

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 087



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In Rotterdam the (Stena Ro-Ro owned) **BORJA** was renamed **BALTIC AMBER** last week, and received as can be seen at the photo above the **AVE LINE** livery

**Photo's : Rob de Visser ©**

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## EVENTS, INCIDENTS & OPERATIONS

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The ferry **Gotland** seen in the port of Visby, Gotland Sweden - **Photo : Theo Wupkes (c)**

## Somali pirates widening attack area

Somali pirates are seizing ships as far as the Mozambique Channel and off the coast of India, extending their range further than they have until now, a senior U.S. admiral said. With hijacking offering a lucrative alternative for many in impoverished Somalia, which is battling an Islamist insurgency, Somali pirates have stepped up attacks in recent months, making tens of millions of dollars in ransoms from seizing ships in the Indian Ocean and Gulf of Aden. Admiral Mark Fitzgerald, who is commander of U.S. naval forces in Europe and Africa, said that while the attacks were "relatively free of violence", armed gangs were widening the area of operations. "The entire Indian Ocean is becoming a problem of piracy," he told a forum at the International Institute for Strategic Studies think tank in London.

"We have seen them clearly down in the Mozambique Channel, we saw a hijacking there and we saw one this week off India," he told Reuters on the sidelines of the forum. Somali pirates on Tuesday seized a 35,000 tonne Turkish ship 1,000 nautical miles east of the northern coast of Somalia - closer to India than Somalia. Foreign navies have been deployed off the Gulf of Aden since the start of 2009 and have operated convoys, as well as setting up a transit

corridor across dangerous waters. But their forces have been stretched over the vast expanses of water including the Indian Ocean, leaving merchant vessels vulnerable.

Fitzgerald said pirates were hijacking ships to use for their operations. "Depending on what ship they are using for a mother ship, it allows them to range far and wide." "We can't put ships out everywhere and just start randomly looking. So we really need intelligence based operations to go after that kind of threat," he said.

Fitzgerald did not see any "strong connections" between pirates and Somalia's al Shabaab rebels loyal to al Qaeda. "The pirates in the north are petty much oriented around making money and the al Shabaab folks are more idealistic." Yemen, at the forefront of Western security concerns since a failed December attack on a U.S.-bound plane, boosted security on its coast earlier this year to prevent militants reaching its shores from nearby Somalia to reinforce al Qaeda in Yemen. Earlier this week, the U.S. Office of Naval Intelligence warned ships sailing off Yemen's coast of the risk of al Qaeda attacks similar to a suicide bombing of the U.S. warship Cole in 2000 that killed 17 U.S. sailors. It said ships in the Red Sea, the strategic Bab al-Mandab strait between Yemen and Djibouti, and the Gulf of Aden along Yemen's coast were at the greatest risk. "The instability in Yemen has caused this," said Fitzgerald, who also has operational command for NATO missions in the Balkans, Iraq and the Mediterranean. "What we are concerned about -- will they now try to resort to attack some of the coalition ships down there or will they resort to attacking merchant ships down there to achieve their goals? Time will tell." **Source: Reuters**

**Due to travelling abroad this week the  
newsclippings may reach you irregularly**



AVRA's **COMPASS** arrived with a barge in Rotterdam – Europoort

**Photo : Jan Oosterboer ©**

## **OCBC suspends coverage of Rickmers Maritime**

OCBC Investment Research has suspended its coverage of Rickmers Maritime as debt issues drag on. "In what is essentially a dragged-out and uncertain situation, we do not find offering a rating on Rickmers Maritime productive -



as such we are suspending coverage of the trust,” said Meenal Kumar, analyst, OCBC Investment Research said in a note. Earlier this week auditors Pricewaterhouse Coopers questioned the shipping trust’s ability to continue to continue as a going concern causing Rickmers Maritime’s share price on the Singapore Exchange to plunge 25.6% over two days.



The 2003 built 1858 TEU **SAYLEMOON RICKMERS** seen in Rio Grande – **Photo : Marcelo Vieira ©**  
(Former names : CMA CGM OMAN, SAYLEMOON RICKMERS-07, APL MUMBAI-07, SAYLEMOON RICKMERS-03)

The auditor noted the Singapore-listed shipping trust had \$138m in unfulfilled capital commitments for not taking delivery of vessels and \$780.7m in funding requirements over the next 12 months. Rickmers Maritime also had \$128.7m in borrowings due over the next 12 months. “The key determinant of the outcome is how close the banks and the sponsor are to reaching an overall agreement,” OCBC said. Rickmers Maritime has been in discussions with its financiers for 12 months now, but is yet to reach agreement. **Source: SeaTradeAsia-Online**

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## **ITF slams down on Norwegian shipping companies**

64 Norwegian flagged vessels have been re-flagged within the last two years, a majority of these vessels operate within the oil industry. A large majority of all bowloaders, which transport the oil from the Norwegian Continental Shelf to shore, have been re-flagged. The same goes for supply vessels. At the latest International Transport Workers Federation (ITF) meeting, the Norwegian Maritime Officers Association, the Norwegian Union of Marine Engineers and

the Norwegian Seafarers<sup>1</sup> Union called on the ITF and its affiliates to act on social dumping and widespread re-flagging on the Norwegian Continental Shelf. They warned that Norwegian seafarers were being replaced by seafarers of other nationalities with wages and working conditions far below Norwegian norms.

It might seem inconceivable that a country such as Norway would permit second rate conditions, wages and job protection in this vital national industry - but bit by bit it's already happening. Our Norwegian colleagues have sounded the alarm today, and our first move will be to call together the OTFG's strategic campaign group to consider the issue, says ITF offshore task force group chair Norrie McVicar.



In the Merwehaven in Rotterdam the **FLINTERCOAST** was March 25<sup>th</sup> renamed in **REBECCA BORCHARD**  
Photo : Michel Kodde ©

## Norway remembers Alexander Kielland

March 27<sup>th</sup> Norway marked the 30th anniversary of its worst offshore disaster, the capsizing of the semi-submersible accommodation rig **Alexander Kielland** with the loss of 123 lives.

A memorial service for those killed in the tragedy was held in Stavanger Cathedral. The flotel capsized while working on the Ekofisk field on 27 March 1980.

Weather conditions at the time of the accident were severe, with heavy rain and mist, winds gusting to 40 knots and waves of 12 metres recorded in the area. Earlier that day, the flotel had been winched away from the Edda production platform.



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At about 18.30 local time, the rig was hit by a massive wave, which caused a crack in one of the rig's legs to rupture. Five of the Alexander Kielland's six anchor cables snapped as the leg broke. The rig listed about 30 degrees and then appeared to right itself.

About 15 minutes later, the unit's one remaining anchor cable snapped. The flotel listed severely, before overturning and capsizing. At the time of the incident, 212 crew were on board the flotel, 130 of whom were in the mess hall and cinema.

The rig had seven 50-man lifeboats and 20 lifeboats capable of carrying 20 people each.

Four lifeboats were launched, but only one was released from the lowering cables. A fifth lifeboat came adrift and surfaced upside down. Its occupants righted the vessel before scooping 19 men from the water.



Two of the **Alexander Kielland's** rafts were detached. Three men were rescued from them. Two 12-man rafts were thrown from the Edda platform - 13 survivors scrambled into these. Seven men were plucked from the sea by supply boats, while seven swam to Edda.

An inquiry into the disaster found that the 14 minutes between initial failure of five of the six anchor cables and the rig's eventual

capsize left a window in which most of the personnel on board could have escaped, had a more effective command structure been in place.

The **Alexander Kielland** disaster resulted in the tightening of command organisation on offshore installations in the North Sea so that there was a clear source of authority for ordering abandonment **Source : Upstream**



The **SALVAGE LEADER** arrived in Vlissingen to collect the **NIKI** (former **MSC NIKITA**) from Scheldepoort for towage to the Far East where the **NIKI** will be converted ??

**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**





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## Overname Smit door Boskalis is rond



De overname van Smit Internationale door baggeraar Boskalis is rond. Dat heeft het baggerbedrijf uit Papendrecht zaterdagmiddag bevestigd. Negentig procent van de uitstaande aandelen is aangemeld.

Ten minste driekwart van de aandelen moest aangemeld worden om de fusie door te laten gaan. Die termijn liep vrijdag af. Boskalis betaalt 60 euro per aandeel, een totaalbedrag van 1,3 miljard euro.

Links : **SMIT SCHELDE** – photo : **Piet Sinke** ©

Tegen de overname was de afgelopen weken verzet gerezen van aandeelhouders die het bod van Smit te laag vonden. Ook in de Raad van Commissarissen was er onenigheid over de transactie. Na een lange strijd ging Smit overstag, omdat Boskalis beloofde het bedrijf niet op te splitsen. De aandeelhouders van Boskalis zijn al akkoord. **Bron : TV Rijnmond**

## Zim Security Team Turns Back Pirates

Israeli security guards on board the **Zim Africa Star** repelled an attack by Somali pirates on the ship. The ship was en route from Mombasa, Kenya, to Djibouti, when 350 miles from the Somali coast, it was fired upon by a pirate boat. **Zim Africa Star** went on alert. The security team responded immediately, returned fire and repelled the pirates. There were no casualties among the Zim crew, and the ship continued on its way as scheduled. **Source : MarineLink**



The KNRM Hoek van Holland lifeboat **JEANINE PARQUI** arrived back at station from a maintenance period at the **DE HAAS Shipyard** in Maasluis in (partly) new colour scheme  
Photo : Frans de Lijster ©

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## NAVY NEWS

# Independence Begins Maiden Voyage

The Navy's newest littoral combat ship, **USS Independence (LCS 2)**, sailed away from Mobile, Ala. for the first time March 26. The milestone marks the commencement of initial testing and evaluation of the aluminum vessel.

"We are excited to set sail, and remain grateful for the incredible support offered by the city of Mobile in helping us reach this milestone," said Cmdr. Curt Renshaw, Independence Blue Crew commanding officer. "This transit will allow us to gain valuable operational experience and is another large step toward bringing our unique and versatile capabilities to the fleet."

Independence's maiden voyage will include stops in Key West and Mayport, Fla., before pulling into Naval Station Norfolk, Va. for additional testing and specialized crew training.

"This is an exciting time for all of us," said Fire Controlman 1st Class Jeffry Gibson. "To be a part of bringing the Navy's newest, most advanced ship to the Fleet is something we all take a great deal of pride in."

The littoral combat ship (LCS) is a fast, agile, mission-focused ship that demonstrates the latest in naval technology. The ship is specifically designed to defeat "anti-access" threats in shallow, coastal water regions, including surface craft, diesel submarines and mines. LCS features an interchangeable modular design that allows the ship to be reconfigured to meet mission requirements.

Independence, the Navy's second LCS ship and the first Independence Class LCS, was commissioned Jan. 16 in Mobile, Ala. It spans 419 feet, has a displacement of 2,800 metric tons and can operate in water less than 20 feet deep. Propelled by four water jets, along with two diesel and two gas turbine engines, Independence is capable of speeds in excess of 45 knots and boasts a range of over 3,500 nautical miles. **Independence** will be homeported in San Diego.

Source : NavyTimes

# Russia to help Vietnam build submarine base

The Russian Navy will help Vietnam build a submarine base, Defense Minister Anatoly Serdyukov said Thursday.

Russia and Vietnam have bright prospects of bilateral military and technical cooperation, he said, as "Vietnam needs a submarine base and the Russian Navy will provide help." Vietnam also invited Russia to take part in the construction of a ship repair plant, which may later service Russian warships, said Serdyukov, who recently paid an official visit to Vietnam and held talks with his Vietnamese counterpart Phung Quang Thanh during the trip.

"They (Vietnam) will also need rescue and auxiliary vessels," he added.

He claimed Russia is ready to help Vietnam build naval aviation, as soon as the Vietnamese military solved its financial problems.

According to the Russian Defense Ministry, Vietnam's arms orders to Russia steadily increased in the past two years. In 2008, the total value of the two countries' arms contracts exceeded 1 billion U.S. dollars at the first time. The number reached 3.5 billion U.S. dollars in 2009 and has already surpassed 1 billion in the first quarter of this year. Source : Xinhuanet

## Canal Transit Brings Freedom To Panama City

Following its first transit through the Panama Canal, littoral combat ship **USS Freedom (LCS 1)** arrived in Panama City March 25, beginning the second theater security cooperation (TSC) port visit of its maiden deployment.



While in Panama City, Freedom's embarked Sailors and Coast Guardsmen will have another opportunity to work with the Panamanian Public Forces (PPF). The PPF teamed with **Freedom** in February and March during counter-illicit trafficking (CIT) operations, resulting in two drug seizures in the Caribbean Sea.

In addition, **Freedom's** crew is scheduled to turn over two pallets of medical and hygiene materials donated by Project Handclasp to a local organization.

Freedom, which will be homeported in San Diego, is currently on its initial deployment to the Caribbean Sea and

the coasts of Central and South America under the operational control of U.S. Naval Forces Southern Command (NAVSO)/U.S. 4th Fleet.

During late February and early March, **Freedom** operated out of Colon, Panama, and embarked members of the PPF during a series of CIT operations known as Operation Conjuntos. This partnership resulted in two major drug seizures in a span of eight days, with Freedom capturing a "go-fast" small boat and five suspected drug smugglers and recovering 123 bales of cocaine weighing more than 3.5 tons.

The first ship of the revolutionary LCS program, **Freedom** is a fast, agile, mission-focused ship that demonstrates the latest in naval technology. **Freedom's** embarked units are Helicopter Sea Combat Squadron 22, Detachment 2, based in Norfolk, Va.; the first tailored LCS Surface Warfare Mission Package, based in San Diego; and a U.S. Coast Guard Law Enforcement Detachment. **Source : Navytimes**

## SHIPYARD NEWS

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## STX Norway bags trio

In a very short statement, STX Europe announces that it through its subsidiary STX Norway Offshore has secured an order for three special purpose vessels for deliveries between end 2011 and the third quarter 2012. The company does not reveal neither the name of the customer, just that it is a new foreign client, nor the price tag.

The 86-metre long and 17.5 metre wide vessels will be built for salvage, rescue and towing and equipped for fire-fighting and pollution prevention. The hulls will be built in Romania and outfitted at the shipyard in Brattvaag.

Source : ShipGaz



The **Arubaborg** slide of the slipway in Shanghai , she is number 12 in line from the 25 ordered at Shipyard Hudong Zhonhua. **Photo : Pieter Roos**



## Odense delivered ro-ro vessel to British owner

Odense Steel Shipyard has delivered the third ro-ro vessel in a series of six units built under license from Flensburger Schiffsbau Ges. The ro-ro has been named the **Wessex**. The British investment company Prospect Number 57 Ltd owns the vessel and the company belongs to Epic Shipping UK Ltd in London. The **Wessex**, hull no 219, has left Odense bound for Istanbul and will be employed on a long-term charter for the Turkish operator UND's service from Istanbul to Trieste, Italy. The **Wessex**, 28,870 GT and 11,636 DWT, is 193 metres long and has a breadth of 26 metres. The capacity on the car decks is 3,700 lane metres. Two MaK/Caterpillar units, developing 7,650 kW each, power the vessel to a service speed of 21.5 knots. **Source : ShipGaz**



KTK's latest newbuilding the STANTUG 4011 **ORCA** seen during trials off Surabaya

**Photo : Building team Surabaya ©**

## ABG Shipyard set to win \$114 mn order

India's biggest private shipbuilder, ABG Shipyard Ltd, is set to win a \$114 million (Rs518.7 crore) order to construct four cement carriers for Singapore-based Associated Bulk Carriers Ltd, an ABG executive said on condition of anonymity. ABG's first order win since the economic crisis deepened in September 2008 will be signed in a few days, the executive said. Each cement carrier can carry up to 20,000 tonnes of cargo and will cost \$28.5 million to construct, according to the executive. The ships will be delivered between August 2011 and April 2014.

Dhananjay Datar, chief financial officer and spokesman for ABG, declined to comment. Associated Bulk Carriers is 50% owned by Bangkok-based dry bulk cargo specialist Precious Shipping Public Co. Ltd. The balance equity is held by PFS Shipping (Singapore) Pte. Ltd, a wholly owned subsidiary of PFS Shipping (India) Ltd. Precious Shipping has signed long-term contracts with Aditya Birla Group's UltraTech Cement Ltd in December 2009 to haul cement for a minimum of 15 years and extendable to 20-25 years using three firm and one optional cement carriers at a day rate of \$15,000 per ship. Associated Bulk Carriers was formed to own and operate the cement carriers used for the UltraTech contract. It will also look for similar contracts from other cement producers in India, said Khalid Moinuddin Hashim, managing director of Precious Shipping.

The order from Associated Bulk Carriers swells ABG's order book to 91 ships worth Rs13,180 crore. Precious Shipping is ABG's biggest customer. The Mumbai-based yard is building 18 dry bulk cargo-carrying ships for Precious Shipping at a total cost of \$ 518 million. ABG booked its last order in August 2008 for building two oil drilling rigs for Essar Oilfields Services Ltd, a unit of the diversified Essar Group, for about Rs2,400 crore. ABG is also planning to build two oil drilling rigs for itself at a cost of \$360 million at its shipbuilding facility in Dahej, Gujarat. The yard has tied up with US-based Friede and Goldman Ltd for design and Singapore's Megaway Engineering and Trading Pte. Ltd for detailed engineering for executing the rig building contracts, said the company executive quoted above. **Source: Livemint**

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## Maersk says not planning J/V with China Shipping

Danish shipping and oil group A.P. Moller-Maersk said on Friday it has no plans to form a joint venture for transport of liquefied natural gas (LNG) with China Shipping Group, quashing media reports. "There is nothing whatsoever about a joint venture," Paul Carsten Pedersen, head of Maersk's fleet of eight LNG tankers, told Reuters.

Pedersen said that the two shipping companies have a dormant agreement on cooperation in some circumstances, but declined to elaborate.

Maersk is also not involved in an order for transport of 10 billion cubic metres of LNG to China annually that the rumoured joint venture was supposed to handle, he said. **Source: Reuters**



The **GRAND CHAMPION** seen departing from Rotterdam-Britannia harbour - Photo : Jan Oosterboer ©

## Globe Wireless to upgrade Anglo Eastern vessels to FleetBroadband



T&T Bisso salvage support vessel **TTB SINGAPORE** is equipped with a **Globe Wireless** communication terminal  
Photo : Piet Sinke ©



Globe Wireless yesterday has entered into an agreement to supply and install 2 FleetBroadband satellite terminals per ship aboard approximately 350 Anglo Eastern Ship Management vessels. As a part of the agreement the ships will also be installed with the GlobeMobile GSM product for voice and SMS services. "Our vessels currently use a variety of satellite terminals including Inmarsat Mini-M, B, Fleet terminals today," commented Captain Pradeep Chawla, Director of Quality Assurance and Training. "By installing two FleetBroadband units with GlobeMobile we will be standardizing satellite communications across our entire fleet, and providing a total solution for business and crew services, as well as for training programs, remote IT system support, and expanded functionality."

"Globe Wireless currently provides a full suite of satellite communications, applications, and IT services to Anglo Eastern. We are honored and pleased to enhance and extend our strong partnership with FleetBroadband and GlobeMobile," said Frank J. Coles, President & CEO of Globe Wireless. "FleetBroadband is a robust, reliable and cost effective communications system, which we believe will prove to be extremely popular and successful with our customers."

This is the first major sale of FleetBroadband by Globe Wireless since being announced as a Distribution Partner of Inmarsat services. The 700 unit sale with 350 GlobeMobile systems firmly places Globe Wireless as a key supplier of total communications and IT solutions to the maritime industry. Globe Wireless is the world's leading provider of total solutions in the field of communications, operational and IT solutions to the maritime industry. Globe Wireless serves over 550 ships operators with over 9,500 ships using its products and services. Globe Wireless designs, builds, sells, installs, supports, and services all of the products and services that are offered to customers. Globe has a direct relationship with the customer and is able to "touch the ship" anywhere in the world at anytime. **Source: Globe Wireless**

## **AEO Certificatie voor APM Terminals Rotterdam**

- **Terminal als eerste onderscheiden in Rotterdamse haven**
- **Besparingen voor verladers in supply chain van 4 tot 5 dagen**

APM Terminals Rotterdam is de meest recente terminal van APMT die officieel gecertificeerd is als Authorized Economic Operator (AEO). De certificatie past in het voortdurend streven van de onderneming om nieuwe standaards in de klantenservice binnen haar wereldwijde terminalnetwerk te bereiken.

De AEO certificatie is bedoeld om de veiligheid in de internationale handel te garanderen en is ingevoerd in navolging van het Customs-Trade Partnership Against Terrorism (C-TPAT) in de Verenigde Staten. Het eerste EU-voorstel voor de AEO certificatie dateert uit 2005. De officiële invoering vond plaats op 1 januari 2008. Het doel van het AEO initiatief is het verder verbeteren van de gezamenlijke verantwoordelijkheden van de EU douane autoriteiten en de industrie voor veilige grensoverschrijdende transacties.

De certificatie kent drie verschillende categorieën: Safety en Security, Douane vereenvoudiging en een gecombineerde certificatie. Uitgebreide audits en reviews tijdens het aanvraagproces getuigen dat EU-ondernemingen die in de wereldwijde supply chain actief zijn (economic operators) een sterke financiële basis hebben, voldoen aan alle douane-eisen en veiligheidsvoorschriften en over de juiste managementstructuur en procedures beschikken.

APM Terminals Rotterdam is een van de grootste containerterminals in Europa met een overslagcapaciteit van 2,7 miljoen TEU. Het bedrijf heeft in het afgelopen jaar nauw samengewerkt met de Nederlandse douane om de processen van een grote containerterminal te inventariseren. Die gezamenlijke inspanning bood de Nederlandse douane duidelijke richtlijnen voor zowel toekomstige certificatie van grote containerterminals als voor de AEO certificatie van APM Terminals Rotterdam.

"Als onderdeel van de logistieke keten kan APM Terminals Rotterdam geplaatst worden in de 'Green Lane' van AEO gecertificeerde logistieke links. Daarmee kunnen we een betere en snellere service aan onze klanten bieden", aldus Leo de Werker, Customs Specialist bij APM Terminals Rotterdam. "Toekomstige ontwikkelingen in de douaneactiviteiten, zoals het meer horizontale toezicht - dat zich juist op het proces richt in plaats van op het niveau van containers - en de verwachte automatisering van de douane- processen stellen APM Terminals Rotterdam in staat

een zeer belangrijk voordeel aan haar klanten te bieden. Het gebruik van de 'Green Lane' kan 4 tot 5 dagen besparing opleveren in het totale logistiek proces," voegt De Werker toe,

De AEO status biedt APM Terminals Rotterdam de mogelijkheid om tot een meer gestroomlijnde uitwisseling van informatie te komen met de Nederlandse Douane in de operationele processen. Op die wijze kunnen onnodige vertragingen worden voorkomen. Het stelt het bedrijf tevens in staat om de processen op de terminal vergaand te automatiseren en zal bijdragen aan de invoering van nieuwe services, zoals het 'extended gate concept' en het automatisch deblokken van containers.

"We zijn er bijzonder trots op dat we de eerste container terminal in de Rotterdamse haven zijn die AEO gecertificeerd is", aldus APM Terminals Rotterdam's Managing Director Hans van Kerkhof. Ook APMT Terminals Zeebrugge, dat op 29 juli 2009 gecertificeerd werd, behoort inmiddels tot een selecte groep van ongeveer 1.000 Authorized Economic Operators binnen de EU.

### Terminal specificaties

Terminal omvang:	100 Hectares
Capaciteit:	2.7 Miljoen TEU
Kade lengte:	1600 meter
Water diepte:	16 meter
Containerkranen:	13 Post panamax (23 containers reikwijdte)
Barge crane:	1
Empty handlers:	3
Straddle carriers:	81
Boom lifts:	3
Truck heads:	2
Scissor lift:	1
Autos:	28
Refeer plugs:	2250
Openingstijden:	24/7

## MTU Engines for Turkish Landing Ships

The Tognum subsidiary MTU Turkey will supply, from June 2010, a total of 16 MTU Series 4000 engines to power eight Turkish landing ships for transporting tanks and vehicles. The supply scope of the order placed by SSM, the Turkish government authority, with MTU Turkey also includes the gearboxes and Bluevision, MTU ship automation systems for propulsion control. Turkey fully directed development of the landing ships, each of which will be powered by two MTU 16V 4000 M70 diesel engines with a total output of 4,640 kW (6,222 bhp), capable of accelerating the ships to a speed of 20 knots.

The ships are being built at the Turkish ADIK shipyard in Istanbul and the engines are to be delivered between June 2010 and the end of 2012. The technical training of crews, maintenance, and logistical support for the marine propulsion systems will be provided by MTU Turkey.

Landing ships serve to transport troops and technical equipment by sea, also to secure reinforcements and deliver tanks and other vehicles to otherwise inaccessible coastal areas. They are likewise used to support humanitarian operations, the need for which arises due to, for example, the frequently occurring earthquakes in the region. As part of its modernization program, the Turkish naval force is to equip vessels such as MILGEM-class corvettes or Kilic fast attack boats with MTU propulsion plants. **Source : MarineLink**

## T&T Bisso, Foss Maritime Agreement

**T&T Bisso**, provider of vessel emergency response, salvage and marine firefighting services, announced an exclusive cooperative services agreement with **Foss Maritime Company**. **Foss Maritime**, based in Seattle, offers maritime

services and project management to customers across the Pacific Rim, Europe, South America and around the globe. "Foss's extensive network of sister companies and partners positioned in North America and around the world will compliment T&T Bisso's global strategies in providing professional, safe and results-oriented services conducted on or around the water," said Tim Dickensheets, director of vessel response services for **T&T Bisso**.

**T&T Bisso** will use several Foss facilities throughout North America to position lightering and marine firefighting packages as part of the company's strategy to comply with the United States Coast Guard Salvage and Marine Firefighting Regulations. T&T Bisso is working with Foss to revise the company's vessel response plans, listing T&T Bisso as the primary provider to meet the salvage and marine firefighting services requirements under the new regulations. Collectively, Foss and T&T Bisso, along with their respective networks, will provide the most advanced and experienced maritime transportation coverage worldwide.



The **ROYAL OASIS** seen moored in Esperance – Western Australia – Photo : Willem Kappert ©

## **CONDOR FERRIES ADDS NEW FAST CATAMARAN TO FLEET**

Condor Ferries has added a further wave-piercing fast catamaran to its fleet. The new ship, which is called **Condor Rapide**, is a younger sister of the well-known ferries **Condor Vitesse** and **Condor Express** and will be coming to Weymouth where she will be prepared for service in Condor Ferries livery inside and out during April.

Condor Ferries operates ferry services to Western France and the Channel Islands of Guernsey and Jersey out of Poole, Weymouth and Portsmouth.

The 86 metre fast cat will sail between Jersey, Guernsey and St Malo and replaces **Condor 10** which had been in service since 1993. She is expected to come into service in late May.

Prior to joining the Condor Ferries fleet which operates from the Dorset ports of Weymouth and Poole the ship sailed for brief periods in Australia, and across the English Channel. She is most notable for her service as part of the Royal Australian Navy when she was known as **HMAS Jervis Bay**.



The ship was the first large catamaran to be used in a naval capacity and took part in the international peacekeeping taskforce in East Timor transporting troops and aid as well as rescuing people. Condor Ferries Managing Director, Simon Edsall, said: "Our investment in **Condor Rapide** demonstrates belief in our business and confidence as a major ferry operator in the Western part of the English Channel.

"She is in excellent condition, her previous owners have invested a seven figure sum in upgrades, and Condor Ferries will spend further substantial sums in the coming months to ensure she meets the highest standards.

"This new investment will also help us to meet the extra demand created by the withdrawal of Brittany Ferries' 'Barfleur' service from Poole earlier in the year," he added. **Condor Rapide** will increase capacity for those wanting to travel from the popular South Coast ports of Weymouth and Poole to St Malo in France with their car this summer.

Although the ship is just 12 metres longer than **Condor 10**, the interior space in both the passenger areas and on the car deck is significantly larger. This will be particularly evident in areas such as the duty free shop which is almost twice as big.

## **Ferry company appeals competition ruling again**

Danish ferry operator doesn't want to share its Puttgarten-Rødby route with competitors

Scandlines claims its very survival is threatened by a German ruling that would allow competition into its Puttgarten-Rødby route Scandlines is still fighting to keep its ferries as the only passenger carriers across the Fehmarn Strait and will now take to court a ruling by Germany's competition authority that would allow Norwegian competitors access to the ferry port at Puttgarten.

The Danish ferry operator has been the sole carrier on the route between Puttgarten in Germany and the town of Rødby on the Danish island of Lolland. Germany's national cartel agency, Bundeskartellamt, had previously determined that access by competitors to the commercial port of Puttgarten must be guaranteed. Norwegian shippers Bastö Fosen and Eidsiva challenged Scandlines' monopoly on the route four years ago, and their complaint has now been upheld twice by the authority, after an initial appeal by Scandlines.

Bastö Fosen and Eidsiva claim that Scandlines abused its position as the sole proprietor of the ports in order to maintain a monopoly over the route. But Scandlines has argued that the route is its primary source of income and that it would not be able to properly operate at the port if other companies are allowed access.

The case is expected to start in April, reports Lolland-Falster People's Journal. **Source : cphpost.dk**

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## **Historical name for new Bornholm HSC ferry**

Bornholmstrafikken has chosen the name **Leonora Christina** for the catamaran HSC ferry currently under construction at Austal Ships in Fremantle, Australia. The new catamaran will be ready for the service between Rønne

and Ystad on September 1, 2011. The newbuilding is of a larger type than the current **Villum Clausen**. It has an overall length of 112.6 metres and a beam of 26 metres. It will have a capacity of 1,400 passengers and 359 cars on the cargo deck. The **Leonora Christina** will sail from Rønne to Ystad in one hour and 20 minutes.

The name is taken from the history of Bornholm, as usual. **Leonora Christina** was the wife of 17th century statesman Corfitz Ulfeldt. She was imprisoned along with her husband at Hammershus Castle from 1660 to 1662.

Source : ShipGaz



The **FINNSTRAUM** seen departing from Rotterdam – Photo : Piet Sinke ©

## **NORMAN ARROW FIRST ARRIVAL IN LE HAVRE**

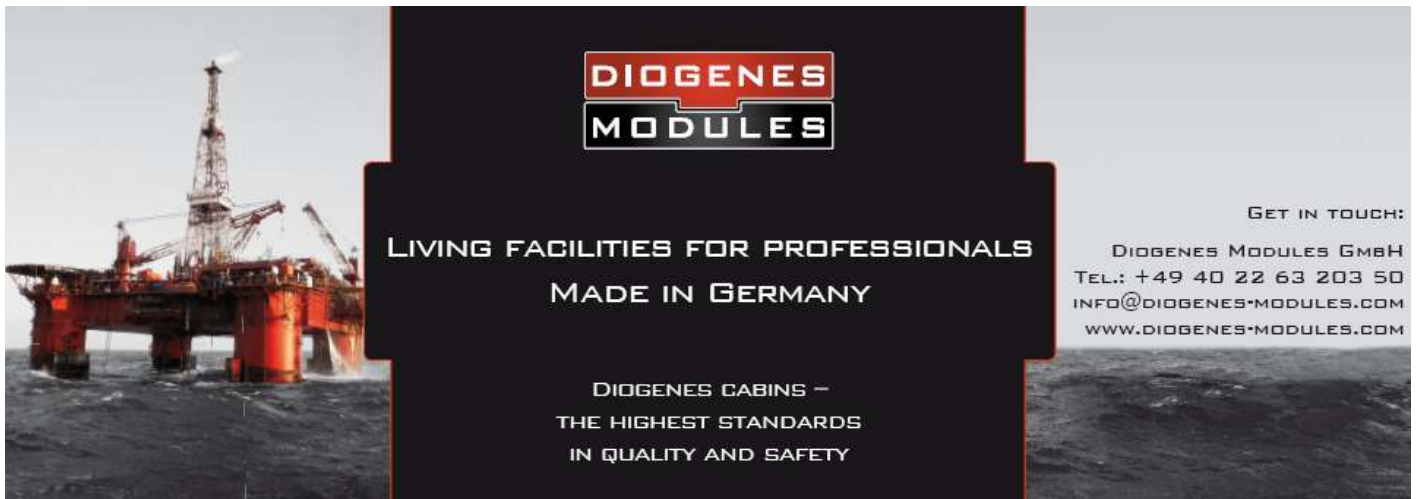
The very first call of the **NORMAN ARROW** between Le Havre and Portsmouth took place on Friday, March 26th. It was an occasion to note that to welcome in the harbor two ships simultaneously can be difficult ! In fact you can find only one ferry berth for 2 ships operating late afternoon departures causing both ships to swing each other, first to disembark, then to embark both passengers, cars and freight units.



Above seen the **COTE D'ALBATRE** back in her place while the **NORMAN ARROW** is docked in the cruise terminal.

Photo : Philippe Pierre BREBANT - <http://www.madelikeinlehavre.fr/> ©

Daily, the **COTE D'ALBATRE** arrives in Le Havre at 8.00 am and leaves at 5.00 pm. The new comer **NORMAN ARROW** will arrive at 1.00 pm leaving at 6.30 pm. LD lines will perform the exercise to get their ships exchanging berths twice during the day. In the past P&O never encouraged such troubles operating up to 3 daily departures, in the morning, afternoon and night even with only one ferry ramp. In the glory days of ferries linking Le Havre to Southampton, Portsmouth and Rosslare up to 4 ramps were available. Ever since nothing was done to increase the capacity of the single huge terminal, which has been completed for the arrival of the former OLAU sisters chartered by P&O in the early 90'ties as the **PRIDE OF LE HAVRE** and **PRIDE OF PORTSMOUTH**. It's make evident, that it will be difficult for another operator to settle down in Le Havre except if huge investments are realized.



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## **Maersk sells three large container vessels to Sweden**



Laid up Maersk ships at upper Loch Striven (Scotland) the **Maersk Brooklyn, Maersk Bentonville, Maersk Baltimore, Sealand Performance, Maersk Beaumont** and **Maersk Boston**

**Photo : Bison ©**

Maersk Co Ltd, London, has sold three B-class container carriers to Swedish Nordea Finans Sverige AB in a sale and lease-back scheme. The three container carriers are now registered in the Swedish register, but will fly the Danish flag in a bareboat charter arrangement. The three ships are the latest deliveries in the B-class: the **Maersk Beaumont**, the **Maersk Brownsville** and the **Maersk Buffalo**. The B-class vessels are believed to be the fastest container carriers with a service speed of over 30 knots and a capacity of 4,170 TEUs. At present, the three units are laid up. The **Maersk Buffalo** and the **Maersk Brownsville** are laid up off Laem Chabang in Thailand, while the **Maersk Beaumont** is moored in Loch Striven, Scotland. The three container carriers will contribute some 156,000 DWT to the Swedish registry.



## Biggest ship ever to berth in Australia arrives at Port Phillip Bay



THE first look at the biggest ship ever to berth in Australia almost didn't happen for Premier John Brumby. Bolt cutters were needed to cut through chains and locks before a bird's eye view of the 280-metre long container ship was revealed.

The berthing of Chinese vessel **Xin Yan Tai** was made possible by the controversial dredging of Port Phillip Bay, which was completed last year. **Xin Yan Tai** docked in West Melbourne laden with thousands of containers filled with furniture, clothing, stereos and televisions from China.

At the size of three football fields she is as long as the Eureka Tower is high. But it is not the length that makes the ship so important, it is her capacity to carry containers - the vessel will load and unload 3000 containers while docked.

"At her current capacity the ship could not have visited Melbourne before, as the port was previously constrained to a draught of 11.6 metres at all tides," Mr Brumby said. "We now have a 14-metre draught at all tides, making this visit possible."



Photo : Andrew Mackinnon ©

When plans to widen the channel to allow larger cargo boats through the heads were revealed three years ago, there were serious concerns toxic silt would kill marine life in the bay. Protest group Blue Wedges paddled out to meet the dredging ship the Queen of the Netherlands and battled unsuccessfully in court to stop the dredging.

Ports Minister Tim Pallas said there was no damage to the bay and testing would go on for several more years.

Source : Herald Sun

## Maersk adds Vietnam/LA service

MAERSK Line is adjusting its Trans-Pacific 6 service to add a direct service from southern Vietnam to the Port of Los Angeles.

The new service means post-Panamax vessels (9,000teu and above) will be serving Vietnam for the first time, said Maersk. The first sailing will be by **Mathilde Maersk** on 12 May.

"Our customers have requested this direct call and the time is right to include a direct service from Vietnam in our network," said Maersk spokesman Bill Woodhour. The service will call at the SP-PSA International Terminal in Vung Tau, 80 km south of Ho Chi Minh City. It will have a Sunday arrival at APM Terminals at the Port of LA with an 18 day transit time, with cargo available for pickup on Tuesday.

The westbound port rotations will remain unchanged, with exports departing Los Angeles on Thursdays. MAERSK Line is adjusting its Trans-Pacific 6 service to add a direct service from southern Vietnam to the Port of Los Angeles.

Source : Fairplay



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## New Scandlines ferries ordered

**Two Scandlines ferries signed for the Gedser – Rostock route**  
**New vessels will double capacity from 2012. Total investment EUR 230 million.**

In 2012 Scandlines will put two new ferries into service on the Gedser – Rostock route doubling the capacity. The new ferries to be built by Volkswerft Stralsund offer a capacity for 460 cars or 90 trucks. The passenger capacity increases from 1,000 today to 1,500.



"We believe strongly in strengthening the axis between Copenhagen and Berlin – offering a more direct connection to Eastern and Central Europe that is attractive to our customers in terms of time, distance

and fuel economy. Hence, we will do our outmost to develop the Gedser-Rostock route into a veritable traffic machine before the Fehmarn Belt bridge is completed. It is with great pleasure that our company – for the first time since 1997 – introduce new-built vessels on one of our routes", says John Steen Mikkelsen, COO.

The two new ferries and the planned extension of harbour facilities represent an investment totalling EUR 230 million. The new vessels replace "**Kronprins Frederik**" and "**Prins Joachim**" built in 1980.

The newbuildings will optimally utilize the dimensions in the harbour of Gedser. The hulls of the ferries are precisely adapted to the requirements of the passage, but also to the floor conditions in the ports and on the open sea. The

bunker consumption and the emissions will be reduced as far as possible – a clear advantage for the efficiency and the environment. The propulsion system of the vessels allows adaptation to LNG (Liquified Natural Gas) as bunker. The optimum functioning of logistic on land is a significant success factor for the project. Disembarkation and embarkation is to last maximum 15 minutes despite the doubling of capacity. The plans therefore also include new ferry piers with ramps in Rostock and Gedser.

## **.... PHOTO OF THE DAY ....**



Above seen March 27<sup>th</sup> the ferry **TIDEFJORD** which services the route between Hareid - Sulesund / Norway

Photo : Svetozar Catovic RRM ©

## **RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE**

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