




Number 101 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 11-04-2011**

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Ergonomical control chair for offshore applications

- DP (NAVIS)
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 - Sensor menu
 - Switching menu
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On 4th April the SEMI 2 owned by Mantenimiento Marino de Mexico arrived at Tampico Mexico for a big overhaul of the Huisman Crane and Wartsila Thrusters. Assisted by 3 SAAM Tugs OLMECA, MIXTECO and MAYA.

Photo : Edwin Slop (c)

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Above seen the 2008 built PAN flag 349m container ship **HANJIN CASABLANCA** offshore Sicily, Italy underway to Port Said, Egypt on Thursday 7th April 2011. She's the former **COSCO AFRICA** of which she was renamed in June 2009. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com** ©

Vale expects rise in total iron ore output to 320 million tonnes

Brazil's Vale expects total iron ore output of 320 million tonnes this year, slightly up from a year ago. An executive at the mining giant said that Vale the world's biggest iron ore producer, had earlier said it planned to raise annual output of the steelmaking raw material to 522 million tonnes by 2015, up from 311 million tonnes in 2010. Mr Michael Zhu global director of sales for Vale said that production in the first quarter was hit by the rainy season, but the company expects to catch up in the following three quarters.



Above seen the brand new bulk carrier **VALE BRAZIL** from Brazilian mining company Vale, just launched. trust she is with a length of 365 mtr, beam of 65 mtr and dwt of 402.347 MT even bigger than '**Berge Stahl**', different from what was published on the news clipping 095 :) - [Info / photo's : Leonardo Tremanti](#) ©

Mr Zhu said that iron ore supply in the global market would be tight in at least the next 12 months, with no signs of shrinking demand. He said that "Our concern is how we can catch up with the demand." Mr Zhu said the first Chinamax vessel that the company had commissioned, which is capable of shipping 400,000 tonnes of ore at one go, was delivered last week, and that many clients had approached the company about shipment with the vessel. Global seaborne supply of the key steelmaking component has been increasing by 20 to 40 million tonnes annually in recent years, although a ban on shipments from India's southern Karnataka state since last July had thinned supply in the spot market. **Source: Reuters**



[photo : Leonardo Tremanti](#) ©

Hellenic Shipping News Worldwide BUNKER PRICES (2011-04-08)			
PORTS	IFO380	IFO180	MDO MGO-0.1%, L.S
PIRAEUS	655.00 -5 ↓	692.00 -4 ↓	0.00 0 ∅ 1035.00 -1 ↓
Hamburg	665.00 8 ↑	680.00 6 ↑	0.00 0 ∅ 1070.00 23 ↑
FUJAIRAH	685.00 7 ↑	713.00 1 ↑	0.00 0 ∅ 1038.00 3 ↑
SINGAPORE	684.00 6 ↑	695.00 7 ↑	1030.00 18 ↑ 1040.00 18 ↑
ROTTERDAM	659.00 7 ↑	680.00 8 ↑	0.00 0 ∅ 1045.00 17 ↑
HOUSTON	675.00 7 ↑	705.00 5 ↑	1030.00 0 ∅ 0.00 0 ∅
L.ANGELES	720.00 20 ↑	745.00 20 ↑	1025.00 0 ∅ 0.00 0 ∅

Feds probe Hercules Offshore, Inc.

In an 8K filed, offshore drilling contractor Hercules Offshore, Inc. reports that on April 4, 2011, it received a subpoena issued by the Securities and Exchange Commission "requesting the delivery of certain documents to the SEC in connection with its investigation into possible violations of the securities laws, including possible violations of the Foreign Corrupt Practices Act (FCPA) in certain international jurisdictions where we conduct operations. The Company was also notified by the Department of Justice (DOJ) on April 5, 2011, that certain of the Company's activities are under review by the DOJ."

"At this time," says the filing, "it is not possible to predict the outcome of the investigations, the expenses we will incur associated with these matters, or the impact on the price of our common stock or other securities if the SEC or DOJ takes any actions regarding these investigations. The Company intends to respond fully to the SEC subpoena and cooperate with the SEC and DOJ in their investigations." **Source : MarineLog**

Tamil migrant facing deportation for work on ship



An immigration adjudicator is now deciding if one of the men who arrived in B.C. aboard a decrepit cargo ship last summer should be deported for human smuggling because of work he did in the engine room of the ship during the voyage. The man, who can't be identified, is the first Sri Lankan refugee claimant from the MV [Sun Sea](#) to face allegations of human smuggling. Canada Border Services Agency is seeking a detention order against the man - saying he was also one of the 12

crewmembers aboard the MV [Sun Sea](#).

At an Immigration and Refugee Board hearing in Vancouver on Thursday, the man admitted he was one of the crewmembers but said he was working in exchange for passage to Canada, and was not involved in the planning of the migrant voyage. Speaking through an interpreter the man told the hearing that work mostly consisted of standing

around, watching an engineer. Sometimes he handed him tools, sometimes he moved oil from a large pot to another, he said.

The man is also a relative of one of the key organizers, according to the CBSA, but details of that relationship cannot be reported because of a publication ban. But he said he knew nothing about the vast smuggling network, which brought the Sun Sea to Canada.

A lawyer for the Canada Border Service Agency dismissed that argument, saying regardless of the size of his role, without the contribution of the crewmembers, there would have been no ship smuggling 492 migrants from Sri Lanka to Canada, and in the eyes of the law means the man was engaged in people smuggling. The Ministry of Public Safety has accused 32 of the migrants who arrived on the ship of terrorism, war crimes or human smuggling. **Source : CBC**



63 evacuated from Norway oil rig after gas leak

Rescuers say more than 60 people have been evacuated from an oil platform off Norway's west coast after operator Statoil received reports of a gas leak. Statoil said in a statement Saturday it mobilized its emergency response teams after being informed about a leak at the Visund platform at 08:18 a.m. (0618GMT).

Siv Namork of Norway's Joint Rescue Coordination Center told The Associated Press that 63 people had been evacuated by helicopter and about 60 more remained on the platform to control the situation.

She said Statoil had the situation under control. Company officials didn't immediately return calls seeking comment. The **Visund platform** is in an oil and gas field about 90 miles (150 kilometers) northwest of the coastal city of Bergen. **Source : Fresno Bee**



The **GENMAR CONCORD** seen in Galveston – **Photo : Harry Stott ©**

Gun Clampdown

South African authorities have taken fright about weapons left on board merchant ships while in the country's ports.

Owners or managers must apply to the South African Police Service (SAPS) for a permit for ships to enter ports with weapons on board 21 days before the vessel's arrival. Failure to comply can result in the arrest of the master—which has happened in two recent cases, it is reported. The American P&I Club has issued an alert to its members spelling out what they must do to obtain a "gun permit". The application must be accompanied by numerous documents.

Moreover, and assuming the permit is granted and the vessel berths in South Africa, the master must arrange for the guns and any ammunition to be removed from the vessel and taken to a police locker for safekeeping. The items will be returned to the vessel one hour before departure.

As is widely known, and as the club's correspondent, P&I Associates of Durban, reports, because of the upsurge of piracy in the Indian Ocean there has been a significant increase in the number of ships carrying security guards, guns and ammunition. It appears that while the guards disembark in South Africa after the vessels have sailed through the "hotspot" area off East Africa, the guns remain on board to be removed at some other final destination. If a master does not comply with the regulations and is arrested and prosecuted, he will have a criminal record.

A variety of vessel interests have appealed to the SAPS that the 21-day permit application deadline is unrealistic and unworkable given the realities of spot market chartering, the club reports. But after some initial indication of flexibility, the SAPS remains unmoved and the deadline stands. **Source : ShipTalk**



The **ALBANE** seen outbound from Willemstad – Curacao

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

Alcatel ship to retrieve Air France crash wreckage

The French air accident investigation agency says a ship belonging to telecoms company Alcatel-Lucent will help retrieve wreckage of an Air France jet that crashed into the Atlantic Ocean two years ago. The wreckage was discovered earlier this month by a remote controlled submarine searching 3,900 meters (12,800 feet) below the surface. The agency said in a statement Friday the ship **Ile de Sein** belonging to French company Alcatel-Lucent Submarine Networks has been selected to carry out the work, using a robotic underwater vehicle. Investigators say they want to begin bringing the wreckage to the surface within a month. All 228 people aboard the Airbus aircraft

were killed when Air France Flight 447 from Rio de Janeiro to Paris crashed June 1, 2009. The cause of the crash remains unclear. **Source :** businessweek

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Shipping lines raise emergency security fees over pirate raids

The cost of imported goods is set to rise following decision by shipping lines to more than double fees charged to facilitate emergency security measures in case of pirate attacks. The shipping lines have announced that they will increase the emergency surcharge fee per container from Sh16,740 to Sh41,550, a 150 per cent jump. This will pile pressure on the cost of imported goods like petroleum, cooking gas, electronics and machinery already hit by the increased cost of commodities at the international market and the weakening Shilling.

"The costs associated with piracy are increasing and this is affecting business at the port," said Agayo Ogambi, a senior official of the Kenya Shippers Council (KSC). He said the Council plans to oppose the new fees. The increase in emergency surcharge fees —that enables shipping lines to take security measures in case of an attempted attack — apply to the ports of Mombasa and Dar as Salaam. It is another blow to these ports that have been given a wide berth by cruise tourists wary of attacks by gangs from Somalia. The new fees are understood to have been triggered by the increasing cost of hiring private security for vessel escort because of shortage of officers with naval experience. Most African countries retain skeleton naval units meaning that unlike in the army, the supply of retired naval officers to undertake private security guards is scarce.

Shipping lines have stopped depending entirely on the naval ships from patrolling in the Indian Ocean because attacks have persisted as pirates take advantage of the long coastline and the vast unpoliced interior of the Indian Ocean.

The new costs are a major blow to consumers already hit by rising inflation and the weakening of the Shilling that has made imported goods to be more expensive. Kenyan inflation surged to 9.2 percent in February from 6.5 per cent a month before because of higher food and fuel prices, said the Kenya National Bureau of Statistics. The Kenyan Shilling has also lost against major world currencies since January this year, meaning importers are paying more for same products. In early February, the Shilling exchanged Sh81.27 to the US dollar. **Source: Business Daily**

Germany rejects troop boost to protect shippers

Germany is not planning to deploy military or police on merchant vessels as requested by shippers to protect them from pirates operating off Somalia, a senior defence official said. The idea, floated by trade associations as another way to aid German ships in some of the world's most dangerous waters, is impractical and would require too many troops, Deputy Defence Minister Thomas Kossendey told Reuters. "A system where all German-flagged ships in particular danger would be protected by soldiers on board is, however, not feasible from a logistic, legal, and administrative point of view," he said.

German forces are working to address the rising threat from piracy in the European Union's Operation Atalanta -- launched in 2008 in the region to deter attacks and protecting shipping, he added. Shipping companies entered talks with the government last year with the hope of convincing them to deploy military or federal police on merchant

shipping in key areas. The idea, championed by the Bremen-based Beluga Group of shippers, would involve setting up operational bases on land or at sea around the Horn of Africa. Pirates in the area are increasingly using hijacked merchant vessels with hostage crews as giant motherships to attack shipping deeper into the Indian Ocean. Gangs preying on shipping lanes typically target large merchant ships, with oil tankers the prize catch, but kidnapping foreigners can also yield high ransom, with some 700 currently being held.

Experts estimate piracy now costs insurers several billion dollars annually, as pirates expand far from the Gulf of Aden, making tens of millions of dollars in ransoms. With insurance costs expected to rise, some shipping companies and a growing number of mariners are backing the use of private armed guards on board vessels -- a solution Kossendey said has split German shipping operators. The view from Berlin for now is little can be done to advance national efforts as police and defence ministry budgets and resources are tight. Internationally, there is a lack of political will to boost the EU Atalanta mission. "I don't really know where a larger number of units could come from," said Kossendey. "Many of the Atalanta partners are rather frugal in terms of making units available ... I don't see much inclination for a dramatic increase." **Source: Reuters**



The Turkish registered general cargo ship, "**YUSUF ASLAN**" of 2,340 tons, built in 2000, and 75m in length, seen preparing to load scrap metal from Malta, on the 08-04-2011. **Photo : Gejtu Spiteri ©**

Flotilla Opposing Deep Sea Oil Drilling Diverts Oil Giant's Seismic Testing Ship

Activists aboard the flotilla opposing deep sea oil drilling disrupted the seismic testing by Brazilian oil giant Petrobras. Swimmers with large visible buoys bearing flags with the message 'Stop Deep Sea Oil' are entering the water in front of the oil survey ship **Orient Explorer** and diverting the ship off course.

Greenpeace New Zealand Climate Campaigner Vanessa Atkinson radioed the Captain of the Orient Explorer ahead of time and reminded him that six days ago he was requested to cease surveying activity and leave. The Captain confirmed he had received these messages. The flotilla now comprises of the following vessels: **Infinity, San Pietro, Secret Affair, Siome** and **Windbourne**.

Rikirangi Gage, spokesperson for te Whānau ā Apanui said, "Petrobras has no consent to be in these waters from te Whānau ā Apanui. We've already told them that. This is not a protest. This is an act of defence of our ancestral lands and waters that have sustained us for generations. Te Whānau ā Apanui want Petrobras to leave these waters and not return."



Steve Abel, Greenpeace climate campaigner based in Auckland said, "If we don't stop this initial deep sea oil exploration, rigs could be off coasts all around New Zealand in the near future, each one increasing the risk of spills and fuelling climate change as the oil is burnt. We are sending an emphatic message to the New Zealand Government that deep sea oil drilling will not be tolerated in New Zealand waters". "It is the Government who are endangering our coastline, our marine environment and our climate for the last drops of oil. At this moment they could be leading the way to a future with clean fuels and energy technology", he said.

Te Whānau ā Apanui's fishing boat San Pietro is part of the flotilla, as a tribal representative, and

also as a concerned member of New Zealand's large fishing industry.

CASUALTY REPORTING

Ship runs aground at harbour mouth



A ship with 100 people on board has run aground near a busy harbour entrance. Coastguards said the diving support vessel **Bibby Topaz** is thought to have struck a rocky outcrop at the entrance of Lerwick harbour in Shetland.

There were no reports of injuries and the ship is not taking on water. A spokesman for Shetland Coastguard said: "Lerwick harbour are dealing with the situation and coastguard are assisting. "We were contacted at 3.15am. We

think it's a rocky outcrop directly in the northern harbour entrance to Lerwick. "There were no injuries and no pollution. The harbour and shipping management are organising a tow. There are a total of 100 people onboard. They are still onboard." Attempts to re-float the vessel are expected to be made at high-tide. A spokesman for Aberdeen-based Bibby Offshore, operators of the ship, said: "The vessel went aground whilst departing Lerwick harbour in the Shetland Isles early this morning.

"None of the crew were injured in the incident and there has been no outflow of fuel or other pollution. The vessel, which had a pilot on board and the assistance of a manoeuvring tug at the time, is aground by the bow some 200 metres (600ft) from the shore. Bibby Offshore are working with the authorities and expert parties to ensure that the vessel is refloats in a safe and timely manner." The **Bibby Topaz** is described as a multi-role offshore diving support ship, is 106 metres (347ft) long and was built in 2008. Source : This is London



NAVY NEWS



The Dutch Corvette **P 840 HOLLAND** returned to the builders, Damen / De Schelde in Vlissingen after the first yard trials - **Photo : Wim Kosten – www.maritimephoto.com (c)**

Australia Navy To Acquire U.K. Amphibious Ship

Australian Defence Minister Stephen Smith announced April 6 that the Royal Australian Navy will acquire the Bay-class amphibious vessel **Largs Bay** from the United Kingdom for 65 million pounds (US\$106 million, AU\$101.5 million). Smith had flagged the possibility of a lease or purchase during the bilateral Australia-U.K. defense talks in Canberra in January.

"The book value was in the order of 130 U.K. pounds sterling, so we believe it's very good value for money" Smith told media. **Largs Bay** will replace the Australian Navy's existing amphibious fleet, which is suffering from age-related seaworthiness issues. It will be delivered to Australia, pending the successful conclusion of acceptance trials, by the end of the year. It will enter service early in 2012 as part of the Navy's transition plan to the introduction of the two 27,000-ton Canberra-class LHDs due to enter service from 2014.

In the interim, Australia has signed an agreement with the New Zealand government to coordinate the availability of the multirole vessel **HMNZS Canterbury**. Smith has also flagged the acquisition of further vessels to fill the capability gap. "We are now looking very closely at the possibility of further acquisitions or leases of commercial amphibious vessels, whether catamarans or trimarans, to ensure that we have appropriate transitional arrangements from now until the arrival of the Bay class and also until the arrival of the LHDs" he said. **Source : DefenseNews**

Redundancy Package

The UK Royal Navy and the Army have released the details of their redundancy programmes to their personnel. The specific trades and branches of each service affected by the first tranche of their redundancy programmes, along with the numbers being sought from each area, have also been announced.

In October, following the Strategic Defence and Security Review (SDSR), the Ministry of Defence (MOD) announced that it would be reducing the number of military personnel by 17,000 across all three services; 7,000 from the army, 5,000 from the Royal Navy and 5,000 from the RAF. While some of these reductions will be achieved through a decrease in recruiting and not replacing those who leave, there will still need to be around 11,000 redundancies. Each service will run a number of redundancy tranches over the next four years with reductions planned to be fully achieved by April 2015. Although this is a compulsory programme, volunteers will be sought.

The first tranche of redundancies for the Royal Navy will result in a total of around 1,600 redundancies from across a variety of the naval service's specialisations and branches, and will include ratings and officers up to the rank of captain. Those selected will be officers from the engineering, medical, warfare and logistics branches as well as junior ratings and senior ratings from a variety of branches. Royal Navy and Army personnel will be informed through their chain of command if they are to be made redundant in this first tranche in September 2011. Volunteers will then serve six months' notice before leaving the armed forces while non-volunteers will serve 12 months' notice. **Source :** [ShipTalk](#)

Sailor killed in submarine shooting named

The Royal Navy sailor shot dead aboard a British nuclear submarine was named by the Ministry of Defence on Saturday as Lieutenant Commander Ian Molyneux, the vessel's weapons engineering officer. Molyneux, 36, from Wigan and married with four children, was fatally shot by a fellow crew member on board the submarine [Astute](#) while it was berthed at the southern English port of Southampton on Friday.

Another sailor shot in the incident, named in media reports as Lieutenant Commander Chris Hodge, was conscious and in a stable condition in hospital, police said. Hampshire Police said they were continuing to question a crew member arrested on suspicion of murder. Royston Smith, a local council leader on board at the time as part of a civic visit, told ITN News how he had disarmed the shooter.

"I charged him against the wall, had the rifle in one hand and him in the other ... then I turned him around and pushed him against another wall ... and then I got him on to the floor and other people jumped on top of him," said Smith, a former Royal Air Force engineer.

Police and the defence ministry have said the shooting was not terrorism-related and there was no risk to the public.

The 7,500-tonne ship is the first of a new class of British nuclear-powered submarines which will be the largest and most powerful attack submarines ever built for the navy. Commissioned last August, it does not carry nuclear weapons. **Source :** [Reuters](#)

SHIPYARD NEWS

Lamprell in talks on MIS acquisition

There could be some consolidation ahead in the Arabian Gulf rig building, repair and fabrication business. Lamprell plc issued a stock exchange announcement today that confirmed that it has entered into a letter of understanding with Maritime Industrial Services Co. Ltd Inc in respect of a potential offer to purchase 100% of the shares in MIS at a price of NOK 38 per share. But, says the announcement "discussions with MIS are at a very preliminary stage" and "any potential offer remains subject to the fulfilment of a number of conditions, including the satisfactory completion of due diligence." Lamprell anticipates that any offer that is made would be financed from an issue of equity to Lamprell's shareholders and new debt facilities. It says that "a further announcement will be made if appropriate."

The MIS Group (Maritime Industrial Services) describes itself as a diversified engineering and contracting group providing a broad range of products and services to the oil, gas and energy sector. MIS was established in Dubai, UAE in 1979.

Lamprell has played a prominent role in the development of the offshore industry in the Arabian Gulf for over 30 years, and more recently providing specialized services to the onshore and offshore oil and gas industry that include new build design and construction of jack-up rigs, lift boats and tender barges. Lamprell's three primary facilities are in Port

Khalid and the Hamriyah Free Zone, both which are in the Emirate of Sharjah in the United Arab Emirates, and in the Jebeli Ali Free Zone, in the Emirate of Dubai, also in the UAE. **Source :** MarineLog

EURODAM IN DRYDOCK AT THE BAHAMAS



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- Davit maintenance
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- Swimming pool repairs
- Replace carpet in specific areas
- Repair Salon tiled floor
- General repairs to the Penthouses
- Replace counters in the Lido
- Teak Decking to Lido midship
- Polish all lifeboats



Photo's : Jean-Paul Lamers & Pim de Visser ©



At the Damen/De Schelde shipyard in Vlissingen both corvettes under construction for Morocco where shifted last week from location when the new Dutch corvette **P 840 HOLLAND** returned from her first dancing steps at sea

Photo : Wim Kosten – www.maritimephoto.com (c)

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Two more ships for Colombo Dockyard

The Colombo Dockyard undertook to handle two LPG carriers which will generate around US\$ 1.6 million to the country, Colombo Dockyard Managing Director Mangala Yapa told Daily News Business. The Shipping Corporation of India, owned LPG carriers **Nanga Parbat** (17,601DWT) and **Anapurna** (17,601DWT) sister ships called in for lay up and dry docking repairs during February and March 2011 respectively. Yapa said Colombo has been attracting many types of callers, and the Tanker owner, managers have been regular visitors who take advantage of the excellent facilities available for tanker owners in this region. He said that these sophisticated tankers were accommodated in 125,000 DWT in for major dry docking related repairs. Yard geared cryogenic workshops necessary to handle the work on these LPG carriers. The Yard's safety on this specialised area was refreshed, specially focusing the project team being inducted to tanker safety training workshop in order all areas are covered. The work scope handled on both of the vessels consisted of routine dry docking related repairs, steel renewal ,Cargo and booster pumps overhauling, cargo tank relief valves overhauling, cargo tank level gauges calibration and cargo condensers re-tubing. The main engine overhauling, various pumps main and auxiliary boilers and special surveyor was attended. Two owner's representatives from Shipping Corporation of India, Sishir Kumar and Anil K Sharma were present. The repairs were carried out meeting the stringent classification society requirements of Lloyds Register of Shipping and Indian Register of shipping. The husbanding work was attended to by Asha Agencies Ltd. **Source: Daily News**

ROUTE, PORTS & SERVICES

Ship Traffic Increases at Nigerian Ports

There are strong indications that ship traffic at the Nigerian Ports made a significant increase in year 2010. Available statistics show that the number of Ocean going vessels completed stood at 4,962 reflecting a 79% increase over the total figure of 4,832 in 2009. The total gross tonnage of the ocean going vessels stood at 108,621,872 which showed a 20.1% increase over the 2009 figure of 97,796,560. **Source : AllAfrica**



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Subsea 7 awarded US\$1 billion contract offshore Brazil



Above seen the **SEVEN SEAS** crossing the stern of the **RUSSELL TIDE** at Luanda anchorage.
Photo : Rajesh Kumar (c)

Subsea 7 has been awarded a contract by Petrobras for the development of the Guar and Lula NE Areas in the Santos Basin in water depths of approximately 2,200m. The contract is worth approximately US\$1 billion. The project scope includes the engineering, procurement, installation and pre-commissioning of four decoupled riser systems featuring:

- four submerged buoys each of 1,900 tonnes to be installed at approximately 250m below the sea level buoy foundations and associated tethers; and
- 27 steel catenary risers of 3.9km and associated pipeline end terminations (PLETs) of which eighteen 7.5in production lines, three 9.5in water injection lines and six 8in gas injection lines, and associated anchor piles and crossings.

Engineering and project management work will commence with immediate effect and will be undertaken at the company's offices in Rio de Janeiro, Brazil. Fabrication of the rigid pipelines will be carried out at the pipeline fabrication spoolbase, which Subsea 7 are developing at Paranagu, Paran in Brazil.

Offshore installation is scheduled to commence during the second half of 2012, using [Seven Oceans](#), [Seven Seas](#) and [Skandi Seven](#). Source : Offshore shipping Online

Ferry operator goes for Triple-E rating

Det Norske Veritas reports that Stena RoRo has become the first operator to sign a contract for its new Triple-E environmental efficiency rating. DNV explains that Triple-E is a voluntary environmental and energy efficiency rating scheme. It has been developed in close cooperation with the industry and is designed as a tool to help ship operators improve their organisational performance, identify ways to minimise their environmental impact and optimise fuel consumption and thereby reduce costs.

After receiving a Triple-E rating for its [Stena Foreteller](#) vessel as part of a pilot project with DNV, Stena RoRo became the first customer to sign a Triple-E contract for three of its other vessels - the [Stena Forecaster](#), [Stena Forerunner](#) and [Ark Forwarder](#).

"The Triple-E rating is based on the capture of environmental and operational data from ships. The rating focuses on factors such as a ship's environmental management practices and energy efficient operations as well as on verifiable monitoring, measurement and documentation schemes. Many of these factors can easily be influenced by the ship owner; either by itself or with the assistance of third parties such as DNV. Thus, Triple-E encourages a process of continuous improvement," says DNV chief operating officer Olav Nortun, presenting the certificate at an event in Gothenburg. Stena RoRo manager for commercial operations Ambjrn Frjd, said, on receiving the certificate, "During the past year, we've focused on fine tuning our operational processes and developing decision support systems for the crew on board. We view Triple-E as the next logical step to further strengthen our follow-up of the continuous sustainability improvements made to our fleet. We also see it as positive that class societies are playing a role in the development of benchmarking tools within the field of sustainability in the shipping industry." Source : [The Motorship](#)



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NYK sells VLCC to joint venture with Thai Oil

Japan's Nippon Yusen Kaisha (NYK) has sold its VLCC to its joint venture firm with Thai Oil Public Company. The joint venture firm TOP-NYK MarineOne, established in Singapore in February this year, will then charter out the VLCC Tenyo to Thai Oil under a 10-year contract at the end of March. Thai Oil, a leading petroleum refiner in Thailand, agreed to operate the VLCC in view of increasing demand for crude oil in the country. "Thai Oil's use of Tenyo will help stabilise and strengthen the country's energy transportation system for the mid-to-long term," NYK said in a statement. Tenyo will primarily be used to shuttle crude oil across the Arabian Sea to Thailand, where it will be refined by Thai Oil. The VLCC is currently bound for the Middle East for its first loading under the contract. Thai Oil, an affiliate of state-run PTT Public Company, plans to own and operate an additional two to three VLCCs or LPG carriers to satisfy PTT's demand for cargo transport. **Source : Seatrade Asia**

Solstad Offshore takes control of NOR Offshore

Solstad Offshore (SOFF) has entered into agreement with NOR Offshore's other shareholder, Nortrans Invest Pte Ltd, to acquire their 40.9 per cent ownership share in NOR. After the transaction, Solstad will own all of the share capital in NOR. The transaction is expected to be completed April 14th 2011, with settlement in cash (40 per cent of purchase price) and shares in SOFF (60 per cent of purchase price). The purchase price is being determined through negotiations between the two parties in addition to an independent third party valuation.

NOR currently operates seven AHTSs and two CSVs. Two of the AHTS vessels are chartered in on bareboat contracts, with purchase options. The main market for the NOR fleet is Asia and Australia, where six of the nine vessels currently operate.



NOR also owns a Derrick Lay Barge (DLB) **DLB NorCE Endeavour**, which recently was completed at Keppel in Singapore. The DLB is now on sea-trials. Solstad said it views the future market prospects in Asia and Australia as "good with increasing offshore activity in the coming years." **Source : offshore shipping Online**

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North Sea Shipping takes delivery of multipurpose construction vessel



Norway's North Sea Shipping AS has taken delivery of the newbuild **North Sea Giant** from the Metalships in Vigo, Spain. The DP 3 vessel was designed by Sawicon and is fitted with five Voith Schneider propellers resulting, in unique station-keeping capabilities along with low fuel consumption.

Broker Seabrokers said the vessel is currently in Kristiansand for outfitting of two large offshore cranes, and will be available for charter from the end of April. The multipurpose vessel is capable of construction, cable lay, pipelay, ROV support/survey, well intervention, module handling, coiled tube intervention, deepwater drilling and heavy lift.

Photo : Willem Kruit ©

.... PHOTO OF THE DAY



Another photo of the **EURODAM** seen in drydock at the Bahamas – Photo : Jan-Paul Lamers ©

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

APL DUBAI	-	Container vessel	ALSTER N	-	Bulker
APL TOPAZ	-	Container vessel	ARV 1	-	Accommodation Vessel
ANTONIS ANGELICOUSSIS	-	VLCC	AL MANAMAH	-	Container vessel
TTB SALVOR – BARBEEL	-	Tug + tow	ANJANAI	-	Tanker
ASIAN LEADER	-	Car Carrier	ADVANCE VICTORIA	-	Tanker
AKADEMIK FERSMAN	-	Survey vessel	ASEAN RESTORER	-	CABLE LAY / REPAIR VESSEL
AL AGAILA	-	Tanker	ALABRA	-	Tanker
ATHINA M	-	VLCC	ASL DELTA	-	Tug
BELUGA MUMBAI	-	Heavy Lift	BELUGA BREMEN	-	Heavy Lift
BELUGA ENDEAVOUR	-	Heavy Lift	BEAUFORT EXPLORER	-	Survey vessel
BLACK MARLIN	-	Semi sub heavy lift	BHAIRAVI	-	Tanker
BLUE OCEAN	-	Heavy Lift	BNI ALDEBARAN	-	AHTS
BOW MATE	-	Product tanker	BOW SANTOS	-	Product Tanker
BOW PLATA	-	Product tanker	BRITISH DIAMOND	-	Gas tanker
BRITISH VINE	-	Tanker	BRITOIL 71	-	AHTS
BRITOIL 80	-	AHTS	BS TITAN	-	Tug

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