



Number 114 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 24-04-2011**

News reports received from readers and Internet News articles copied from various news sites.

The image features a large cargo ship with a black hull and white superstructure, sailing on the ocean. On the left side, there is a circular logo for 'T&T BISSO RESPONSE' with a blue center and yellow border. The logo lists various services: EMERGENCY RESPONSE, OPA30, SALVAGE, DIVING, CASUALTY MANAGEMENT, POLLUTION RESPONSE, FIREFIGHTING, RESCUE TOWING, LIGHTERING. Below the ship, the text '24 HOUR WORLDWIDE RESPONSE' is written in yellow. On the right side, contact information is provided in yellow: WWW.TTBISSEO.COM, INFO@TTBISSEO.COM, HOUSTON: + 1 713 534 0700, and SINGAPORE: + 65 6591 5288.



The SMIT PANTHER collected the AMUR 2521 from the Rotterdam Northern anchorage and towed the vessel with engine problems to the Caland canal

Photo : Harry van den Berg ©

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The **HELENE KNUTSEN** seen enroute Amsterdam – Photo : Simon Wolf ©

Police, Greenpeace clash over protest yacht's course

Police say they won't get into a public debate over claims they mistakenly ordered a protest yacht to change course off the East Cape yesterday and head into danger. Greenpeace, local iwi and others have been protesting off the East Cape where the Petrobras survey ship, **Orient Explorer**, is doing seismic surveys of the Raukumara Basin, looking for oil under a five-year licence issued by the Government.

In a statement from Greenpeace, Dave Armstrong, the skipper of the protest vessel **Secret Affair** said he had left Hicks Bay and was trying to get back to Auckland as quickly as possible when police on the navy's inshore patrol vessel, **HMNZS Taupo**, ordered him to make a 90-degree turn.

The new course would have taken Armstrong into the arrays towed behind **Orient Explorer**, Greenpeace said. He said police panicked when they realised their mistake and issued another course change. Yesterday police said protest yachts ignored radio messages from the shipper of the **Orient Explorer** that they were heading into danger and when the yachts did not change course, an inflatable boat was launched from **Taupo** to instruct the yachts their predicament.

Today police said they would not respond to Greenpeace's claim that police had "panicked" when they ordered the yacht to change course. A police spokesman said police were on the navy ship and in the area to ensure safety, the rights of the survey ship and the rights of Greenpeace to carry out their protest. In the Greenpeace statement Mr Armstrong accused the police of following the Government's strategy and exaggerating safety issues in order to justify their intervention in a legitimate protest action.

He said the Government created safety claims as a pretext for shutting down the flotilla's peaceful protest. **Source :** NZHerald



Above seen the 1981 built ITA flag and owned tugboat **HYPSAS** towing the 2005 built disabled chemical/oil products tanker **FT ODIN** from Brindisi, Italy to Grand Harbour, Malta on Tuesday 12th April, 2011 for repairs at Cassar Ship Repair Yard of which Malta Maritime Services (maltamaritimeservices@gmail.com) are their agents.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

UK woman dropped into sea in botched cruise rescue

A seriously ill 73-year-old British woman was accidentally dropped into the bitterly cold Norwegian Sea as rescue workers took her off a cruise ship, police said Thursday. The ordeal has left her hospitalized for more than three weeks. Janet Richardson spent four minutes treading water March 29 after Norwegian coast guard officers let her stretcher slip into the sea as they were evacuating her from a Scandinavian cruise ship, rescue officials and her husband George told The Associated Press. The sea was just a few degrees above freezing at the time.

Richardson spent a week in intensive care and remains hospitalized in England, her husband said. "The stretcher went into the water and she fell into the water too as she was not strapped in," he said. "She had a life jacket on and I could see her swimming, treading water and trying to stay afloat."

Norwegian police said they have launched an investigation into the accident and Norwegian Sea Rescue spokesman Ernst Larsen said the coast guard was also conducting a probe. The botched rescue came on the eighth day of the cruise from Hull on the east coast of England. According to organizer Cruise and Maritime Voyages, Janet Richardson began suffering from internal bleeding during the homeward leg of a two-week cruise on the **Ocean Countess** ship.

Richardson said his wife was suffering from dizziness and low blood pressure when the captain decided to transfer her to shore. "Janet had always wanted to go on a cruise to the fjords and to see the northern lights," said her husband, a 78-year-old retired farmer. The great-grandmother was lowered about 25 feet (7.6 meters) to the rescue ship when the vessels suddenly parted and she fell into the water, he said.

She had to stay in the water while rescue workers steered the coast guard boat away to avoid crushing her between the ships, Larsen said. Temperatures in the Norwegian Sea are usually between 32 and 39 degrees F (0 to 4 Celsius) in late March, Larsen said. People lose consciousness after about 15-to-30 minutes in such temperatures and survive a maximum of 90 minutes, according to seafaring chart.

"The boats were not tied together. They were just side-by-side on the water when the stern of the rescue boat moved away. I don't know why this is the case," George Richardson said. Janet Richardson was given mouth-to-mouth resuscitation on the rescue boat and spent a week in intensive care in Norway before being transferred to the Cumberland Infirmary in Carlisle, England, where she is still being treated.

Larsen said it wasn't unusual for ships to be used in rescue operations instead of helicopters and said people are safely transferred between ships in Norway every day. "This was a sad but unusual event," Larsen said. **Source : China Daily**



The **ASIAN LEADER** seen anchored off Singapore – **Photo : Piet Sinke ©**

Rotterdam coal stocks at lowest since 2008

Coal stockpiles in the port of Rotterdam are at the lowest level since August 2008 as nuclear power cutbacks increased demand for coal, Barclays Capital said, Bloomberg reports.

German Chancellor Angela Merkel ordered the idling last month of the country's seven oldest nuclear power plants for safety checks after an earthquake and tsunami damaged six atomic reactors in Japan. The price of coal delivered to northwest Europe has jumped 66 percent in the past 12 months to \$128.11, according to data from IHS McCloskey in Petersfield, England.

"We see a greater pull for coal in Europe," Amrita Sen, an analyst at Barclays Capital in London, wrote in a report today. "The likelihood of holding a higher level of steady state coal stockpile, now that the use of nuclear as base load in many countries has been reduced/questioned, could well trigger an additional bout of restocking." Last month's

earthquake and tsunami in Japan crippled the Fukushima Dai-Ichi nuclear plant, causing it to spew radiation in the worst nuclear crisis since Chernobyl in Ukraine, then part of the Soviet Union, in 1986. **Source : PortNews**



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The **BLUE MARLIN** departed from Caracas Bay (Curacao)

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

No ship needs icebreakers assistance in the Gulf of Finland

According to the Port Authority of Big Port St. Petersburg there were no cargo ships in the eastern part of the Gulf of Finland that requested icebreaker assistance as at April 22nd (8:00am - MT). The PA reported of total 15 merchant ships currently located in the water area, 14 of them – in motion. One tanker is to be towed to the port's berth.

Over the past day 14 ships have reached the entrance buoy of St Petersburg port. 29 vessels are westbound from the Gulf area, 28 ships called at the port, 13 - departed. Overall, there are 55 cargo ships and 411 local ships at the port. There are no vessels subject to ice restrictions at the region's seaports, the Port Authority said. **Source : PortNews**



Boven het stoomschip HMS **Elfin**. Dit schip wordt in Wormerveer in gerestaureerd en in de vaart gehouden. Inmiddels 78 jaar oud is dit ex-marinevaartuig nog steeds in varende toestand. Het is zelfs het grootste niet-commerciële stoomschip van Nederland. De beherende stichting (**Stichting tot Behoud van het Stoomschip**) heeft tevens de stoomslepers **Jacob Langeberg** en **Scheelenkuhlen** in beheer. Ondanks de financiële crisis lukt het ons om de schepen in de vaart te houden met enkel de hulp van sponsors en donateurs. voor meer info www.elfin.nl

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Bangladesh ferry accident toll rises to 32

Police in Bangladesh raised the death toll from a ferry accident in the east of the country to 32 on Friday, with more bodies expected to be recovered after rescue workers raised the sunken vessel. Passengers were asleep on the boat when it collided on Thursday with the wreck of a cargo ship that had sunk a few days earlier in the river Meghna at Sarail, 90 kilometres (55 miles) from Dhaka. "This morning, we recovered five more bodies, taking the death toll to 32," local police officer Chandan Kumar said by phone from the site of the accident. A salvage vessel had succeeded in raising the ferry from the riverbed and emergency workers were now looking for more bodies, he said.

The search operation was suspended late Thursday due to poor visibility, but teams of divers from Dhaka were scouring the river again on Friday. At least 60 people on the overloaded double-decker ferry swam to shore, police said.

Local media said about 200 people were on board the ferry, called the **MV Bipasha**, which was travelling from Bhairab, a small remote district in the county's east, to Sachna in Sunamganj district. Boats are the main form of inter-district travel in Bangladesh's remote, rural areas, but accidents are common due to lax safety standards and overloading.

Some 37 people drowned in December last year when a passenger ferry hit a cargo ship and sank. At least 85 people drowned in November when an overloaded triple-decker ferry capsized off Bhola Island in the country's south.

A week later another boat sank leaving 46 people dead. So far this year, dozens of people have been killed in several smaller boat accidents in Bangladesh. Naval officials have said more than 95 percent of Bangladesh's hundreds of thousands of small- and medium-sized boats do not meet minimum safety regulations.

NAVY NEWS



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A vessel reported to be the Ukrainian-made aircraft carrier "**Varyag**", which China bought in the 1990s, is seen at a port in Dalian, Liaoning province April 17, 2011. According to local news, "**Varyag**" is the first aircraft carrier China owns and the ex-Soviet vessel will be one step towards building an operating aircraft carrier group, analysts said. Chinese military and political sources say Beijing could launch its first aircraft carrier as early as 2011, a year earlier than U.S. military analysts had expected.

17th century Swedish warship won new lease after salvage

A more than 300-year-old Swedish warship that sank on her maiden voyage could well have faded into the mists of history but for a successful salvage conducted 50 years ago. The raising of the **Vasa** gave her a new lease, and has since attracted millions of visitors who can now marvel at the restored 17th century warship. Sunday marks the 50th anniversary of the final stage of the salvage operation. Thousands of people lined the Stockholm waterfront in April 1961 to catch a glimpse when the old vessel broke the water surface after 333 years submerged. The event was also broadcast live on television.

Work on the warship was completed in 1628 when Sweden was a major power in northern Europe. The vessel, which incorporated new design ideas for its time, sank just some 1,300 metres from the naval shipyard where she was built. An estimated 30 people perished.

A likely cause was insufficient ballast and that the underwater section of the hull was too small. Efforts to raise her were launched just days after the August 1628 tragedy, but failed. Most of the bronze cannon were retrieved by divers using a diving bell in 1663-1665, and in 1840 a pioneering naval engineer used a new diving suit to dive on the wreck. But the **Vasa** remained submerged.

Carl Olof Cederlund, retired professor of marine archaeology, told the German Press Agency dpa there were other attempts, including some in the 1890s and 1920, though these are less known. But, in 1956, a new attempt was made when amateur historian Anders Franzen and diver Per Edvin Falting relocated the wreck. Initially there was great scepticism, not the least over the costs and the feasibility of the operation.

A small network of dedicated people, some with close ties to the navy, proved instrumental ... not the least since the navy committed divers and other equipment, according to recent research. Raising the ship was 'quite a venture,' Vasa museum chief Marika Hedin said. Prior to the 1961 salvage, divers used hoses equipped with special nozzles to bore tunnels through the silt under the 69-metre long vessel. The tunnels were used for cables that formed a cradle to lift the ship, moving it in stages closer to shore.

'The team who conducted this performed a really impressive feat,' Cederlund said of the divers who worked at 35 metres depth. 'Visibility was extremely limited, an arm's length at most,' Cederlund said. They could not use lights due to the silt and other material stirred up in the water, he added, recalling that the divers described the hull as 'a blackness in the black.'

Measurements were also made of the ship. Before the final lift and the tow to a dry dock, many holes in the hull were plugged. After being raised to the surface, a new phase was launched to investigate what remained on the decks. Cederlund was one of the 10 archaeologists employed in 1961. He recalled how he and his colleagues at times worked in a waste-deep mixture of water and muddy ooze as they retrieved objects. 'We made hundreds of finds every day,' Cederlund said, adding that the amount of finds rather than any single object made the most impression on him.

The objects were carefully catalogued and had to be placed in tubs since the water-logged wood and other material risked cracking if it dried out. The **Vasa** salvage and the finds helped promote interest in the new research field of marine archaeology.

To preserve the vessel, of which over 90 per cent was intact, a solution called polyethylene glycol was used. This had not been used on such large scale prior to the **Vasa**, but has since become a standard conservation method.

In 1990, a new museum showcasing the **Vasa**, its times and the salvage operation was inaugurated. It attracts some 1.1 million visitors a year, making it one of the most popular in the country. Challenges to preserve the Vasa remain. Although the Baltic Sea does not have shipworm, a kind of mollusk that eats timber, the ship was attacked by bacteria when it was submerged. Rust has also caused problems with which museum experts have to deal. Recently the museum said it was to replace 5,000 long iron bolts used in 1961 with stainless steel bolts, a process that will take five or six years. More details on the net: www.vasamuseet.se Source : **Monster&Critics**

Sub to arrive in August

The Agosta submarine, which had been used to train Royal Malaysian Navy personnel in France, will arrive in Malaysia in August. Navy Chief Adm Tan Sri Abdul Aziz Jaafar said the submarine, which has been decommissioned, would become a museum piece.

"We are expecting its arrival in August. There will be a signing ceremony between the Defence Ministry secretary-general and the French side before it is handed over to us," he told a press conference here yesterday. On the country's first two submarines **KD Tunku Abdul Rahman** and **KD Tun Razak** Adm Abdul Aziz said they were in the open sea and operating smoothly, contrary to reports.

He also denied claims that kickbacks were involved over the two Scorpene submarines, adding that neither the European Union nor the RMN condoned such acts. It was announced last month that the submarines would cost RM50mil a year to maintain. On the pirate-infested Gulf of Aden, Adm Abdul Aziz said there could be two RMN auxiliary escort ships guarding Malaysian trading vessels by the end of this year.

The second ship, he said, would supplement **Bunga Mas 5**, which successfully foiled a hijacking attempt against Malaysian **MT Bunga Laurel** last January. Commandos had captured seven Somali pirates who have since been charged here. Adm Abdul Aziz said assigning **Bunga Mas 6** as the second auxiliary ship resulted from continued strategic cooperation between the RMN and the Malaysian International Shipping Corporation (MISC).

He also said that NGV Tech Sdn Bhd would build two training ships for the RMN at its shipyard in Sijangkang, Selangor with a two-year completion target. **Source : The Star**



Russian sailors look on as the Indian navy's **INS Delhi** arrives in Russia's eastern port of Vladivostok April 18, 2011.

Navy submarine HMCS Victoria ready for action again



After years of expensive refits and repairs to make it seaworthy, the Canadian Navy submarine stationed at CFB Esquimalt is out of the dry dock and in the water. **HMCS Victoria** was pulled out of drydock and into Esquimalt Harbour on Sunday, navy spokeswoman Lt-Commander Nathalie Garcia confirmed.

However, neither the Navy nor the Department of National Defence would comment Thursday on the plans for the submarine now that it is operational. Garcia said an official launch for the submarine will take place in the coming weeks, but did not have a specific date.

The navy's only other functional submarine is **HMCS Corner Brook**, set to arrive at CFB

Esquimalt from CFB Halifax this summer. The four second-hand submarines have been a lightning rod of controversy since the Canadian government purchased them from Britain for \$891 million in 1998. The British Royal Navy launched the diesel-powered submarines in the late 1980s and took them out of service in 1994.

Since it was delivered in 2000, **HMCS Victoria** has spent most of its time in Canada in drydock undergoing \$195 million in repairs. Since arriving at CFB Esquimalt in 2003, there have been a series of launch dates for **HMCS Victoria**, which were ultimately delayed because of technical setbacks.

HMCS Victoria sailed for a few months in 2004 but was pulled from service after a fire on **HMCS Chicoutimi**, one of the four subs, killed a crewman on its voyage from Britain. **Chicoutimi**, also housed at CFB Esquimalt, is not expected to sail again until 2012. In the last 10 years, **HMCS Victoria** has spent more months undergoing repairs than days at sea — it has spent 115 days in service and 120 months in dry dock — with taxpayers picking up the hefty bill.

In 2007, the Victoria Shipyards and its partner companies were awarded a five-year, \$370 million contract to maintain the Canadian military's four submarines, but the total contract could be worth \$1.5 billion if extended over 15 years.

In an interview last May, the boat's commanding officer, Lt-Commander Christopher Ellis, said **HMCS Victoria** was slated to sail February 2011. Because it has not been to sea for five years, Ellis said at the time that **HMCS Victoria** would spend its first eight to nine months at sea in safety trials and crew preparation. Ellis said in May that **HMCS Victoria** was set to be the first Upholder-class submarine to fire a MK-48 torpedo.

Those torpedoes, the sole weapon aboard the boats, were recently the source of political backlash from Liberal MPs after news leaked that the Canadian government was considering spending \$125 million on torpedo refit kits from the U.S. None of the British-built submarines are capable of firing the navy's stock of MK 48 torpedoes.

HMCS Victoria is also slated to take part in the international Rim of the Pacific exercise which takes place every two years off Hawaii. **Source : The Victoria Times Colonist**

Submarine raises curiosity in Dutch Harbor



According to Unalaska residents, an American submarine that stopped by Dutch Harbor to offload some scientists caused a stir in town Thursday with rumors out about it being a Russian sub with engine or heating problems. But it seems that wasn't the case. Lt. Ed Early with the U.S. Navy's Submarine Group 9 based in Washington state confirmed that it wasn't a Russian sub, but couldn't say any more since the military's policy is not to comment on submarine operations. Locals believed it was a U.S. Navy Los Angeles class

submarine dropping off scientists who had spent the past few months in the Arctic. However Dave Shirlaw, editor of

the naval aviation and history magazine Three Wire, believes the sub's in another class. It seems to be one of two Seawolf class vessels, he says. "LA Class don't have the rounded edges at the bottom of the conning tower, and both these boats ([USS Connecticut](#) or [New Hampshire](#)) have been on Arctic trials," Shirlaw says. Source : The Bristol Bay Times

Minister Schultz van Haegen doopt patrouilleschip Groningen



Het vierde en laatste schip van de Hollandklasse, de [Groningen](#), is afgelopen donderdag gedoopt door minister Melanie Schultz van Haegen, Infrastructuur en Milieu, op de Galatiwerf in het Roemeense Constanta. Al eerder kregen de [Holland](#), [Friesland](#) en [Zeeland](#) hun naam. De bewindsvrouw combineerde de plechtigheid met besprekingen met haar Roemeense ambtgenoot. Schultz van Haegen zei dat zij als doopster van het vierde Oceangoing Patrol Vessel (OPV) graag op de hoogte blijft van het wel en wee van de [Groningen](#). Ze zei het jammer te vinden dat Nederland door de bezuinigingen **twee OPV's moet verkopen**.



The [Holland](#) & [Zeeland](#) seen fitting out at the Damen Schelde Naval Shipbuilding in Vlissingen

Photo : Willem Kruit ©

De Hollandklasse is een serie van 4 OPV's voor de Koninklijke Marine. De 108 meter lange flexibel inzetbare patrouilleschepen zijn toegerust voor de bewaking van kustwateren. Naast de nieuwe bedreigingen als terrorisme en piraterij, gaat het daarbij ook om het controleren van schepen en anti-drugsoperaties. De naamgever van de klasse, de **Holland**, werd op 2 februari 2010 door koningin Beatrix gedoopt. De eerste 2 OPV's, de **Holland** en de **Friesland**, zijn grotendeels in Vlissingen en de **Zeeland** en de **Groningen** op de Galatiwerf in Roemenië gebouwd, een onderdeel van **Damen Schelde Naval Shipbuilding** uit Vlissingen. **Bron** : Ministerie van defensie

SHIPYARD NEWS



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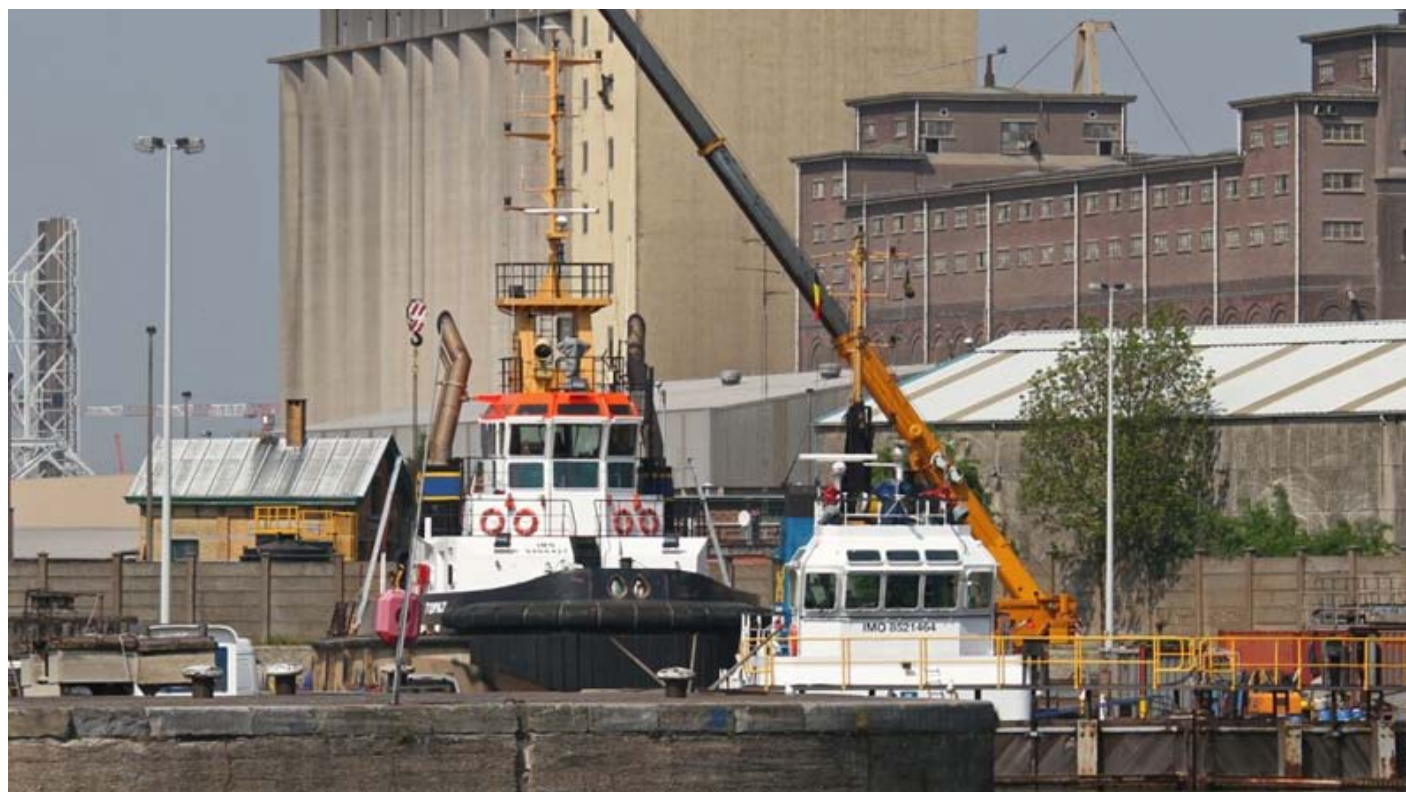
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The **SMIT JAPAN** and **UNION TOPAZ** seen in drydock in Antwerp – Photo : Willem Kruit ©

Va shipyard weld inspector reaches plea deal

Court records say a former Newport News shipyard inspector accused of falsifying inspections of welds on Navy ships is expected to plead guilty to federal charges in May.

The Daily Press reported Friday that Robert R. Ruks Jr. of Portsmouth has reached a plea agreement with prosecutors. The newspaper says details are not available, but that Ruks is due in Norfolk federal court May 6. Ruks was charged in March with lying to the Navy Criminal Investigative Service and falsely certifying a document. According to the Navy, Ruks inspected and signed off on thousands of welds at the Northrop Grumman shipyard since 2005. The charges resulted in a sweeping investigation by the Navy and the company of 13 vessels built or serviced at the shipyard.

Source : NavyTimes



At the [Damen Schelde Naval Shipbuilding](#) in Vlissingen the new (still unnamed) Sigma-corvet 613 under construction for Morocco was shifted to the Scheldepoort – [Photo : Willem Kruit ©](#)

STX mulls sale of \$240 mln stake in STX OSV

South Korea's STX Group is considering selling an additional 20 percent stake in Singapore-listed shipbuilder STX OSV , worth around 260 billion Korean won (\$240.5 million) in May or June, the company said on Friday, Reuters reports.

An STX Group spokesman said the method of the stake sale had not yet been decided. In a bid to improve its financial structure, the spokesman added that the company planned initial public offerings for its China shipyard and cruise ship making divisions next year. The stake sale and IPO plans by STX, which floated a 31 percent stake in STX OSV last year, comes amid growth prospects for ship orders, buffeted by the global financial crisis.

China's Rongsheng Heavy Industries Group raised \$1.8 billion through a Hong Kong IPO in November. The size of the Dalian shipyard IPO, which is likely to be in Hong Kong, is expected to be around the same as Rongsheng's offering, the spokesman said. Source : PortNews

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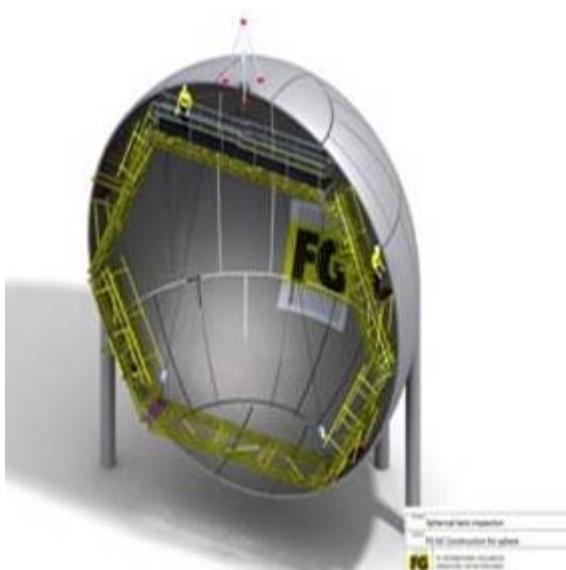
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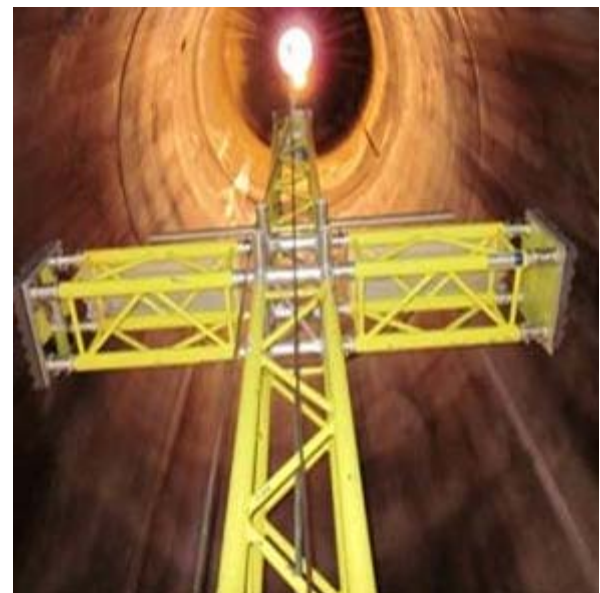
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Yara and FG cooperate in advanced sphere inspection



FG International Holland BV, the Dutch Special Lifting company, has recently constructed a flexible inspection tool in the ammonia sphere at the **Yara** plant in Pardies, France. While many traditional, scaffolding based companies perform inspections HORIZONTALLY in a time consuming way, FG International takes a VERTICAL approach. This provides its rapidly growing customer base with an inspection tool that keeps the shutdown time limited to the



bare minimum. The FG Sphere Inspection Construction as well as its sister unit the **FG Reactor Inspection Construction** rotate on their vertical axle, and inspections are being done top to bottom. The flexible constructions can be applied in and fitted to the criteria of thousands of tanks, spheres and reactors worldwide. FG proves on a daily basis that being different, is a value to be cherished in the creative solution process.

Ensco 8504 ultra-deepwater semisubmersible contracted with Total in Brunei

Ensco plc announced that a subsidiary of the Company has entered into a drilling contract for **ENSCO 8504** with TOTAL E&P Deep Offshore Borneo B.V. Delivery from the shipyard in Singapore is planned for the end of July 2011 and the contract commencement will follow sea trials and mobilization to Brunei. .

Chairman, President and Chief Executive Officer Dan Rabun commented, "We are very pleased that TOTAL has chosen **ENSCO 8504** for its drilling program. Our ENSCO 108 jackup drilling rig currently is working for TOTAL in Brunei and we appreciate the opportunity to expand our relationship with our latest 8500 Series rig. Brunei is an emerging deepwater basin and we look forward to entering this market with one of our deepwater rigs for the first time."

The initial contract term is for drilling three exploration wells for a minimum of 180 days with a base day rate of \$423,500. TOTAL may extend the term by exercising up to four options. The first two options may be exercised to complete up to three additional wells at the same day rate. The third and fourth options may be exercised to complete up to six additional wells at an escalated day rate. The fee for rig mobilization from Singapore to Brunei is \$3.5 million.

When **ENSCO 8504** commences operations later this year, it will become the sixth ultra-deepwater rig in the active fleet. Ensco's other deepwater rigs are contracted in Brazil, the U.S. Gulf of Mexico and French Guiana. Two additional **ENSCO 8500 Series®** rigs are under construction with deliveries scheduled in the first and second half of next year.

Source: Business Wire.



The **FURTE NORD** and the **RAMONA** seen outbound from Antwerp at the Westerscheldt River

Photo : Gunther Spruit ©

Silversea To Rename Expedition Ship

Ultra-luxury Silversea Cruises announced plans to change the name of the **Prince Albert II**, its expedition ship, to **Silver Explorer**. The change will occur later this month while the vessel is in dry dock at the Lisnave shipyard in Setubal, Portugal, undergoing routine maintenance prior to commencing a summer program of Northern Europe and Arctic voyages.

"Our expansion into adventure travel has turned out quite successful and we have to prepare for the possibility of adding more ships," said Manfredi Lefebvre, Silversea's chairman. "To reinforce the Silversea luxury brand image for the expedition segment, we decided to change the name of our first expedition ship to Silver Explorer and anticipate any future expedition ships will bear similar names that evoke a sense of luxurious adventure."

Lefebvre added, "It has been an absolute privilege to have a ship in our fleet named in tribute to His Serene Highness **Prince Albert II**. We will continue to honor his legacy of exploration and environmental conservation through our support of the Prince Albert II of Monaco Foundation, and look forward to hosting future onboard fundraising events to benefit the Foundation's projects."

The company is committed to raising awareness of the Prince Albert II of Monaco Foundation, which is dedicated to the protection of the global environment. Its focus is on three major challenges: climate change and developing renewable energies; the loss of biodiversity; improving universal access to clean water and fighting desertification. For more information, visit www.fpa2.com

Silver Explorer offers full-scale exploring from an ultra-luxury base at sea, in true Silversea style. With the largest average size accommodations of any expedition ship, guests enjoy spacious, ocean-view accommodations (many with French balconies or large private verandas), butler service, sumptuous gourmet cuisine, warm hospitality and personalized service (with a crew-to-guest ratio of nearly one to one), and Silversea's generous selection of all-inclusive shipboard amenities, including complimentary beverages, bottled water, wines and spirits served throughout the ship, 24-hour room service, stocked in-suite beverage cabinet and all gratuities.

The Lloyd's Register 1A ice-rated vessel explores the world from top to bottom, including Central and South America and Africa. Source: Silver Sea



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In Rotterdam the **GMS Endeavour 6102** was shifted from the Caland Canal to Keppel Verolme by the tugs **Smit Hudson**, **Thamesbank** and **Smit Panther**. Photo : **Frans de Lijster** ©

Fairstar Heavy Transport N.V. achieves keel laying milestone for Semi-submersible Vessel FORTE

Fairstar Heavy Transport N.V. attended the keel laying ceremony of the 50,000DWT semi-submersible vessel **FORTE** at the GSI facility in Qidong, China. Senior executives from Guangzhou Shipbuilding International (GSI), Det Norske Veritas (DNV) and Fairstar witnessed the first block being lowered into the dry dock.

"We are thrilled to see the keel block now in place. In the coming months hundreds of additional blocks will be assembled into the **FORTE** and we expect to float the hull out of the dry dock on September 15, 2011. We are deeply impressed with the commitment of GSI and their Team on site. Our own site team of inspectors have been more than satisfied with the levels of quality and craftsmanship we see day after day from GSI and all of their sub-contractors. We are confident the **FORTE** will be completed on schedule to meet its May 1, 2012 delivery date, well in time to

begin service under its long-term, multi voyage Gorgon contract.” reported Willem Out, Fairstar’s Chief Operating Officer. **Source: Fairstar.**



The **MARCO POLO** seen enroute Amsterdam – **Photo : H. Blomvliet ©**

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West Java FSRU Time Charter Party Execution

As a further update to our press announcements made on October 12 and November 4, 2010, Golar LNG Energy is pleased to announce that the long term Floating Storage and Regasification (FSRU) and Mooring time charter with PT Nusantara Regas, a joint venture between Pertamina and PGN ("West Java FSRU Project ") has been concluded and was executed on April 20 2011.

The contract duration is for an initial term of approximately eleven years with automatic conditional extension options up to 2025. The West Java FSRU Project contract value for the initial period is approximately US \$500 million. Since the execution of the Letter of Intent in November 2010, Golar has ordered the long lead items, carried out conversion engineering and the vessel nominated for this contract, "**KHANNUR**" has been positioned to Singapore where the physical conversion works are now underway at Jurong Shipyard in Singapore. Upon completion of conversion and delivery in the first quarter of 2012, "**KHANNUR**" will be permanently moored at a purpose built mooring structure located 15 km offshore West Java. The converted "**KHANNUR**" will be capable of storing ~ 125,000 cubic meters of

LNG and delivering up to 500 MMSCFD (~3.8 MTA) of regasified LNG via Nusantara Regas's pipeline to fuel two Power Plants owned and operated by Perusahaan Listrik Negara ("PLN"), Indonesia's national power company.

The Golar group has already completed three FSRU conversions over the last three years. The FSRU for the West Java FSRU Project will be similar in design to the latest of these three projects, the "**GOLAR FREEZE**", which recently delivered under a long term contract in Dubai. The West Java FSRU Project will be Indonesia's first LNG regasification terminal and significantly, the first FSRU project in Asia. Golar is currently bidding on PGN's FSRU, Mooring and Pipeline tender to be located offshore Medan, Sumatra. Golar Energy's FSRU technology offers reliable and cost effective solutions to fast track the import and regasification of LNG. Golar Energy's CEO, Doug Arnell said "We are very proud to have executed this foundation agreement for the West Java project. We also wish to express our appreciation to the Nusantara Regas team for their dedication in finalizing the contract. We believe this contract for Indonesia and Asia's first FSRU will be the catalyst for the development of additional floating LNG projects within the Asia Pacific region. Indonesia has announced plans for more FSRU projects to include small scale LNG projects and we look forward to having the opportunity to deliver more fast track and low cost solutions."



Intertug's **RAN** seen arriving in Willemstad (Curacao)

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

Maersk Line LTD wins big MSC contract

The American arm of the Danish shipping giant Maersk, Maersk Line LTD, has been awarded another contract for the operation and maintenance of two ships in the U.S. Navy Military Sealift Command's (MSC) Maritime Prepositioning Force. Maersk Line LTD will provide personnel and mariners, operational and technical support ashore and afloat, as well as all the equipment, tools, provisions and supplies necessary to operate the **USNS Wheat** and the **USNS Stockham**.

Maersk will also support MSC in the management of government-owned cargo, including, but not limited to, hazardous materials, vehicular, bulk, and general cargoes. "Maersk Line LTD's support of Maritime Prepositioning Ships goes back to 1983 when we converted five commercial vessels and operated them for 25 years. We're pleased that MSC has recognized the value of our service and has entrusted us with these ships", says Scott Cimring, MLL's Senior Director of Government Ship Management. "Our approach to ship management leverages our global network, proven management practices, and a mindset of continuous improvement. Cost-effective readiness is a MLL hallmark, and

we're ready and excited by the opportunity to continue serving the nation." If all options are exercised, the contract periods for the **USNS Wheat** and the **USNS Stockham** will extend into 2015. The approximate contract value, including all option years but excluding reimbursable expenses, is expected to be \$66 million.

Maersk Line KTD is a leading provider of ship management, marine engineering, and chartering services. As a ship owner, vessel operations and maintenance are core competencies. Their vessel experience includes container ships, tankers, roll-on/rolloff ships, large government supply ships, and various special mission vessels. MLL applies its engineering expertise to improve the lifecycle strategies of marine assets and provide innovative designs for new and repurposed vessels. Their record of success has made MLL the largest U.S. shipping company engaged in international trade and a major charterer and contract operator for the U.S. government. **Source : PortNews**



The **FLINTERDIJK** seen outbound from IJmuiden bound for Klaipeda – **Photo : Marcel Coster ©**

Minor ports beat major ports in traffic growth

Private and minor ports have overshadowed their larger counterparts, posting double-digit growth in traffic in fiscal 2010-11 on the back of better infrastructure and value-added services, data shows. State-run Gujarat Maritime Board (GMB), which controls minor ports on the country's longest coastline, said traffic grew 12% with 231 million tonnes of cargo handled in 2010-11, compared with 206 million tonnes in 2009-10.

The board has set a growth target of 20% for the current fiscal. On the other hand, traffic growth for the country's 12 major ports ranged from flat to negative, with the Kandla Port, the country's largest, registering a 3% increase in 2010-11 at 81.88 million tonnes, against a target of 85 million tonnes. The port had handled 79.50 million tonnes in 2009-10.

According to Data from the Indian Ports Association, the highest growth was reported by the Adani Group-promoted Mundra Port, which saw traffic jump 28% to 51.60 million tonnes of cargo in 2010-11, against 40.30 million tonnes in the previous year. In contrast, the major ports at Paradip, New Mangalore and Gangavaram reported negative growth in 2010-11, while the remaining major ports saw growth in the range of 0-8%.

Private operator APM Terminals at Pipavav grew almost 14% over the 6.85 million tonnes of cargo handled in 2009-10.

"We are aware of ports facing stiff competition from private players, but we will encourage competition as this will force ports to devise strategies to offer better services," a official from the ministry of shipping said. "The major ports should be able to clock 9-10% growth in the current fiscal," said Indian Ports Association managing director Janardhana Rao. The gap in traffic between major and minor ports is projected to widen with increasing number of private ports and jetties coming into service.

"The Gujarat government and privately-owned ports will have a total capacity of 500 million tonnes by 2015. During 2010-11, almost 50 million tonnes of capacity was added by GMB, Essar, Mundra, Bharat Oman Refinery and others," GMB vice-chairman and CEO Pankaj Kumar said. "Private players are more efficient and provide value-added services. Lack of stringent guidelines act as a deterrent for major ports. Private ports have a better turnaround time and there is a need for PSU ports to learn from the same," Samir Kanabar, Ernst & Young partner, infrastructure practice, said.

Source : **Indiatimes**

Rosmorport invites bids for 6 pilot boats contract

Rosmorport has announced a tender for the construction of six pilot boats without ice class for its own needs, the state-run enterprises reports. The initial price of the order is RUB 180m (VAT included) of which RUB 128m will be allocated in 2011. The place of delivery - Moscow. The applications for bidding should be submitted before May 25, 2011. Source : **PortNews**



Four extra shipments from closing Kenai plant

CONOCOPHILLIPS and partner Marathon Oil Corp have committed to four additional shipments from their liquefied natural gas (LNG) export plant in Kenai, Alaska, granting a brief reprieve to the soon-to-be-closed facility, officials said on Wednesday.

The extra shipments follow last month's devastating earthquake and tsunami, which crippled utilities in Japan that for decades used Kenai LNG. One cargo already went out this week, and three additional cargoes are scheduled to be made between now and August, said Natalie Lowman, spokeswoman for ConocoPhillips in Alaska.

One of the cargoes is destined for China and the other three are for Japan, she said. She could not disclose the clients, due to confidentiality agreements, she said. The companies had announced in February that they plan to close the 42-year-old Kenai plant because of dwindling natural gas supplies in the Cook Inlet basin and the expiration of the LNG supply contract with long-term clients Tokyo Gas and Tokyo Electric. The companies said then the plant could close as early as this month.

The extra shipments do not change the plans for permanent closure, Ms Lowman said. 'The long-term plan to preserve the plant and mothball it is not affected,' she said. 'These additional LNG shipments are short-term.' The last shipment

under the expired supply contract was made in March, she said. Each shipment, carried by LNG tanker, takes roughly a month, she added. **Source : Reuters**

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The **AIDA Sol** seen in Antwerp – **Photo : Steven Oppeel – www.stevo.be ©**

BOEKBESPREKING

Door : Frank NEYTS

"Naar Island!".

Bij de uitgeverij Lannoo verscheen recent een buitengewoon interessant boek. Onder de titel "**Naar Island**" brengt auteur Katrien Vervaele een nooit eerder geschreven overzicht van de Vlaamse IJslandvaart, vanuit de havens van Oostende en Zeebrugge. De bloei en teloorgang komen aan bod. Centraal in het verhaal staat de visser als mens, maar daarbovenop schetst **Katrien Vervaele** een goed gedocumenteerd overzicht van wat ooit de parel aan onze visserijkroon was. Voor al wie interesse heeft voor de Vlaamse visserij, een echte aanrader!

In 1995 voer de "**Amandine**" voor de laatste keer de haven van Oostende binnen. Dit betekende meteen het einde van de IJslandvaart. Sinds de zeventiende eeuw vertrokken de zeilschepen vanuit Duinkerke en Grevelingen naar de rijke IJslandse visgronden. Duizenden vissers, waaronder ook Vlamingen, monsterden aan om te vertrekken in februari en terug te keren in september, met een ruim vol kabeljauw in het zout. Sinds de opkomst van de stoomschepen eind negentiende eeuw vertrokken de vissers vanuit Oostende. Vanaf dan duurden de reizen telkens achttien dagen en werd de vis vers aangeland. "**Naar Island!**" beschrijft de geschiedenis van de IJslandvaarders, met de klemtoon op

de IJslandvisserij vanuit Oostende. Wat er ooit aan IJslandvaart was in Zeebrugge komt in het boek ook aan bod. "Het is het verhaal van de vissers, de laatste getuigen van de IJslandvaart. Met glimmende ogen, waarin je de zee leest en in hun eigen, ruige taal met op de achtergrond de klank van de golven en de wind vertellen ze over de meest heroïsche periode van de Vlaamse visserij. Ze werkten uren aan een stuk, vaak in bijtende kou, tijdens de wintermaanden in dagen vol nacht en tijdens de zomermaanden in nachten van eindeloos licht. Het verhaal van de IJslandvaarders was er een van zwoegen en beulen, afzien in weer en wind, vechten tegen schuim, zout en zware zee. Een verhaal vol heroïek, maar ook barstendvol ellende," zo zegt de auteur.

Katrien Vervaele is auteur van een tiental jeugdboeken en vaste medewerker bij 'Plus Magazine'. Ze woont vlak bij de kust en is gepassioneerd door het leven op en rond de zee. Eerder portretteerde ze 26 sterke vrouwen in "Vissersvrouwen".

"Naar Island!"

(ISBN 9789020996395) werd als paperback met flappen uitgegeven en telt 272 pagina's. Aankoop prijs 19.90 euro.

.... PHOTO OF THE DAY



The 1972 built offshore tug/supply ship **GLOBAL SNIPE** being broken up at Marsaxlokk Harbour, Malta., more interesting is the tug moored on the outside, the insiders will recognise directly the old **SMIT SUMATERA** now named **SANCTE JOSEPH** - Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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