

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 349



Number 349 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 15-12-2010**

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The LEWEK CRUSADER seen moored in Singapore – Photo : Piet Sinke ©

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Above seen [Salviscount's](#) crew disconnecting the towing gear from the [West Triton](#)
Photo : [Capt. Neil Johnston](#) - Master [Salviscount](#) ©



The crew of the cutterdredger SEINE operating in Sevilla is wishing all the readers
"Merry Christmas and a Happy New Year"

BULKER SEA-JACKED BY SOMALI SEA-SHIFTA

As reported earlier a cargo vessel was captured on 11. December 2010 at around 05h40 UTC in position 06:09N – 067:19E, which is approximately 360nm SW of Minicoy Island, 1,200nm from Mogadishu in Somalia and 550nm off the Indian coast. Naval reporting centres finally confirmed our reports today, on Sunday. Panama-flagged **MV RENUAR** is a bulk cargo vessel with a dead-weight of 70,156 tonnes and was en route to Fujairah in the United Arab Emirates from Port Louis in Mauritius when it was captured on Saturday, EU NAVFOR confirmed and stated: "The pirates have confirmed that they have control of the ship which is now heading west towards the Somali coast." The EU stated it was a Liberian-owned vessel.

But Europe's best ship register states that CANDY ENT INC from Greece is the registered owner and MARYVILLE MARITIME INC from Greece the manager. Though the Greek ship register is notoriously in shambles, it is not known how EU NAVFOR arrives at the conclusion that the vessel would be Liberian owned. The pirates launched the attack from 2 skiffs, supported by a mother ship, with fire of small arms and rocket propelled grenades forcing the merchant vessel to stop. The bulker has a 24-man all-Filipino crew, who attempted to evade the pirates for some time, causing the pirates to make several attacks before finally boarding the vessel. One of the pirates had died during the attack - marine observers reported. That at present more and more of the previously already captured fast fishing vessels are used to launch far-reaching attacks is widely known and analysts can not understand why these vessels are not tracked better by the navies. The bulk carrier **MV RENUAR** (IMO9042221) is at present commandeered to the Somali coast, but naval centres stated that they have for the moment no communications with the ship and that the condition of the crew is not known. **Source : Ecoterra**

No matter what the navies say: As per today, at least 36 foreign vessels plus one barge are kept in Somali hands against the will of their owners, while at least 668 hostages or captives - including a South-African yachting couple - suffer to be released.



The **LEGEND of the SEAS** seen moored in Singapore last Monday – Photo : Piet Sinke ©

Hellas: Ship owners top the charts in ship purchasing

After a break during 2009, ship owners from Hellas have returned to the top of the world in terms of ship acquisitions, especially when it comes to second hand vessel investments. According to the latest monthly report from N. Cotzias Shipping Group, Hellenic ship owners this year have been responsible for 25% of the world's ship purchases. During the period from January of 2010 and up until the end of November, shipowners' deals surpassed 25% of the global total ship transactions, having spent more than 8.29 billion dollars for 281 ships, out of which 221 were dry cargo ships, which comes to show that despite the dry bulk market twists and turns this year, it appears that long-term prospects appear appealing to ship owners, especially when considering current asset values. Hellenic ship owners have bought 25.4% of tanker tonnage equivalent to 60 tankers and 8.319 million tons dwt. The total amount of tankers bought were 394 of a total capacity of 32,757 million dwt this year, said Cotzias. Norwegian owners came in second place in tanker purchasing, having bought 31 new ships and spending \$951 million, while Americans climbed at the third place.

Regarding dry cargo ships, Hellenic ship owners maintained the lead over their Chinese counterparts, having added 221 new ships to their fleet (24.6% of total purchases) and sold 161. They have added additional 11.66 million tons dwt capacity, which represents 28.53% of the total tonnage purchased in 2010. The value of the market amounted to \$5.41 billion, Cotzias reported. The Chinese added 169 dry cargo ships to their fleet, spending 2.608 billion dollars. The Turks ranked third with 39 new ships since the beginning of the year exhibiting strong growth. November was strengthened in terms of transactions, as 81 deals of 3.8million tons, worth \$1.4 billion took place. Since the beginning of 2010, a total of 911 ships have been sold for about \$15 billion, while for the Jan-Nov 2009 period the corresponding

amount was 948 ships for \$12 billion. Regarding to bulkers, 668 ships with an average capacity of 57,900 dwt and average price of \$17 million were sold in 2009. In 2010, 570 ships were sold of an average capacity of 60,500 dwt and average price of \$26 million. In a separate report regarding the current conditions of the new buildings market, Clarksons said that the current month of December is quite difficult to start any new newbuilding discussions. "The largest of all these discussions by far is the Maersk tender with the Korean Yards for the 18,000 TEU Container Vessels and whether or not they decide to go for the dual fuelled engines or just more conventional fuel engines utilizing the best green technologies to minimize consumption. We expect that these discussions will reach the LOI stage within December so will be interesting to see the details, of what no doubt will be the biggest order of the year, in a sector which only twelve months ago look like it would not see any orders for quite some time – let alone with a capital investment that this order will require!

We very much see the demand in the container sector remaining strong over the coming months, with most of the Yards having developed new designs across various size sectors and we are not only seeing demand from the traditional container owning companies, but also over the past few months, a greater level of enquiry from the non conventional container Ship Owners, especially Greek, who are now showing a firm level of interest in what potentially will be the biggest growth of all the conventional shipping sectors of 2011. We believe the Korean Yards will become more aggressive in this sector over the coming months becoming more and more competitive in terms of pricing when compared to China" concluded Clarksons. In terms of reported business; In Dry, Norden have ordered 2 x 37,000dwt Handysize bulk carriers at Onomichi Dockyard for deliveries in 2H 2012 & in 2013 and have also ordered 2 x 37,000dwt Handy bulkers at Hyundai Vinashin again for deliveries in 2012 & 2013. COSCO Dalian have signed with two unknown buyers, one domestic and one European for 3 x 82,000dwt Kamsarmaxes which will be delivered in 2H 2012 & 2013. In Wet & Other sectors, China Shipping Development Co. have ordered 8 x 48,000dwt product tankers at Guangzhou Shipyard International which are all set for delivery in 2H 2012. A Chinese buyer has placed an order for 2 Passenger/car (800/44) Ferries at Tongfan Jiangxin to be delivered in 2012. Lastly SK Shipping have ordered an 82,000cbm VLGC at Hyundai Heavy Industries for delivery in 1H 2013.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Tight capacity seen in container sector ahead

The container shipping industry is expected to experience tight capacity next year due to limited access to new capital or bank financing for ship building coupled with tight supply of new containers, said United Arab Shipping Co (UASC) Malaysia Sdn Bhd country general manager Desmond Yong.

"Trade volume is also expected to continue to grow in line with this year's trend indicating a possibility of a global container trade reaching 11.1% growth or a total of 138 million twenty-foot equivalent units (TEU). Desmond Yong ... 'Security, environment and oil price will have major effects on the business.' "Although various regional trade sectors

may see differing demand as well as supply trend – vessel lay-ups, extreme slow steaming, service or capacity diversions will continue to be the options for lines to strike a balance in revenue.



The **ITAL FIOUCIA** seen westbound in the Singapore Straits – Photo : Piet Sinke ©

"Looking ahead, three major factors will have major effects on the business, namely security, environment and oil price, which will require sector players to adjust their business process to a new mode of operation," Yong told StarBiz.

In general this year, Yong said the trend of global demand was exceeding boxship supply due to cancellation of ship deliveries and the high demolition rate earlier this year. As for Malaysia, Yong indicated that there were a number of positive developments which had materialised this year, with some shipping lines and manufacturing base making Port Klang their hub. "The challenges ahead for next year is really on how Malaysia can focus on seizing this golden opportunity by enhancing and strengthening Port Klang, making it truly a convenient and business friendly hub for the shipping lines and manufacturers.

Yong said there were a number of areas that the country needed to benchmark against neighbouring countries in order to increase local efficiencies. "As for shipping lines sustaining their hub at Port Klang, areas we do need to watch out for are some untimely and outdated practices and policies within the industry, which do not make it any easier for shipping lines to conduct their business. "And there is indeed an urgent need by various authorities and sector players to jointly make the necessary improvements," he said.

Meanwhile, Wilhelmsen Ships Service managing director Winston W.F. Loo foresaw a pickup in demand in the near term (next month) running up to the Chinese New Year festival, before it tapers off. This year, Loo said it had been a decent year for container operators despite rates being "softer" compared to 2009. "Rates for both the main East-West trades have remained fairly decent supported by shortage of containers as well as shortage of spaces in the early part of the year.

"Rates were as high as US\$2,000 per TEU to European main ports during the first quarter. "Unfortunately, the rates continued to slip from thereon by an average of US\$200 per TEU per quarter. "Present rates out from Malaysia hovers around US\$1,300 – US\$1,400 per TEU," he said. Going forth, Loo said many carriers had announced general rate increase (GRI) to be implemented with effect from Jan 1, with average increase of between US\$250 and US\$300 per TEU. On the other East-West trade of Asia-US-Asia, Loo said it started off the year poorly, averaging US\$1,800 (West Coast) and US\$2,900 (East Coast), but gained strength during the second quarter. "Implementation of the peak

season surcharge of US\$600 per forty-foot equivalent units (FEU) for West Coast and US\$800 per feu (East Coast) in June were very successful.

"This success prompted the shipping lines to further implement a GRI averaging US\$600 per feu (West Coast) and US\$800 per FEU (East Coast) from July 1. "Unfortunately, some could only hold for two weeks before mitigation starts creeping in due to both supply and demand pressures. After that, rates continued to decline. Presently, Loo said the rates out of Malaysia hover around US\$1,900 to US\$2,000 per FEU (West Coast) and US\$2,900 – US\$3,000 per FEU (East Coast). "In the near term, we foresee that volume to the United States out of Malaysia will remained stagnant, thus rates will remain under pressure going into next year," he said. **Source : The Star**

LEKKO BIJEENKOMST

Zaterdag 18 december 2010 van 10.00 – 14.00 uur houdt LEKKO een bijeenkomst in het Zee- en Havenmuseum, IJmuiden, Havenkade 55 , U bent allen van harte welkom !



The pilot tender **ORION** seen enroute Maaspilot station

Photo : Bart Meerhof ©

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HOLLAND AMERICA LINE'S WISHES ALL READERS A PROSPEROUS 2011



HAL's **NOORDAM** seen moored in Willemstad (Curacao)

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

SEE CARD AT :

http://media.hollandamerica.com/12Dec10/120910_HAL_holidayCard/

Maersk to stop rig controls alerts

Maersk Oil will stop warning rig employees of impending environmental control surveillance flights, broadcaster DR reported on its website, citing Chief Executive Officer Jakob Thomasen. The decision follows criticism by the environmental protection agency that such warnings are counterproductive, Thomasen told the Copenhagen-based broadcaster. He added that such information did not make a difference as time would be too short to clean up a potential oil spill. Marie-Louise Moller, a spokeswoman for the company, confirmed Thomasen's comments by telephone from Copenhagen. **Source:** maritimedanmark.dk

ClassNK sets up office in Kolkata

ClassNK officially announced the opening of a new exclusive surveyor office in Kolkata, India. The new office is the seventh new office to be opened by the society in 2010, and becomes its sixth surveyor office in India.

The new office will serve the port of Kolkata and other nearby ports in the north-eastern part of the country, which is among India's fastest growing regions. Upon announcing the opening of the new office, ClassNK chairman & president Noboru Ueda noted that although this was the society's sixth office in the country, ClassNK had its sights set on further growth, saying: "This office in Kolkata is only one part of our expansion efforts in greater India, and over the next year we will be further expanding our service network to better support the growth of the local maritime industry, and provide even better service to our clients in the region."

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The rapid expansion of ClassNK's service network parallels the rapid growth of the society's register, which has grown by more than 9 million gross tons since the beginning of the year to reach a total of more than 178 million gross tons. The Kolkata office joins ClassNK's existing offices in Chennai, Dahej, Kochi, Mumbai and Visakhapatnam. **Source : The Motorship**



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The **VOS EMPEROR** seen departing from Great Yarmouth – **Photo : Ashley Hunn ©**

CASUALTY REPORTING



Above seen the 1984 built PAN flag bulker **MAHMUT SAKA** anchored @ Bunkering Area 1, Malta on Monday 6th December 2010. Vessel can be seen with her port anchor missing after she lost it in bad weather few days earlier but on Friday 10th December 2010 at midday she lost her starboard anchor while anchoring at Bunkering Area 4 in NW 7-8 Wind Force. Vessel arrived offshore Malta on 11th November 2010 as **ARGUS** where she changed ownership late November. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com** ©

NAVY NEWS

Pride of the Navy announced

Australian warship **HMAS Melbourne** which is currently serving in the Middle East, has been recognised as the best ship in the fleet, with the announcement of the 2010 Fleet Proficiency Awards. **Melbourne** was awarded two of the top prizes, the Gloucester Cup and the Spada Shield for excellence in capability generation, safety, seamanship, reliability and unit level training. **Melbourne** under the command of Commander Michael Harris, RAN, will be presented with her trophies when she returns from her Operation Slipper duties in the New Year. Commander Australian Fleet, Rear Admiral Steven Gilmore, AM, CSC, RAN who made the announcement today, acknowledged the considerable effort made in training over the past twelve months. "It is with great pride that I acknowledge the hard work and commitment demonstrated by the winning ships' companies," said Rear Admiral Gilmore. "The competition for the 2010 awards was extremely strong and required every individual to be dedicated to their respective task. "The excellence demonstrated by these ships is world-class, and every member should be justifiably proud."

Melbourne wasn't the only unit to be recognised, with establishment HMAS Cairns winning the Governors Cup identified as the foremost in shore operations. Nowra based 816 Squadron, which operate the S70B2 Seahawk helicopters, were awarded the McNichol trophy for being the leading aviation unit, while replenishment ship **HMAS Success** was acknowledged with the Amphibious Afloat Support Group Efficiency Shield.

Armidale Class Patrol Boat crew Attack Two took out the Kelly Shield, while former Mine Hunter Crew One was awarded the Rushcutter Shield. **HMAS Wewak** was identified as the foremost in its class, taking out the LCH Proficiency Shield, while **HMAS Mermaid** won the Hydrographic Excellence Award and **HMAS Dechaineux** won the Submarine Fighting Proficiency Award. **Source : Garry Luxton**



Two **Fokker 60** transport aircraft sold to Peru by the Netherlands have left last week Woensdrecht Air Base on delivery. The Royal Netherlands Air Force originally bought the aircraft in 1996 for personnel and cargo transport but were retired in 2006, the task being taken on by the C-130 fleet.

Christening of Future USS Arlington Set for Late March

U.S. Navy officials have set a March christening and are planning for a mid-2012 commissioning of the **USS Arlington**, the third Navy ship to carry the county's name. Navy Cmdr. Darren Nelson, who has been tapped to serve as the ship's first commander, on Dec. 11 briefed County Board members on the construction progress.

The 24,900-ton, 684-foot ship was launched Nov. 23 from the Mississippi ship-building facility of Northrop Grumman.

As an amphibious transport dock, the ship's main mission will be to deliver U.S. Marines and their equipment, including aircraft, to hot-spots around the world. Its crew of 363 officers and men will be augmented with up to 800 Marines. Five sister ships already have been launched, and have seen action in anti-piracy efforts off the coast of Somalia and in humanitarian missions off of Haiti.

Nelson said he felt like a "proud parent" when the ship was launched, and said he hoped the vessel and its crew would have a strong relationship with the people of **Arlington** during its expected 40-year useful life. That was a view echoed by County Board members.

"It makes us all proud," said board chairman Jay Fiset, the grandson of a Navy admiral. "Arlington County has a long-standing, excellent relationship with the military - we have forged a very trusting, positive relationship." The name Arlington was chosen to honor those who died in the 2001 attack on the Pentagon, and the first-responders who

helped prevent further calamity as part of the building was engulfed in destruction. Joyce Rumsfeld, the wife of former Defense Secretary Donald Rumsfeld, is serving as the ship's sponsor.

County officials will travel to Mississippi for the christening, tentatively set for March 26. "We will look forward to being part of every next step," Fisette said. Two other Navy ships previously have been named USS Arlington:

* A World War II-era supply ship that served in the Pacific theater during the waning days of the war. After the war, it was part of the National Defense Reserve Fleet until being scrapped in 1964.

* A Vietnam-era communications ship, which previously (as **USS Saipan**) had served as a light aircraft carrier during World War II and, ironically, was the exact same length as the future **USS Arlington** will be. The second **USS Arlington** also participated in several moon-mission recovery efforts, and was scrapped in 1976. **Source : Sun Gazette**

Iran builds unmanned radio-controlled submarine Service

An Iranian scientist has built unmanned radio-controlled submarine with the ability of information exchange five meters under water. "The submarine is in the initial phase of construction and it will be turned into a smart one in the second phase," said the project director, Reza Mohammadi.

A camera can be installed in front of the submarine, transferring images. The camera can send pictures out from water if connected online. The submarine can also go down under water by five meters with the speed of two meter per second.

The project manager continued that the submarine is armed with a "balance tank" which prevents additional movements underwater. The submarine is equipped with a system warning low battery, he said adding, "the newly-built device was tested in fresh water, but it can move in any kind of water." **Source : ISNA**

SHIPYARD NEWS



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Wärtsilä propulsion for research ship

Wärtsilä is to supply the propulsion equipment for the state-of-the-art research vessel. ordered from the C.N.P. Freire S.A. shipyard in Vigo, Spain, by the U.K.'s Natural Environment Research Council (NERC).



The contract calls for Wärtsilä to supply four of its 8-cylinder in-line Wärtsilä 20 main diesel electric generating sets, two main propulsion steerable thrusters, one bow retractable thrusters, and a complete Low Loss Concept diesel electric system. The majority of the Wärtsilä equipment will be delivered by the end of 2011, and the ship is scheduled to be launched before the end of 2012. Wärtsilä has considerable experience in meeting the needs of specialty vessels,

and claims market leadership in supplying propulsion systems for research and naval ships with low underwater radiated noise (URN) requirements.

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Edward Cooper, the NERC's Project Officer, commented: "It is vital that the ship's systems are designed in such a way that the research activities, for which this ship is intended, can be carried out in the most effective way possible. For this reason, we are delighted to cooperate with Wärtsilä, whose technology in this field is clearly very advanced. In particular, Wärtsilä's underwater noise abatement measures are critical to the research work."

Special attention is to be paid to noise related issues on the main steerable thrusters in order to comply with low URN requirements. These include the modification of the shank and pod to give a more hydrodynamic shape, and a special fixed pitch propeller design adapted to the specific wake field of the vessel. In addition, the generator sets will be double elastically mounted to ensure the lowest possible vibration is transmitted to the ships structure. The Wärtsilä Low Loss Concept diesel electric system will reduce electrical losses, which in turn reduces the power requirement, and hence CO2 emissions. The main steerable thrusters are to be Ice Class 1D compliant.



The **JAMES COOK** seen from the **JAMES CLARK ROSS** in approximate position 56° South 058° West December 10th, The **RRS James Cook** was in the process of recovering a scientific mooring from the seabed, approximate depth 4000m, whilst the **RRS James Clark Ross** was on passage from Antarctica to the Falkland Islands. Both ships are operated through the **Natural Environment Research Council** and it was nice to be able to chat between friends on both ships. **Photo : Mike Gloistein ©**

The NERC vessel, **RRS James Cook**, delivered in 2006, is also fitted with Wärtsilä propulsion equipment, and the ship's silent propellers were supplied by Wärtsilä in France. The successful performance of this equipment was considered a key factor in the award of the latest contract.

"Our proven experience in meeting the specific needs of research ships has been an essential element of our negotiations with the NERC," noted Paul Bennett Sales Manager Wärtsilä UK Ltd. "Not only is there commonality of parts with the existing main engines on the RRS James Cook, but we also have a strong reference installation of steerable thrusters on the American T-AGS 60 oceanographic survey ships."

To be named **Discovery**, the new ship will replace the present **RRS Discovery**, which was built in 1962. It will be operated by NERC's National Marine Facilities Division, based at the National Oceanography Centre in Southampton.

The ship's design has been developed by Norway's Skipsteknisk AS, which also designed the **RRS James Cook**.

Source : **MarineLog**



Werken bij EPZ

EPZ is de grootste elektriciteitsproducent van Zeeland. Een uniek bedrijf in een bijzondere omgeving. Naast de enige kerncentrale van Nederland exploiteert EPZ een kolencentrale met biomassastookinstallatie en een windpark. De kerncentrale behoort tot de wereldtop. De gereviseerde koleneenheid is met nieuwe milieutechnologie klaar voor een topositie! Bij EPZ werken ruim 450 mensen. EPZ is een goede werkgever met verantwoordelijke en technisch uitdagende mogelijkheden voor wie carrière wil maken in de energiewereld. Ons bedrijf besteedt veel aandacht aan de persoonlijke ontwikkeling en ontplooiing van talent.

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The Semi Submersible rig **PAULA LLOYD** seen in dry dock at Keppel-Verolme in Rotterdam-Botlek
Photo : Joop Bartels ©



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STX OSV books order for platform supply vessel

STX OSV Holdings Limited reports that it has secured a new contract for the design and construction of a platform supply vessel of PSV 09 design for an undisclosed international customer.

The vessel is scheduled for delivery from STX OSV in Norway in 2012. The hull will be delivered from STX OSV's shipyard in Romania. The STX OSV PSV 09 is designed by STX OSV Design in Ålesund, Norway.

The overall length of the vessel is 87.9 meters and it has a beam of 19 meters. This latest contract takes STX OSV's order book to 50 vessels, 17 of which are scheduled for delivery in 2012. **Source : MarineLog**



Above seen the 2008 built offshore tug/supply ship **MARIANNE-G** drydocked at Palumbo Malta Shipyard Ltd Dock 6 on Thursday 9th December 2010.

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

Novomoskovsk sub leaves Zvezdochka's slip dock

The Delfin-class ballistic missile submarine **K-407 Novomoskovsk** (Delta-IV, NATO classification) was moved from the slip dock of Severodvinsk-based JSC Ship Repair Center Zvezdochka (Arkhangelsk region), the enterprise press service said. The warship has undergone mid-repair and modernization within the framework of defense contracts since 2007. The vessel will continue to undergo completion of repairs, mooring tests and sea trials. The renovated ship will be delivered in 2012 to serve the Russian Navy for the next 10 years.

The Zvezdochka shipyard has implemented a wide range of innovations while repairing the **Novomoskovsk**, improving tactical and technical characteristics of the warship. The enterprise upgraded the submarine's R-29RMU2 (RSM-54) missile system (16 RSM-54 'Sineva' missiles).

Previously, Zvezdochka shipyard completed modernization of other warships of 667BDRM project: **SSBN K-51 Verkhoturys** (1999), **K-84 Ekaterinburg** (2003), **K-114 Tula** (2006), **K-117 Bryansk** (2008) and **K-18 Karelia** (2010). JSC Ship Repair Center Zvezdochka is a multipurpose modern engineering enterprise. The shipyard has two covered docks with 7 building berths, designed for repair and building ships weighing up to 18 tons. **Source :** PortNews



The Polish ferry **JOLINE** seen moored at the **Oranje yard** in Amsterdam after drydocking

Photo : H.Blomvliet©

ROUTE, PORTS & SERVICES

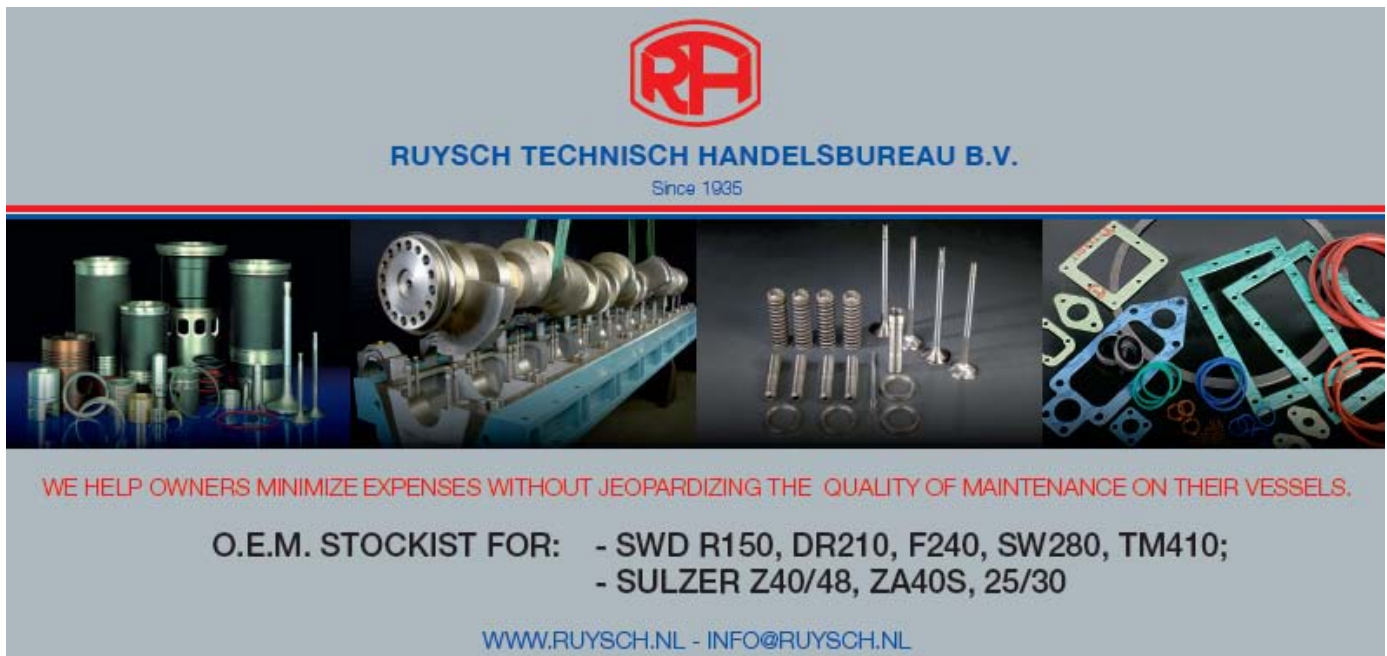
Imtech equips second TUI Cruise vessel

Imtech Schiffbau-/Dockbautechnik has been awarded a contract to carry out the renovation and expansion of the climate technology on board the second cruise vessel of TUI Cruises, '**Mein Schiff 2**'. The vessel, which previously served under the name '**Celebrity Mercury**', will be acquired by TUI Cruises at the end of February 2011. After renovation, it will go into service under the new name '**Mein Schiff 2**' in May 2011. The vessel was built in 1997 at the Meyer shipyard in Papenburg (Germany) and at the time, Imtech supplied and installed the climate technology.

During the renovation in the spring of 2011 the cruise vessel will be upgraded and modernised for its new role as a 'wellness vessel'. To this end, the intention is for example that the spa and fitness facilities will be expanded extensively and the restaurant and catering facilities onboard will be redesigned and extended. Multiple balconies and verandas will also be added to the ship. Total refit of the Heating, Ventilation and Air-conditioning As part of the renovation of the ship, Imtech Schiffbau-/Dockbautechnik will realise the refit of the complete Heating, Ventilation and Air-Conditioning (HVAC) system, thereby making a considerable contribution to the comfort of the passengers and crew on board '**Mein Schiff 2**'. The renovation of the ship will already commence during the crossing from Baltimore on America's east coast. The christening of the ship is planned on May 14, 2011.

"For every party involved in this conversion project, similar planning and logistical challenges arose to those we experienced two years ago during the renovation of the '**Celebrity Galaxy**'" commented Sven Hanke, Manager Service/Refit of Imtech Schiffbau-/Dockbautechnik. " '**Celebrity Galaxy**' was renamed '**Mein Schiff 1**' after its renovation, the first ship of TUI Cruises. With a renovation like this, it is a big advantage to know the vessel well, right from the new building phase. An additional success factor is that our team has the ability to adapt quickly to work according to the processes of the conversion yard, as well cooperating with other companies in the project and at the same time, remain flexible." Since the late nineties the refit and technical modernisation of HVAC systems for cruise vessels is one of the competencies of Imtech Schiffbau-/Dockbautechnik. As well as the sister ships, '**Celebrity Mercury**', '**Celebrity Galaxy**' and '**Celebrity Century**', refit projects have been carried out on several other luxury cruise vessels such as the '**Norwegian Jade**', '**Pride of Aloha**' and '**Norwegian Spirit**'.

Between 2010 and 2014, Imtech Schiffbau-/Dockbautechnik will also supply and install the latest climate technology on six large new cruise vessels. Since the beginning of the nineties, Imtech Schiffbau-/Dockbautechnik has worked on more than 30 large newbuild passenger vessels at shipyards in Germany and other countries. In addition to its expertise in the cruise industry Imtech Schiffbau-/Dockbautechnik is one of the leading innovative partners in HVAC technology on board navy vessels with respect to newbuild projects as well as conversion, repair, maintenance and additional services.



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Mombasa Port to Get New Surveillance System

Importers of goods through the port of Mombasa, especially those from neighbouring countries that have in the past threatened to withdraw from over rising insecurity, could soon rest easy with the installation of an integrated security system to protect the port from loss of cargo through theft and threats of terror.

Last Friday, The **Kenya Ports Authority (KPA)** awarded an Israeli firm, Magal S3, a contract to instal the system, which was to start immediately and is expected to last for the next 18 months. The security system will automate entrances to the port and allow for surveillance of the entire area, such that it will be easy to monitor every activity taking place at the port. CCTV cameras will be installed on the port perimeter wall, both on sea and land. All port users will be expected to obtain digitalised security cards to gain access to the port. "The new security system will also help the port address the problems of labour productivity by monitoring all sections," Mr Gichiri Ndua, KPA's managing director said.

The value of the project stands at \$21 million (Sh1.6 billion). World Bank will provide 56 per cent of the cost with the rest coming from KPA, Mr Ndua. The installation is in line with international security standards. Following the 9/11 terror attack in the US, International Maritime Organisation (IMO) adopted the ISPS Code to improve and mitigate against threats in ports serving international trade all over the world.

The Mombasa port security assessment was done in 2002 by an international security consulting firm Aviation and General Security Consultants (AGSC), which identified several threats and risks facing the port and recommended installation of an ISS to address the threats. "The scope of the proposed ISS covers the Kenyan seaport of Mombasa and the two inland Container Depots in Nairobi and Kisumu," Mr Ndua said, adding that the training of security personnel and awareness will be part of the deal. **Source : AllAfrica**



Mosetide Korean flagged 152 mtr long and 38 mtr width heavy lift / mega block RoRo carrier **Mega Innovation**.

Orient Overseas joins DP World terminal at Aden

Global marine terminal operator DP World welcomed its newest customer, Hong Kong-based Orient Overseas Container Line at Aden Container Terminal (ACT) in Yemen. Orient Overseas, one of the largest container transportation companies, has added ACT as a port of call on its new route between the Far East and the Red Sea ports of Jeddah (Saudi Arabia) and Sokhna in Egypt, where DP World also operates major marine terminals. Arthur Flynn, general manager, DP World Aden, said: "We welcome Orient Overseas to our marine terminals in Aden, a historic port strategically located halfway between Asia and Europe." "We will continue to work to deliver top quality services aimed at improving efficiency for Orient Overseas and our other valued customers, to the benefit of Yemen's importers and exporters," he added. Captain SC Chan, managing director, Orient Overseas Container Line, West and South Asia Region, said: "We are very pleased to be entering this growing market and working with DP World and ACT to develop and grow our business in the Republic of Yemen." **Source: tradearabia.com**

First shipment of Cairn Hill ore from Port Adelaide

Iron ore producer, IMX Resources Limited is pleased to announce that the first shipment of iron - copper ore from the Cairn Hill mine is loading at Port Adelaide. IMX Managing Director Duncan McBain said "This is a very important milestone for IMX and is the culmination of a lot of hard work over a number of years. The rapid progress from the decision to mine to first shipment has been a credit to our employees and service providers taking into account the innovative method of transport, storage and loading of the ore and it being the first shipment of iron ore from Port Adelaide."

The first shipment of approximately 62,500 tonnes of Cairn Hill iron - copper ore is being loaded on to the "Genco Leader" in Port Adelaide and is expected to sail early next week for Yingkou in Liaoning Province in NE China. The first of four new rotary tippler loading systems is being wet commissioned during the loading of this first vessel. The new rotary tippler system is performing to expectations.

Later this month the last 750 of the custom built ore containers will be delivered to Port Adelaide, with the next milestone being the commencement of delivery of the leased wagons from Gemco from the second half of January. The delivery of the first batch of these wagons will enable an additional 3 train services per week to be run which will lift the railed tonnage from the current 12,600 tpw to 35,900 tpw by the second half of February, when the full complement of wagons will have been delivered.

The second shipment is anticipated for late January, so that the vessel arrives in China after the Chinese New Year. At full production Cairn Hill will be shipping ore at the rate of approximately 2 vessels per month or approximately 1.7 million tonnes per year. The second of the rotary tipplers will be delivered in the middle of Q1 2011 which provides the potential for faster loading rates depending on container berth occupancy. **Source : Mineweb**



The oldest ship-to-shore crane at the Port of Felixstowe, was deliberately toppled last week Friday, in order for it to be demolished. The Paceco Vickers Portainer Crane, was installed on the New South Quay (now known as the Landguard terminal) in 1973 and retired from service a few years ago.

Photo : Jonathan K. Simpson ©

Syria plans to invest \$800 mln to develop ports, shipping by 2015

Syria plans to spend \$800 million to develop ports and ships by 2015 as it aims to benefit from the reconstruction process in neighboring Iraq. The government's five-year plan will expand the Lattakia container terminal, buy new ships, develop existing dry docks and build two new ones, Transport Minister Yarub Sulayman Badr told reporters today during a conference in the coastal city of Lattakia.

In the previous five-year plan, which ends this year, the government spent about \$200 million on maritime infrastructure, he said. An international consultant will be appointed to prepare tender documents for the development of the Lattakia port, its director general, Suleiman Baloush, said during the conference. He did not give a timeframe for the tendering process. The project will aim to increase the Lattakia port capacity to 2.5 million 20-foot-equivalent-unit containers by 2015, with a total bulk of 20 million tons per year, he said. In 2009, the port handled 625,865 containers, with a bulk of 9.56 million tons for the year, he said. "All studies show that we need to expand Lattakia port because of the growing demand due to the reconstruction in Iraq," he said. Syria aims to attract as much as \$55 billion in foreign direct investment over the next five years, with almost half of that earmarked for infrastructure projects, Deputy Prime Minister for Economic Affairs Abdallah Dardari said Sept. 24. The International Monetary Fund has urged Syria to quicken its transition to a market-based economy while reducing its dependence on the oil industry.

Source: bloomberg

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New Indian container port proposed

Gujarat project could create opportunities for other operators in the GCC region Forecast reflects proximity to major centres

A mobile crane prepares to stack a container at Thar Dry Port in Sanand in the western Indian state of Gujarat. The proposed investment size has not been revealed. A feasibility study has already identified a green field site. Image Credit: Reuters/Dubai A proposed new container port in the western Indian state of Gujarat built on a public-private partnership could tap funding from expatriate Indians or Indian-owned institutions for its development.

There could even be opportunities for GCC-based port operators with the proposed project open to the idea of aligning with potential partners. The intention is to create a fully functional port by 2015 that would be able to handle throughput in keeping with Gujarat's growing industrial base.

The Gujarat state government would hold a stake in the operating company and for the rest of the equity, private entities would be encouraged to come on board. The proposed investment size has not been revealed. A feasibility study has already identified a green field site for the proposed port — one which will offer easy access to the highway, railhead and an airport.

The proposed port would create a 600-metre berth that could accommodate three to four vessels at a time. More berths can also be created. If all goes according to plan, "the survey and hydro-graphic studies would be completed by the middle of 2011 and all clearances and design of the port should be ready by mid-2012," said Kumar Krishnamoorthy, a senior shipping industry official closely associated with the feasibility study.

"Given the determination of the promoters and the management team, one should see the gantries functioning at the port by New Year's Day 2015." The port would handle container ships of 200 metre lengths and more, including Panamax and post-Panamax plus vessels of 335 metres length and requiring a draft of 13 to 14 metres. In the first phase, dry-bulk cargo Panamax size vessels of 65,000 DWT are envisaged, Krishnamoorthy told Gulf News during a recent trip to Dubai.

Even with 280 working days a year and berth occupation of 85 per cent, cargo that can be handled is a minimum of 2.5 million tonnes a year," he added. "With efficient modern handling arrangements, a maximum of ten million tonnes a year can be handled."

The site for the proposed project would break water and provide a draft of about ten to 12 metres even at low tides, the official said. The main site is within three kilometres of the shoreline, and no major dredging works are required. Apart from the funding opportunities such a project would open up, Gulf-based port entities would be watching closely for what it might mean in terms of securing a beachhead into a lucrative marketplace.

According to recent reports, ports in Gujarat are expected to record the fastest growth rates in the country, with the "gap between demand and supply will be at least 40 million tones." Cargo at ports in Gujarat averages 22 per cent, while the rate is 6 per cent for the rest of the country. "The container traffic is expected to reach 6.21 million Teus where as the capacity would be only 5.65 million Teus," said Krishnamoorthy.

"It is clear a multi-purpose port that can handle dry bulk and containers would be a profitable venture given the overall favourable conditions of labour, power, inland connectivity both road and rail, cargo prospects and a favourable local administration," he said. Given the advantage of having a 1,600 kilometre coastline, Gujarat already operates 41 ports, including the mega-terminal of Kandla.

The others are split between 11 intermediate and 29 minor ports, which include those owned by public-private alliances as well as privately. Of the latter, Pipavav and Mundra are already operational and lay claim to be the country's first such private sector ports.

According to forecasts, ports in Mumbai would still account for the largest volumes in 2015 of around ten million Teus. The Gujarat ports would make up about five million Teus, and the Kochi/Tuticorin another four million Teus.

"The present container handling capacity at India's ports is estimated at around 5.7 million Teus," Krishnamoorthy said. "Achieving a handling capacity in excess of 21 million Teus by 2015 presents an enormous challenge. But what's noteworthy is the increase in projected traffic at some port clusters, Gujarat, Visakhapatnam, Kochi/Tuticorin, where projections call for a ten to 20 fold increase by 2015." Dubai There are 12 major ports and a further 187 facilities of a lower scale along the entire stretch of Indian coastline.

Ports in the western region — Mumbai and Gujarat clusters — are expected to dominate the container trade, handling at least two-thirds of the throughput in 2014-15. "This forecast reflects the proximity of these western ports to major manufacturing and consumption centres in the north-western hinterland, and their access to the extensive container services circulating in the Arabian Sea area," said Kumar Krishnamoorthy.

"While the regional shares of the traffic remains relatively stable, there could be a significant shift in the division handled. "The private ports of Mundra and Pipavav in Gujarat have already made significant in-roads into the container traffic of the northwestern hinterland and other Gujarat ports have similar plans. Connectivity issues for the Gujarat ports are being resolved through public-private partnership arrangements for road and rail connectivity," he added.

Source : Gulfnews



Newsclippings contributor Richard Wisse and family wishes all readers a Merry Christmas and a Happy New year

CSAV orders 8,000 TEU ship at Samsung

Chilean liner CSAV has taken a two plus two option deal at Korea's Samsung Heavy Industries. The South American firm is paying \$90m per 8,000 teu ship. The two firm orders are due for delivery in June and July of 2012. CSAV faced a perilous time during the financial crisis with much restructuring needed. These orders signal that the liner is back on track.

Korea's big three yards - Samsung, Daewoo and Hyundai - are anticipating a bumper year of large container ship orders in 2011 with the size envelop being pushed towards **20,000 teu** designs. Source: seatrade-asia

CMA CGM Group launches Africa's largest container vessel in Ghana

The CMA CGM Group has inaugurated the biggest container vessel from Asia to West Africa in Ghana. The vessel, named **CMA CGM Africa One**, has a capacity of 3,600 teus, which means it can carry 3,600 of 20 footer containers. It is one of four of such vessels the company operates from Asia to Africa and this is the first time it arrives in Africa and Ghana is, and will always be the first port of call every week. The ship will also be docking at Lagos, Abidjan, Cotonou and Lome. Speaking at the launch, Commercial Manager of the CMA CGM Group in Ghana, Geoffrey Cole said the vessel has the size of two football pitches long, six floors tall and 37.30 meters wide, which makes it the largest in the world. He said the significance of its size is that between 1975 and 2006 the largest vessel on the seas had 1,000 teus and from 2006 to 2007 the largest was 1,500 teus, but the latest before **CMA CGM One** was 2,500 teus. Mr. Coles said the vessel was specially designed to operate independently and to overcome specific challenges at African ports, including shallow waters for berthing and power fluctuations.

He explained that it has four in-built gears to off-load and re-load containers in times of power outage at the port, and also has a mechanism that enables it to gather enough water around it so it can berth in shallow waters. Mr. Cole said the size of the ship gives customers the advantage of lower freight rates, and its independent operating abilities eliminates delays in berthing and in delivering containers to customers. "Tema will always be the first port of call and the transit time is the fastest on the continent," he said. General Manager of the Delmas Shipping Ghana, subsidiary of CMA CGM Group in Ghana, Mr. Hugh Curtis said the company invested hundreds of millions of dollars in building the special vessel for Africa, and that is a show of commitment to Africa. "Many companies are getting into the shipping business in Africa, but we are the first to put such a large vessel on the sea to meet the specific challenges of Africa," he said. Some of the company's customers said the transit time, freight rates and 30 days period for clearing their goods as against seven day on other vessel, are great advantages. Source: myjoyonline.com

OLDIE – FROM THE SHOEBOX



An old 1969 image from Durban of the VNS freighter **ZONNEKERK** arriving on a sunny winter day, very different from our present uninterrupted cloud and gloom.

Photo : Trevor Jones ©

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The **SMIT HUDSON** seen on the "port shoulder"

Photo : **Jacco van Nieuwenhuyzen** ©

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