaughter in the tragic accident which left 74 dead. The 37-year-old ferry went down in heavy seas north of the capital Nuku'alofa in August 2009. The four convicted men are New Zealander John Jonesse, former chief executive of the Shipping Corporation of Polynesia, the **Ashika's** captain Maka Tuputupu, his first mate Semisi Pomale and a former director of the ministry of transport, Viliami Tu'ipulotu.

They have been remanded in custody after being found guilty on all 30 charges they faced, including one each of manslaughter by negligence. The corporation was also convicted. Sentences will be handed down by Supreme Court Justice Robert Shuster on Monday. Under Tongan law, the maximum sentence for the manslaughter by negligence charge is 10 years jail. The shipping company is likely to be fined. Tonga's solicitor general, Aminiasi Kefu, who led the prosecution case, told the Matangi Tonga newspaper that he was satisfied that the trial was successfully completed.

The convictions wrap up Tonga's biggest ever criminal trial after seven weeks. Over that time, the court heard from survivors, crew and shipping specialists, who added their opinions on what caused the vessel to lurch violently and sink with little warning during its overnight voyage. No women or children managed to survive because many were sleeping on the lower decks. Among evidence were claims the boat was riddled with rust and huge holes, and that it was not seaworthy. There were also question marks over whether it was correctly registered and thoroughly tested by the corporation, which had purchased the boat only three months earlier.

In summing up on Wednesday, Judge Shuster directed jurors to consider closely the ship's construction and the condition of safety equipment and items like watertight doors, many of which gave way in the disaster. "If it is not of a reasonable standard the law states that ship is unseaworthy" Judge Shuster said. "The law is also clear that a ship must not proceed to sea without valid certificates including load line and safety certificates, under any circumstances"

He urged them not to be influenced by the five defendants' decision to remain silent throughout the trial. "It is their right enshrined by law because the burden of proof is on the Crown to prove the charges against each defendant beyond reasonable doubt" he said.

The newspaper's editor Pesi Fonua said the victims' families were relieved with the verdict and keen to get on with their lives. Despite the guilty verdicts, many people believed the trial had been poorly handled. Mr Fonua said Tonga's judiciary wasn't well-equipped to deal with such a big trial, which he believed should have been managed by specialists outside the kingdom. Reports that voluntary compensation payments had been made to some families had further complicated things, Mr Fonua said. It would be true to say that many people feel the case has been as full of holes as the boat itself the editor said this week. **Source : SMH .com**



The TSHD **HAM 318** is dredging a trench off Iraq at present , above is seen the TSHD during 'Site casten' during this Works 1 dredgie pipe stays on the bottom and the sand is pumped out via rainbow nozzle over the bow

Photo : Crew HAM 318 ©

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NAVY NEWS



The Ticonderoga class cruiser **USS MONTEREY (CG 61)** seen above at the Westerscheldt river enroute Antwerp
Photo : Jasper van Raemdonck ©

Navy Shuts Delta Waterways

The Nigerian Navy Ship, **NNS Delta**, has closed down the Delta waterways as part of security arrangement to forestall illegal movement during today's National Assembly elections. Commanding Officer, **NNS Delta**, Commodore Henry Babalola, who supervised the deployment of naval personnels and youth corps members on election duties in the riverine communities of the state, said on Friday that there would be no movement in the waterways as from 8:00 a.m. on each election day.

Over 92 youth corps members were dispatched to the riverine area and escorted by the naval personnel. Commodore Babalola disclosed that a navy helicopter would provide aerial surveillance round the metropolis and ensure adequate security during the polls.

He said that the deployment of officers and men as well as gunboats was part of Navy's statutory function to provide security for the polls at the waterways and upland, apparently dispelling insinuation about the navy being used to rig elections as alleged during the last gubernatorial rerun election in the state. "As part of our statutory function in support of INEC in the conduct of the elections, and others, we are actually involved in moving the polling agents, principally the members of the National Youth Service Corps from Warri to the riverine communities that are not accessible by road **Source : Saturday Tribune**

USS Memphis passes the torch

The "Mighty Memphis" retired Friday, at a time when the Navy is still waiting for funding from Congress to build more submarines. The **USS Memphis** was the fourth in a class of 62 subs designed and built to win the Cold War. Now these aging Los Angeles-class attack boats are being retired faster than replacements can be built. The Navy, meanwhile, can't start buying more subs from Electric Boat because the House and Senate cannot agree on a federal budget. "It certainly is a concern," Vice Adm. John M. Richardson, commander of the Submarine Force, said Friday.

"The number we're trying to maintain is 48 (attack submarines) in the force. The combination of the decommissioning rate versus the build rate is going to cause us to dip below that."

He said he expects that to happen around 2020. Richardson attended the decommissioning ceremony Friday at the Shepherd of the Sea Chapel for the **Memphis (SSN 691)**, a sub he says has adapted well over time as the nature of the conflicts changed. It was standing room only in the chapel, where current and former **Memphis** crew members

and their families gathered to celebrate the accomplishments of both the submarine and its crews.

"**Memphis** stayed in the fight the entire way," Richardson said, from the Cold War to the current operations in Iraq and Afghanistan. He called the crews that served on the **Memphis** "the secret ingredient that made the ship what she was, all the way to this last deployment."

The **Memphis** returned from a short deployment in June and was not scheduled to go out to sea again. But the Navy needed to deploy a submarine close to Europe, and the **Memphis** crew headed there in January. The sub returned from its final deployment March 2. Rear Adm.



Richard P. Breckenridge, deputy director of the Submarine Warfare Division, asked the audience how many Navy ships could deploy quickly at 33 years old.

He answered his own question: "Only the great ship **Memphis**." And, he said, "She stayed on the prow 33 years, lunging through the tape at the finish line." Cmdr. Jeff Joseph, the current commanding officer, was presented with the commissioning pennant. The **Memphis** now heads to the Portsmouth Naval Shipyard in New Hampshire.

The **Memphis** was commissioned on Dec. 17, 1977, with then-Cmdr. Denny Hicks serving as the commanding officer. Hicks, of Waterford, who attended Friday's ceremony, said he wasn't going to dwell on the sadness surrounding the loss of a "tremendous asset to the fleet." Instead, he said, he wanted to celebrate its 33 years of service. "We are passing the torch to the next generation of submarines," he said. The next generation of submarines is the Virginia class, 30 submarines to replace the retiring Los Angeles class. Nineteen have retired so far and **Memphis** was the oldest sub in the fleet, circumnavigating the globe almost 60 times during its career, Capt. William Merz, commodore of Submarine Development Squadron 12, said Friday.

Last year the Navy bought one Virginia-class submarine from Electric Boat for \$1.96 billion. This year it is expected to buy two for a total of \$3.44 billion. But the federal government has been operating on a series of continuing resolutions that keep funding frozen at last year's levels.

Richardson said the budget impasse is having a serious effect on the plans to buy new ships for the future, as well as on the force's current level of readiness. It could prevent the Navy from building the second submarine this year, a ship Richardson called "absolutely critical." Richardson said he is exploring options to mitigate the dip below the 48 submarines needed. Increasing the capabilities of current submarines won't do it, he said. The best plan may be to build two submarines a year until the total reaches 48. With the departure of the **Memphis**, the Submarine Force will have 70 submarines, including 52 attack boats. Richardson said he's "hopeful" that the budget situation can be resolved so that the Navy will have the money for the second submarine this year.

Sen. Richard Blumenthal, D-Conn., who was at the ceremony, said the taxpayers "get their money's worth out of every submarine" and he would advocate for the submarine service in the Senate.

If a defense spending bill is not passed before Sept. 1, the planned construction start date for the second sub, the construction will be delayed. Thus far the Navy has managed to keep the plans on track using advanced procurement funding. EB is also working on a program to replace the current fleet of Ohio-class, or Trident, submarines. If the design funding stays at last year's levels, it will delay the program by up to two years and increase the design and construction costs "on the order of several hundred million dollars," according to the Navy.

Bribery probe in Greek submarine purchase

A prosecutor will determine if three former Greek defense ministers will be investigated over the purchase of three submarines for the navy, authorities say. Supreme Court deputy prosecutor Athanasios Katsirodis, who will have the final say on whether the details should be sent on to Parliament, has been given the evidence in a case file concerning events between 2002 and 2009, Ekathimerini reported Thursday.

Prosecutors have called a total of 37 people, including high-ranking members of the armed forces and businessmen, to answer questions about allegations of bribery linked to the purchase of the four submarines, the newspaper said. Greece ordered the Type 214 diesel-electric submarines, manufactured by ThyssenKrupp in Germany, between 2001 and 2005 in a deal worth \$1.8 billion.

Investigators allege the bill was inflated, allowing for more under-the-table payments to be made, by the navy and Defense Ministry asking for the submarines to be fitted with a variety of extra equipment. Yiannos Papantoniou, Spilios Spiliotopoulos and Vangelis Meimarakis were defense ministers during the period in question, Ekathimerini reported.

Source : upi.com

SHIPYARD NEWS

The banner features the TOS logo on the left, which includes the letters 'TOS' in a bold, blue, sans-serif font and a red icon of a ship's hull. Below the logo is the text 'Transport & Offshore Services'. To the right of the logo is the text 'Global Ship Delivery & Crewing Solutions' in a blue, sans-serif font. The background of the banner is a collage of four images: an offshore oil rig, a worker in a hard hat and safety vest, a ship at sea, and a ship in a harbor. On the far right, there is a vertical blue bar with the website address 'www.tos.nl' written in white.

The last plate processed at Odense yard

This week Odense Steel Shipyard cut the very last steel plate for a newbuilding from the shipyard. The plate is going to be a part of hull nr. 232, which is a ro-ro ship for Pacific Basin Co, Hong Kong. The newbuilding will be delivered at the end of this year, but will not be the last delivery from Odense. The very last delivery will be hull nr. 716, which is the last in a series of three frigates for the Danish Navy. It will leave the shipyard in February 2012 under the name Niels Juel and mark the final delivery from the shipyard, which was founded 1959 and with the first delivery in October 1962 from the Lindø plant. The original Odense Steel Shipyard opened up for business in 1918 with the first delivery in 1920. The shipyard constructed 177 newbuildings from the old plant, which closed down in 1966. Source : ShipGaz

IHC Merwede maintains revenue and increases profit

IHC Merwede has announced that it has maintained its revenues and increased its profits. The company is well known for developing and building dredging vessels and equipment, and for life-cycle support services for the dredging, mining and offshore industries.

"These markets have remained relatively stable in recent years and are now showing signs of growth," said the company in a statement. "As a result, IHC Merwede has been able to maintain its revenue and increase its profitability." The company said it is expecting to achieve further growth of at least five per cent in turnover during 2011. In 2010, revenues reached €1.01 billion, which it said could be attributed to successful sales towards the end of 2009, a trend which continued in 2010 with sales reaching € 1.02 billion. "There is a clear explanation for the increased net profit figure. The most important factor is that the sales agreements with customers were concluded in a busy market, while the purchases made by IHC Merwede to satisfy these orders were made during the decline of 2009," said the company.



The **CONGO RIVER** seen at the IHC Merwede yard in Krimpen aan de IJssel – Photo : Jan van Heteren ©

"Furthermore, good margins were achieved on the more standardised product lines. A high level of project management has also been a determining factor in realising the expected margins." "In addition, the profit figure in 2009 was hit by a disappointing result on a large custom-built vessel and fortunately such an occurrence has not materialised over the past 12 months." "The result reflects the sale of non-strategic IHC Merwede business units and the acceptance of the company by the Dutch Government for the 'Innovation Box' tax reduction scheme." the company is the first shipbuilder to benefit from the scheme. "IHC Merwede is in strong financial health and so is able to implement a strategy of future growth," said the company. More details to follow in subsequent updates. **Source :** Dredging News Online

Ingalls Shipbuilding Awarded U.S. Navy Contract Worth \$1.5 Billion to Build Company's 10th San Antonio-Class Amphibious Transport Dock

Huntington Ingalls Industries, Inc. (NYSE:HII - News) announced a U.S. Navy contract awarded to its Ingalls Shipbuilding division for the construction of the 10th San Antonio-class amphibious transport dock. The contract, worth \$1.5 billion, will be used to build **John P. Murtha (LPD 26)**, with construction expected to start in May. Huntington Ingalls Industries, America's largest military shipbuilder, was previously a business sector of Northrop Grumman Corp. until effectively separating on March 31 in a spinoff of the company to shareholders.

"This is the first contract awarded to our new company, and our shipbuilders are excited about continuing the LPD product line," said Irwin F. Edenzon, corporate vice president and general manager, Gulf Coast Operations. "More than 1,500 shipbuilders will be working on LPD 26 over the next four years, and our focus will be on safety, quality, cost and schedule. We've been working hard for the last three years making some changes and focusing on important process improvements. I am confident that LPD 26 will be a great ship, and that is our commitment to the sailors and Marines who will serve on her." Ingalls Shipbuilding has delivered the first five ships of the San Antonio class, LPDs 17-21. **San Diego (LPD 22)** will undergo sea trials this summer; **Anchorage (LPD 23)** will be christened at the company's Avondale facility on May 14; **Arlington (LPD 24)** was christened on March 26, and **Somerset (LPD 25)** is 40 percent complete and will be launched in 2012. The 11 planned ships of the San Antonio class are a key element of the Navy's ability to project power ashore. Collectively, these ships functionally replace more than 41 ships (the LPD 4, LSD 36, LKA 113 and LST 1179 classes of amphibious ships), providing the Navy and Marine Corps with modern, sea-based platforms that are networked and survivable and built to operate with 21st century platforms, such as the MV-22 Osprey. The San Antonio-class ships are 684 feet long and 105 feet wide and displace approximately 25,000 tons. Their principal mission is to deploy the combat and support elements of Marine Expeditionary Units and Brigades. The ships can carry up to 800 troops and have the capability of transporting and debarking air cushion (LCAC) or

conventional landing crafts, augmented by helicopters or vertical take-off and landing aircraft such as the MV-22. These ships will support amphibious assault, special operations or expeditionary warfare missions through the first half of the 21st century.

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The **TENERIFE CAR** seen outbound at the river Tyne – Photo: Kevin Blair ©

Heavy lift lines set to benefit from UK oil and gas decommissioning

The ending of much commercial oil and gas production in British waters over the next 30 years will provide market opportunities for heavy lift shipping activity and shipping lines. Industry observers point out that more than 260 oil and gas platforms will have to be wholly or partially removed from UK waters over the next 30 years. In a report on the decommissioning of offshore oil and gas platforms, the UKCS Offshore Decommissioning Report 2010 – 2040, focuses on the expenditure required to carry out this work providing essential information for decision-makers in oil companies and contracting and supply industries, government departments and financial institutions. In terms of heavy lift activity, the report posits the use of current heavy lift ships to carry out decommissioning projects while also assuming a step change in offshore lifting technology and the development of Super Heavy Lift Vessels (SLVs) that are capable of lifting upwards of 15,000 tonnes at a time. Source: Heavy Lift

FLINTSTONE FITTING OUT IN SINGAPORE



It is a highly automated and the world's first systems capable of accurately dumping stones up to 2,000m of water depth.

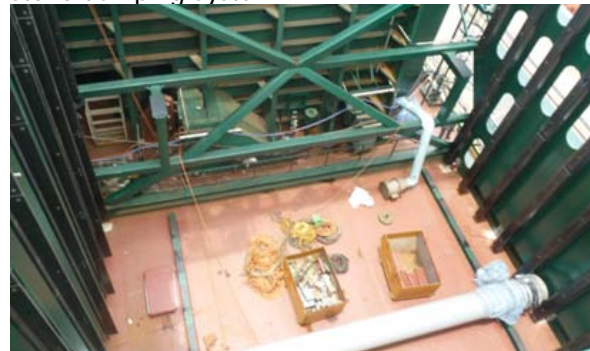


supporting pipe string as a result of vessel motions. From a pipe storage facility, the pipes are transported by a crane to a buffer position and subsequently inserted into the tower with an automated pipe loading system. In the tower a headclamp and rollerboxes provide smooth handling and coupling of the pipe sections, attaching each pipe section with high speed.

Huisman, the Dutch-based worldwide specialist in lifting, drilling and subsea solutions, has recently installed stone dumping system. This system is installed on the **Flintstone** for **Tideway bv**, a subsidiary of DEMA NV.



The use of a gimbaling tower considerably improves the operability in bad weather conditions compared to other stone dumping systems. Delivery of the systems is planned for the second half of 2010 and start of 2011. For Tideway bv this is the third order for a **Huisman** designed and constructed stone dumping system.



The stone dumping system will consist of a gimbaling tower and hang-off module, preventing buckling of the self-

In addition, **Huisman** will deliver skiddable and heave compensated umbilical winches, moonpool hatches, ROV cursor frames, hydraulic/nitrogen systems and the control cabin.



The **HUISMAN installation team** seen onboard the **FLINTSTONE**

The '**Flintstone**' is built on behalf of Tideway, the offshore subsidiary for oil & gas activities of Belgium's 'Dredging, Environmental and Marine Engineering' (DEME) Group. The **Flintstone** has a carrying capacity of 19,000 tonnes and can place rock with high accuracy at absolute record depths of up to 2,000 m – thanks to highly sophisticated state-of-the-art equipment. The vessel is built under Ice Class Notation.



The **Flintstone** is the third and biggest fallpipe vessel of Tideway, after the 11,500 tonnes **Rollingstone** and the 17,500 tonnes **Seahorse**.

A fallpipe vessel is a very specialised ship consisting of a hold in which graded rock is stocked. The rock material is placed with utmost

accuracy onto pipelines or the sea bottom through a 'fallpipe', at the lower end of which a Remote Operated Vehicle (ROV) is fixed. This ROV is operated from the deck and controls the rock placement in three dimensions. Offshore rock placement is applied mostly to stabilise and protect pipelines, flowlines and (power) cables and for erosion protection purposes. Tideway's new fallpipe vessel is able to carry out rock placement works at a depth of no less than 2,000 m.



The € 115 million investment will provide a further boost the oil & gas activities of Tideway. DEME CEO Alain Bernard was recently on the record as saying that in the next years the Group will focus amongst others on oil & gas related activities, the mining industry and energy utilities. Recent trends in the market (including the increased price of crude oil) have made deep sea pipe laying and deep sea pipeline



protection better affordable. The search for deeper offshore oilfields in Brazil, West Africa and the arctic regions is offering new unseen opportunities. In this respect, Flintstone has some very important features.

Flintstone is equipped with Dynamic Positioning (DP2); a highly sophisticated active heave compensated Remote Operated Vehicle (ROV); and state-of-the art survey equipment. The vessel is fully certified for working in arctic conditions by means of its Ice Class notation. The capability to place rock with high accuracy to depths of up to 2,000 m, is a competitive advantage in itself. Her cruising speed of 15 knots is also a valuable asset, since the run to and from the quarry becomes less time consuming – leaving more operational time on the project site. The 'green design' **Flintstone** was built under Lloyds Environmental Protection Code, which means amongst others the full implementation of energy-saving measures and the limitation of NOx to the absolute minimum.

The final delivery of the **Flintstone** and the Namegiving Ceremony are expected for the first quarter of 2011. Already now a first assignment has been secured for the **Flintstone** with the Russian company Sevmasht: the installation of scour protection around the Prirazlomnaya Platform in the Barents Sea southwest of Novaya Zemlya.

All photo's : Piet Sinke ©

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Norwegian tug sold to Norway

The Danish flagged tug **Western Seqi** has been sold to Norway and is now part of the tug fleet in Narvik, Norway. The Western Seqi was originally built for Norwegian Western Bulk ASA, Oslo, for a mining project in the Seqi Fjord in Greenland, but in 2010 the project was closed down and the tug returned to Svendborg, Denmark, for layup. The buyer in Narvik is the Norwegian affiliate of LKAB called LKAB Norge A/S, which takes care of the exports of iron ore from Narvik. The **Western Seqi** was delivered in May 2008 from Intro Pella in Otradnoye in Russia. The tug is

powered by a double Caterpillar plant developing 2 x 1,970 kW giving a bollard pull of 50 tons. The tug is built with an ice class notation. The [Western Seqi](#) was under the technical management of Nordane Shipping, Svendborg, while flying the Danish flag. **Source : ShipGaz**



The [SKANDI VITORIA](#) – Photo : [Sjoerd van der Wielen](#) ©

Loan delay likely to hold up JNPT dredging project

Financial Express reports that it could still be a long wait for India's largest container terminal, Jawaharlal Nehru Port Trust (JNPT), to implement proposed dredging plans. JNPT, which had earlier approached the Japan International Cooperation Agency (Jica) for a soft loan of R1,000 crore to fund its first phase of dredging, is now concerned that the agency will be unable to provide the funds in time, following the devastating earthquake and tsunami.

"Due to crises in Japan, it's doubtful whether Jica will be able to respond to our need in time, in which case we will not be able to avail that loan as soon as we want," Luxman Radhakrishnan, chairman, JNPT, told FE. Japanese yen loans are long-term low interest rate loans advanced to developing countries. Japanese companies' own demand for funding has soared since the March 11 earthquake and tsunami, reports said, with the country's top three banks, Sumitomo Mitsui Banking Corp, Mizuho Corporate Bank and Bank of Tokyo-Mitsubishi UFJ getting requests for new loans totalling 2.6 trillion yen (\$32 billion) over two weeks.

JNPT wanted to undertake the dredging that will take its draft from currently 12m to 14.5m. The port will now have to initiate fresh talks with other agencies for the loan, delaying its dredging plans. "The first phase of dredging will incur an investment of about R1,400 crore. This project has been approved by the board and also by the environment ministry. We have clearance from the planning commission also. What is pending is the FIPB nod," he added. After the FIPB nod, JNPT will request for quotations which will look at qualification criteria of prospective bidders. The contract will be awarded by September and the work will start immediately. **Source : Dredging News Online**

Gozo Channel sole bidder to run islands' ferry service

A consortium formed of two companies that run the Gozo ferry service was the only bidder for a government tender issued to provide transport between Malta and Gozo. The Gozo Channel Transport Joint Venture was made up of Gozo

Channel, which operates the service, and Gozo Ferries, which owns the boats. Both are government entities. The call for bids closed yesterday.

The Transport Ministry said the new contract would safeguard the interests of the Gozitans and all those who use the ferry service frequently, for a comfortable, safe journey while protecting jobs. The operator will not be able to increase the fares without making a formal request.

The call for offers was issued after the government discussed its draft call with the European Commission to ensure it conformed to EU rules. Gozo Channel had been awarded a six-year contract to run the service just days before Malta joined the EU in 2004. The contract had then been contested by the European Commission on the basis that no open call for tenders was issued, and ended up before the European Court of Justice. The government won the case, arguing that Malta was not bound by EU rules when the contract was signed. **Source : times of malta**



30% of S'pore LNG terminal completed

Singapore has completed 30 per cent of its first liquefied natural gas import facility and is on track to open in the second quarter of 2013, according to the chief executive of the company operating the terminal. State-owned Singapore LNG Corp will operate two storage tanks with 180,000 cubic metres of fuel capacity each and a third facility will be added in 2014, Neil McGregor, chief executive of Singapore LNG Corp, said in an interview at a conference in Singapore yesterday. BG Group plc, the biggest supplier of LNG from the Atlantic Basin to Asia, won a 20-year contract to provide the fuel to the import terminal, located on the south-western part of Jurong Island.

After meeting BG's import needs of three million tonnes a year, the third storage tank will give an option to store fuel for other traders or to sell it, Mr McGregor said, declining to comment if Singapore LNG would become a trader in addition to being a service provider. 'We can ramp up capacity of the terminal to six million tonnes,' he said, without giving a date for the expansion. Japan's need for fossil fuels because of the shutdown of nuclear reactors following the March 11 earthquake should support 'short-to-medium term demand' for LNG, he said.

Spot and short-term contract supplies typically account for 20 per cent of the 240 million tonne global market, Mr McGregor said. Potential Japanese purchases of an additional eight million tonnes a year may 'tighten' immediate supplies, he said. BG will supply more than two million tonnes a year of LNG to local utilities and may boost sales further as power plants switch to gas, according to Mr McGregor. Samsung C&T Corp is building the terminal, the Energy Market Authority of Singapore said in February. **Source : Bloomberg**

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Above seen the new bulk carrier **ORIENT ADVENTURE** arriving in Brisbane on its maiden visit 3 Mar 2011.

Photo : John Wilson ©

Changes at TransAtlantic – CEO resign

TransAtlantic's Board has announced strategic changes in the group's operations. The decision means preparations are being made for a demerger of the company in its activities Industrial Shipping and Offshore/Icebreaking. Offshore and icebreaking will be developed under the name Trans Viking and parts of the business will be moved to Copenhagen, where the headquarters will be established. The vessels belonging to this activity are now Swedish-flagged, but will be transferred to a new Danish company, Trans Viking Offshore A/S, to take advantage of the Danish maritime policy, which include a tonnage tax system.

Industrial Shipping will continue under the name of Rederi AB Transatlantic and business will be strengthened by the acquisition of Österströms International AB, a deal which, however, requires approval from the competition authorities. Österström's owner and president, Percy Österström will head these activities. As a consequence of the changes in the company, CEO Stefan Eliasson has resigned with immediate effect. He has been replaced temporarily by the president of Viking Supply AS, Rolf Skaarberg. Viking Supply is a wholly owned subsidiary of Kistefos AS, TransAtlantic's largest shareholder. Source : ShipGaz



The **HANJIN CHITTAGONG** seen outbound from Rotterdam – Photo : Ruud Zegwaard ©

Qingdao port sees throughput up 13% in Q1

Qingdao Port, China's second-largest port in terms of foreign trade, saw its cargo throughput up 13.2 percent year-on-year in the first quarter of 2011, the port's chairman said Saturday. The port in the eastern province of Shandong handled 96.02 million tons of cargo during the January-March period, said Chang Dechuan, chairman and president of

Qingdao Port (Group) Co. Meanwhile, the port handled 3.2 million TEUs (twenty-feet equivalent units) in the first quarter, an increase of 17.6 percent from a year earlier. Chang attributed the increase to recovering international trade and the port's upgraded information systems. **Source : ChinaDaily**

.... PHOTO OF THE DAY



The **JAN BLANKEN**, whilst picking up her anchor off Rio de Janeiro "caught" another anchor as can be seen above
Photo : Jaap van den Heuvel ©

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