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The BIG SEA 9 seen anchored off Bangkok – Photo : Jan Hoffmann ©

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EVENTS, INCIDENTS & OPERATIONS



BBC Ems seen departing Lyttelton for McMurdo Station, Antarctica, on the annual United States resupply voyage. Over the past few years this had been carried out by American Tern but this year sees **BBC Ems** carrying out the task. The Majority of her cargo is loaded in the USA but further cargo for the US Antarctic programme as well as cargo for the New Zealand Antarctic programme was loaded in Lyttelton.

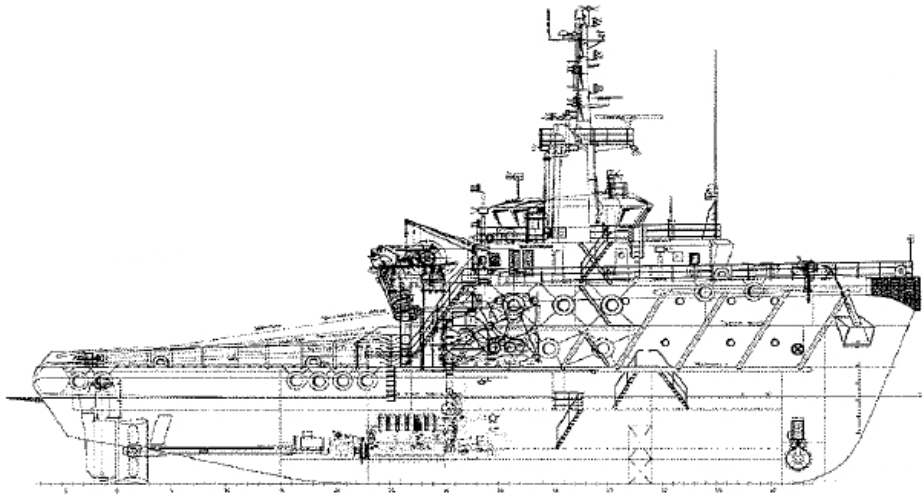
Photo : Bryan Shankland ©

Antoinette brengt GO 55 binnen.

Woensdag 26 januari om 17.40 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor assistentie bij het binnen brengen van een viskotter. Deze werd gesleept door de **OD 5** omdat de motor van de **GO 55** niet meer werkte.

Omdat het Slijkgat erg droog geworden was waren ze bang vast te komen of dat de tros zou breken. Dit gebeurde inderdaad, de tros brak. Na overleg werd besloten dat de reddingboot een tros zou overbrengen en vast zou maken voordat de **GO 55** vast liep. De kotter werd op sleep genomen en naar Stellendam gebracht. Daar werd hij in de buitenhaven afgemeerd. De **OD 5** is de hele tijd stand-by gebleven voor het geval de tros van de Antoinette zou breken, wat niet gebeurde.

SHIPMANAGEMENT CONTRACT CANCELED BETWEEN HARMS AND SHIPOWNERS



The shipmanagement contract between **Harms Bergung, Transport und Heavylift GmbH & Co. KG** (Harms Bergung) and the Owner of the 100 t BP newbuildings AHT "**AEOLUS**" and AHT "**OCEANUS**" was amicably cancelled. The Owner sold one tug and agreed on a BB Charter in association with the second tug. The agreement between the Owner and the new contractual partner (**Fairplay Towage**) has no effect on any business activities of **Harms Bergung**, that is currently managing and operating

ten (10) own powerful 100 t BP – 300 t BP tugs being specifically engaged in the towing, handling and supplying rigs and platforms worldwide. **Source : Harms Bergung**

The president's new yacht

Not to be outdone by Prime Minister Vladimir Putin and his alleged palace (the existence of which was promptly denied by his press secretary Dmitry Peskov) the president's administration became a proud owner of a €30 million yacht.



But when it comes to nautical bragging rights, the head of state's pre-owned craft is unlikely to impress the big guns of ostentatious oceaneering.

The **Leo Fun** yacht, renamed **Sirius** by the Russians, was built in Istanbul, Gzt.ru reported. The boat is 53.7 metres long and 9.5 metres wide, has a swimming pool on the top deck with an artificial waterfall and a Jacuzzi for six people, a barbeque spot. The vessel can reach 18 knots (33.3 kph), has six VIP cabins for 11 guests and 12 crew members. The yacht was built in 2009 as part

of a Yachts & Paolo Calviari project, the interior was created by J G Verges Design. It was rented out to those wanting to "take a luxury cruise of the Mediterranean" for €285,000 a week, according to Turkish sites advertising the service.

President's property management's press-secretary Viktor Khrekov confirmed that they President is getting a new yacht, but refused to name the manufacturer or the price of the vessel. "The yacht is supposed to have everything that the president might need for work and rest, talks and meetings, the president may use it during the 2014 Olympics," Khrekov said.

Khrekov stressed that the ship was bought for Medvedev to work at sea, and the boat was acquired at the second-hand market in order to save budget money: "If you buy a new one, it will be more expensive." **Sirius** will act as

replacement for Kavkaz ship, built in 1982 that worked out its 25 year resource in 2007. The president has another working ship, Rossiya, which has recently been repaired. Almost since the days of Peter the Great, prominent Russians have enjoyed messing about in boats. In more recent times, Russia's first president Boris Yeltsin was accused by Italy's Corriere della Sera of spending \$500,000 of the state budget on ships. And the media has slavered over the details of oligarch vessels such as Andrei Melnichenko's \$300 million ship with its stingray-skin walls or Roman Abramovich's \$608 million **Eclipse**, the biggest private yacht in the world. Other heads of state also enjoy life on the ocean wave. President of Finland Tarja Halonen's locally built **Kultaranta VIII** cost €2 million while King Albert II of Belgium bought a new **Technema 90** yacht in 2009 worth €4.6 million.

Britain's Queen Elizabeth II, on the other hand, has not had a yacht since writing off **Britannia** in 1997. Source : The Moscow News

Offshore Spinning Event



Kiwanis Zierikzee assists in collecting Euro 100,000 for the **Sophia Children Hospital** in Rotterdam. The cheque was handed over by **Maarten Hardon** to the Director of the hospital, Professor **Bert v/d Heijden**. Next year January this event will have its 5th anniversary. We hope again on your support.

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Cold war sub base to become Arctic research center

Arctic research institutions want to buy a former submarine base in Northern Norway and make it into a center for research in the High North. The Norwegian Ministry of Defense supports the plans of the Norwegian Polar Institute and the Institute of Marine Research to buy the huge Olavsvern Naval Base outside Tromsø.

In spite of Norway's bid to step up its military presence in the High North, the country's only submarine base north of the Polar Circle was closed in 2009.

Olavsvern is now out for sale, and several possible buyers took part in yesterday's showing, NRK reports. The base consists of 20.000 square meters of buildings and a 25.000 square meter mountain plant, including a large dock and a deep-water berth. The base has through the years been upgraded for NOK 1 billion (app €126.8 mill) – most of it NATO-funding. The deep-water berth can become home base for a planned ice-protected marine research vessel, says Managing Director of the Institute of Marine Research. -With the right planning and right use this base could become an international base for research in the High North, he adds. The Ministry of Defense supports the plans of a research base: -We will help to facilitate if the interest for this is big enough, says State Secretary Roger Ingebrigtsen to NRK.

Source : Barents Observer

Maersk to participate in UN humanitarian efforts

The A.P. Moller (Maersk Group) has joined a group of companies, Logistics Emergency Teams, participating in humanitarian actions under the United Nations World Food Programme (WFP), the Company's press release said. The Logistics Emergency Teams (LETs) consist of four of the world's leading logistics and transport companies and supports the WFP and the humanitarian community during disaster relief efforts by providing access to a global network of transportation and logistics expertise. As the newest member of the LETs, Maersk joins Agility, UPS and TNT Express. Maersk brings to the team a global ocean transportation network which includes the world's largest container shipping fleet and more than 50 terminals across the world. In addition, Maersk has extensive experience and presence in Africa.

Helene Regnell, Head of Corporate Responsibility in Maersk Line says: "Our vessels call ports all over the world, and we are present in more than 130 countries. So when it comes to disaster relief, we are never far away. The LETs enable us to further leverage our local knowledge and global capabilities and ensure that our disaster relief efforts are coordinated and aligned for maximum impact." Humanitarian disasters impact different parts of the world every year.

Getting the right people, food and supplies to the affected area as quickly as possible is crucial. Through the LETs, Maersk is supporting the Logistics Cluster, a platform led by the WFP that coordinates and supports the logistics operations of emergency relief organisations during major disasters. **Source: maersk**



The **BRO PRIORITY** seen anchored off Hoek van Holland – **Photo : Clemens Smits ©**

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Vakbond: Maersk valt van z'n voetstuk

Het rederijkantoor van Maersk in Rotterdam heeft z'n langste tijd gehad. Dat zegt voorzitter Marcel van den Broek van de vakbond voor zeevarenden NautilusNL in de laatste aflevering van het radioprogramma 'Op zee' van de Wereldomroep. Eind 2009 kondigde Maersk aan dat het geen Nederlandse, Engelse en Deense officieren meer aanneemt. De grootste rederij ter wereld wil hen vervangen door Aziaten, die 60% goedkoper zouden zijn dan Europeanen. Maar veel van de ongeveer 200 Nederlandse stuurlieden en kapiteins - de meesten zijn meegekomen met het in 2005 overgenomen P&O Nedlloyd - hebben volgens Van den Broek geen goed gevoel aan boord. 'Er komen mensen aan boord die eigenlijk niet berekend zijn op hun taak. Men bespaart op reserveonderdelen en daardoor draaien dingen in het honderd. Verder worden Nederlandse officieren niet gepromoveerd, maar die zien wel een collega uit het Verre Oosten een flitsende carrière maken. Dat is ontmoedigingsbeleid.' Van den Broek voegt daar nog de bedrukte servetten die zijn wegbezuinigd (dat zou de rederij zo'n 70.000 dollar per jaar opleveren) en de drooglegging van alle schepen terwijl er een heel goede alcohol- en drugspolicy was.

Ook andere rederijen - het Noorse Jo Tankers en binnenkort de schepen van de Norfolkline die zijn overgenomen door ferrymaatschappij DFDS - vervangen Nederlandse officieren door Aziaten. Toch ziet Van den Broek er geen trend in. 'We zien het eigenlijk alleen bij rederijen die hun roots niet in Nederland hebben. Maersk is typisch zo'n bedrijf dat helemaal naar het buitenland is vertrokken. Er is hier wat achter gebleven, maar ik kan met zomaar voorstellen dat ook het kantoor in Nederland z'n langste tijd gehad heeft.' Maersk bestrijdt dat laatste. Er moeten in de tweede helft van dit jaar zo'n tien van de ongeveer dertig man personeel bij Maersk Ship Management afvloeien. 'Maar op het h le rederijkantoor aan de Rotterdamse Boompjes werken zo'n 350 mensen, en dat zal niet zo snel verdwijnen', aldus directeur Harrold van der Meer. **Bron: Opzee.nl**



The **Wao Sambreiro** seen arriving in Onne Port, Nigeria, is the ex **Smit Lloyd 26**.

Photo : Capt. Peter Lankester  



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CASUALTY REPORTING



Singapore-flagged tanker sinks off Indonesia

A Singapore-registered tanker sank off the Indonesian island of Bintan on Thursday afternoon, Seatrade-asia reports. The asphalt tanker **AB9** (ex **Bitumen Pusan**) started listing at 15-10hrs while on off the east of Bintan on Thursday and sank at 17-00hrs, the Maritime & Port Authority of Singapore said. The vessel owned by **AB1 Shipping** was bound from Singapore to Sumbawa, Indonesia. The Indonesian navy was reported to have rescued the crew of 14 Thai nationals. Source : PortNews

NAVY NEWS



The **RFA Fort George** departing Loch Striven on the 28th January 2011 for the final time prior to decommissioning.

Photo : Donald Macneil ©

German Navy Training Ship Dubbed 'Floating Brothel'

A report leaked Tuesday details inappropriate behavior onboard a German navy training vessel that may have in part led to the deaths of two female sailors.

In a written report, Hellmut Koningshau, the government official put in charge of the investigation, details several lewd and inappropriate acts onboard the ship. His accounts have given the **GORCH FOCK**, a new nick name in Germany,

the ship is now dubbed as “Germany’s largest floating brothel.” Lena Seele, 25, was reportedly bullied into climbing a mast in November, where she fell to her death. Koningsgshau’s report claims that Seele’s death was so poorly handled (with a party thrown by the officers just days later) that following her death several cadets onboard refused to follow orders. The mutiny prompted an investigation. During the investigation several cadets have come forward with accounts of sexual harassment, bullying, and intoxication onboard the vessel. Another female cadet onboard drowned two years ago, her parents believe she was the victim of sexual harassment and are demanding a full investigation.

One cadet described being on the ship as being a lot like jail, with new recruits often being sexually harassed in the showers by officers. Additional reports claim that new cadets were forced into kissing the commander’s mud covered feet while he wore a blond wig, pretending to be Thetis the Greek water goddess. Pictures published in the German newspaper, Bild, show cadets being dunked into a dingy full of a dark slop and kneeling down in front of the “goddess” commander.

Germany’s defense minister Karl-Theodor zu Guttenberg has been heavily scrutinized for what many believe was an intentional cover-up of the incidents onboard the **GORCH FOCK**. Guttenberg suspended the ship’s captain while an investigation is being carried out.

The ship is currently docked in Argentina, where a team of seven investigators will meet Thursday to find answers.

Source : Maritime Executive

SHIPYARD NEWS

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Holterman 60 Govenor European Powerboat of the year!

A perfect start of the Boat Düsseldorf 2011 as the Vripack designed Holterman 60 wins the European Powerboat of the Year Award in the displacement hull class.



A specialist jury, consisting of the editors –in-chief of the seven leading European powerboat magazines, awarded the prizes in five categories plus an innovation award. All innovative products from the powerboat industry in the last year were rigorously assessed by the jury. So true Blue Ocean testing and no paper judging.

The Govenor is another Dutch Masterpiece and pinnacle of the long standing relation between builder Holterman Yachting and designer, naval architect Vripack. "Many visitors pass by the Holterman 60 and knock on the boat to test if it is truly from metal and not composite", says Robbert Holterman. "It is an absolute understatement to say that I am very proud of my Team."

"The sleek, honest and long running lines combined with only the absolute essential details and topped of with our state-of-the-art full round bilge underwater body makes her a worthy winner of this Award", finishes off Bart Bouwhuis of Vripack, smiling from ear to ear.

Technical Specifications:

LOA : 18.38m / 60ft
BOA : 5.20m / 17ft
Draught : 1.40m / 5ft
Material : Steel
Cruising speed : 10-11kn.
Engines : 2 x John Deere type-6068SFM, 267Hp each
Fuel capacity : 4m3
Water capacity : 2m3



The **SMIT POLEN** seen under repair at the De Haas shipyard in Maassluis after a collision with the **MAERSK NIJMEGEN** during an assistance – Photo : Michel Kodde ©

AUSTAL LAUNCHES IT LARGEST CATAMARAN

The final stages of construction of Austal's largest catamaran to date were celebrated this week with a traditional 'coin ceremony', followed by the vessel's successful launch. Placing a coin at the foot of the mast of a newly constructed ship is an ancient maritime tradition which is believed to bring good luck to the vessel and its crew.



Senior Captain Søren Schow travelled from Denmark with a coin from the year 1660. This coin holds significance as it is from the same era as the ship's namesake, Danish historical icon, **Leonora Christina**. An Australian two dollar coin was placed alongside the Danish two penny coin in a small box which was fixed below the foot of the mast. "Leonora Christina" will join the 86 metre Austal-built catamaran, "**Villum Clausen**", which has been operating the route between Rønne on the Danish island of Bornholm and Ystad in south east Sweden for over ten years.

"We look forward to welcoming Bornholmer Færge's newest ferry, "**Leonora Christina**" to Denmark, and are confident that this ship will exceed expectations," said Senior Captain Schow. The vessel is owned by Danish company Færge (formerly Nordic Ferry Services), and will be operated by Bornholmer Færge, a subsidiary of Færge. Bornholmer Færge currently operates a fleet of three ships (one of which is "**Villum Clausen**"), and has been transporting passengers to the Danish island of Bornholm since 1866.

Austal Chief Operating Officer, Andrew Bellamy, commented that Austal greatly values its customer relationships, and is proud to continue its relationship with the Danish company. "Austal has worked closely with Færge and Bornholmer Færge throughout the design and construction of "**Leonora Christina**", and is honoured to be part of this ancient maritime tradition, celebrating the final stages of construction of the vehicle-passenger ferry," said Mr Bellamy.

The 113 metre ferry was designed and built in Austal's Western Australian shipyard, and, once completed, will be able to hold up to 1,400 passengers and 357 cars, and travel at speeds of up to 40 knots. Austal was awarded the contract in April 2009 following a competitive international tender process which saw Austal utilise its in-house design team and experience to develop a highly customised vessel design that met all Færge's requirements for the route.

The vessel has been built in accordance with the requirements and under the survey of Det Norske Veritas, conforming to International Maritime Organisation HSC Code and Danish regulations. Registration will be under the Denmark Flag.

With Danish environmental regulations for fast ferries among some of the most stringent in the world, Austal's design is required to comply with legislation covering environmental noise, wave-wash and exhaust emissions. The vessel is on track to commence sea trials in March, with delivery scheduled to take place in May 2011.

PRINCIPAL PARTICULARS

Dimensions

Length overall: 112.6 metres - Length waterline: 101.3 metres

Beams moulded: 26.20 metres - Depth: 8.50 metres

Capacity

Passengers: 1,400 - Crew: 30 – 35 - Vehicles: 357 cars

Maximum deadweight: 1000 tonnes

Fuel: 160,000 litres

Propulsion and Performance

Engine: 4 x MAN 20V28/33D - 4 x 9,100 kW - Speed: Up to 40 knots

Classification

Det Norske Veritas - +1A1 HSLC, R2, Passenger Car Ferry A



The 2005 built container ship **Maersk Dabou** seen arriving at the Port Chalmers on the 27/1/2011 to exchange containers before departing for Tanjung Pelepas. The vessel has a gross tonnage of 41359 , with a container capacity of 4132 TEU 's. **Photo : Ross Walker ©**

PaxOcean to build UT 755 CD platform supply vessels

Rolls-Royce has won an order from Singapore-based PaxOcean, to provide the ship design, propulsion systems and deck machinery for two UT 755 CD platform supply vessels. The PSV's will be built at PaxOcean Engineering's offshore vessel shipyard in Zhuhai, China, with delivery due in 2012. The order is worth over UKP 12 million to Rolls-Royce and includes options to construct a further four vessels of the same type. Y.K. Tang, Director of PaxOcean Group Marketing, added: "We are very happy to build on our good relationship with Rolls-Royce and pleased to construct this leading design in diesel-electric offshore vessels. Our in-house PaxOcean Engineering Design team is also very pleased with the close collaboration with Rolls-Royce."

Ronny Pål Kvalsvik, Rolls-Royce, Sales Manager - Ship Technology Offshore, said: "These vessels combine a proven Rolls-Royce ship design, integrated with a range of mission-critical onboard technology, enabling safe and efficient operation in the challenging environments of oil and gas fields. We look forward to working closely with PaxOcean throughout the construction of these advanced vessels." **Source : MarineLog**

Keppel to build two harsh environment jackups worth about US\$416 million for Discovery Offshore

Keppel FELS Limited has secured a contract worth about US\$416 million from Discovery Offshore S.A. to construct two harsh environment jackup rigs based on the proprietary KFELS Super A Class design. The rigs are scheduled for delivery in 1H and 2H 2013 respectively. The construction, marketing and operation of both units will be managed by NASDAQ-listed Hercules Offshore, Inc. (Hercules Offshore), which is a leading global operator of jackup and liftboat assets.

Discovery Offshore has options to order two additional jackup units as part of its contract with Keppel FELS. If exercised, the options for the additional units will bring the total contract value to above US\$840 million. The new KFELS Super A Class brings together winning features of the company's proven jackup rig designs to provide operators with a viable and cost-effective solution for harsh environments and cold climate areas.

Mr Wong Kok Seng, Managing Director of Keppel FELS, said, "The KFELS Super A Class debuts at an opportune time when the industry is looking for newer and higher performance assets, which offer improved safety and better efficiency. "This North Sea-compliant rig would be able to operate efficiently in virtually all parts of the world outside Norway and the Arctic. Discovery Offshore's acceptance of the KFELS Super A Class design attests to its potential, as well as our ability and commitment to deliver. "We are confident of completing these rigs to the satisfaction of our customer, and look forward to nurture this partnership with them." Customised to meet the requirements of Discovery Offshore for high-specification jackups that can be safely deployed in most areas worldwide, the rigs will be capable of operating in water depths of 400 feet and drilling depths of 35,000 feet. For greater operational safety, the KFELS Super A Class is equipped with the latest pinion overload detection, rack phase difference detection, and brake failure and overload protection devices, thus even meeting the stringent Health, Safety and Environment (HSE) standards of the UK sector in the North Sea. In addition to having strong drilling capabilities and cantilever load performance, the KFELS Super A Class includes a spacious deck and amenities to accommodate 150 men. Mr John T. Rynd, President and Chief Executive Officer of Hercules Offshore, said, "These rigs will be among the most capable jackups in the world, and have been designed to meet the exacting requirements of our most demanding customers. With the improving outlook for the offshore drilling industry, we believe that the rig design chosen by Discovery Offshore will be well positioned to take advantage of these positive long-term fundamentals over an extended period of time." The above contract is not expected to have material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. **Source: Discovery Offshore, Hercules Offshore, Keppel FELS**

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Marine Travel Company gets back on board for the Clipper 11-12 Round the World Yacht Race



Clipper Ventures Plc is pleased to announce that the **Marine Travel Company** has come back on board as an official supplier for the Clipper 11-12 Round the World Yacht Race. Following their successful debut as the Official Travel Agency in the Clipper 09-10 Race, the Marine Travel Company will once again assist with all the travel arrangement pertaining to the race.

Managing Director of the Marine Travel Company, Dave Thompson, says, "This is a unique event and we're delighted to be able to once more assist the Clipper crews, their friends and family and the Clipper Race team with all their travel arrangements." Formed in 2001 and based in

Canterbury, the Marine Travel Company is now recognised as one of the UK's leading independent marine travel agents providing dedicated travel services to the Shipping and Marine industries. As a fully bonded and accredited agency with IATA and CAA and with partners in the Advantage Focus Partnership, a group of more than 90 leading independent agents, the agency is able to obtain some of the best air fares available. Clipper Race Director, Joff Bailey, says, "More than three quarters of the crew taking part in the Clipper Race do not circumnavigate but get onboard for one or more of seven individual Legs. With crew numbers exceeding 470 for the Clipper 11-12 Race, that's a lot of flights to organise. Not only that but the Marine Travel Company will be offering their expertise to the friends and family of the crew who wish to come and visit them during race stopovers. We are delighted to welcome them back on board."



The **VOS PRINCE** seen enroute Amsterdam, the vessel is sold by **Vroon Offshore Service** to the French Navy and will be renamed **VN PARTISAN**, Vroon also sold the **VOS ZEFIRA** to the French navy which will be renamed in **VN REVEL** – Photo : Jan Plug ©

Februari-lezing 2011 van de "Nederlandse Kaap Hoorn-vaarders"

De lezing dit jaar vindt plaats op **12 februari** a.s. in het evenementen-complex van de Koninklijke Marine, Kattenburgerstraat 7 in Amsterdam (naast het Nederlands Scheepvaartmuseum). Voor programma en aanmelden, zie website (evenementen) van de Nederlandse Kaap Hoorn-vaarders: www.kaaphoornvaarders.nl

THIALF DEPARTED FROM ROTTERDAM



Crane vessel **THIALF** preparing for departure after a refit of more than four months at Rotterdam Europort. The city of Maassluis is slowly waking up in the background, while the crew is installing a new net on the heli-deck. **Photo : Hans Hoffmann ©**

Left as seen from the **Lorelay** **Photo : Misch van Lindt ©**

Photo below : **Frans de Lijster ©**



Project in “coma” due to financial crisis
Nakheel says The World is stable & not sinking

Nakheel's chief executive rejected the claim on Wednesday that Dubai's The World islands are sinking, and insisted that the man-made archipelago is secure, a UAE newspaper reported on Thursday. The news of The World islands sinking came last week from a lawyer working for Penguin Marine, a company hired by Nakheel to handle all transport to and from the islands.



Richard Wilmot-Smith, the Penguin Marine lawyer told the Dubai World Tribunal that The World islands "are falling back into the sea". "The World is definitely not sinking, washing away or eroding," The National quoted Chris O'Donnell, the chief executive of Nakheel, rebuffing the "sinking" claim. Tribunal ruled against Penguin Penguin Marine argued at the Tribunal last week that The World project was "effectively dead".

According to the newspaper, the company was seeking a ruling that it should not have to pay \$1.3 million annual subscription fee for the transport rights because, it claimed, the project

was not moving forward. The Tribunal's three judges ruled against Penguin but have not yet published their reasons.

Nakheel illustrated in a presentation from two of company's top marine directors "the safeguards it had put in place to avert erosion of the islands," the newspaper said. Wilmot-Smith told the property tribunal that the navigational channels between the islands are also silting up, but according to the presentation, the man-made islands have a 26 kilometer breakwater with six entry points that circles them. Each of those entrances are positioned in a way designed to minimize the impact of waves. The distance between the breakwater and the islands is at least 400 meters as an extra precaution, the newspaper said.

Ali Mansour, the director of projects for marine and civil works for NakheelThe National quoted Ali Mansour, the director of projects for marine and civil works for Nakheel, saying that the company had uncovered no evidence of significant erosion of the islands.

But Mansour said each island owner would have to take their own precautions to maintain the shapes of their islands, especially if they wanted "sandy beaches", which can be prone to tidal movement. He pointed to island G19, part of a group representing Greenland and the site of a former Nakheel sales office, as proof that the islands had long-term staying power.

"This island has been here for six years and nothing has changed," Mansour said. Nakheel later clarified it had had to undertake some maintenance work to "replenish" the beach. Greenland is the only inhabited island, and that is a showpiece owned by the ruler of Dubai, Sheikh Mohammed bin Rashid al-Maktoum.

Graham Lovett, Nakheel's lawyer and the Gulf managing partner for the law firm Clifford Chance, said the project would move ahead, but that it was in a "coma" because of the global financial crisis. More than 70 per cent of the 255 man-made islands laid out in the shape of the continents have been sold.

Just two developers have made significant progress on their projects, and they include The Heart of Europe project and The Lebanon Island. Ali Lootah, the chairman of Nakheel, said on Wednesday the owners of the islands were responsible for their upkeep and development. Nakheel was required only to maintain the islands it owned and maintain the breakwater.

"It is up to the developers," Lootah said. "Our commitment to the developers is complete ... They have their own financial problems. I cannot do anything for them. I cannot go and give them money." He said reports about the Tribunal hearing last week were taken out of context. "It's a baseless argument" that the islands were eroding, Lootah

said. "Lawyers are always going to find an exit route for their client ... Not a single developer came forward complaining about the island or that there were any problems with the island. "If there were a problem, they would be the first to come forward." Source : Al Arabiya

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The car carrier **GRAND VENUS** seen moored in Singapore last Wednesday - Photo : Piet Sinke ©

40 years service for FAIRPLAY TOWAGE

Hamburg tugowner sells deepsea-tug „FAIRPLAY IX“

Fairplay has the custom of re-using their ships' names. In Fairplay's 105 year long history, certain names have been allocated up to five times. The story of the "**FAIRPLAY IX**", which has just been sold to Greece, is slightly different. It is only the second tug that has sailed under her name.

The first "**Fairplay IX**" was a harbour tug. She was built in 1910 by a local Hamburg shipyard, specifically for harbour assistances in the Port of Hamburg. In the very early days of WW1 (1914), the tug was confiscated by the "Kaiserliche Marine" (the German Navy) who used her for several purposes, one of which was minesweeping off the Port of Cuxhaven. In 1919 the vessel was returned to Fairplay. But before long, at the start of WW2 (1939), the German Navy confiscated her once more, and again, she was stationed off Cuxhaven. In 1945 the Navy returned the ship to its rightful owners. In 1966, at the fine age of 56, the first "**FAIRPLAY IX**" was finally scrapped in Lübeck.

Today's "**FAIRPLAY IX**" can "only" look back at a lifespan of 40 years under the Fairplay star. Together with her predecessor namesake, however, this swiftly adds up to already 96 years of Fairplay history.



Built in 1970 at Schichau Werft in Bremerhaven as Yard-No. 1751 she sailed hundreds of thousands of sea miles for Fairplay Towage. With 57 tons bollard pull and two very cost-efficient MaK-Diesel engines, the tug was predominantly used for long distance towage. Her large bunker capacities enabled the tug to tow for 90 days without stopping. The economic advantages and the great reliability of her 'Made in Germany'-stamp, made this tug a favourite with both her clients and her owners. Her utilization was exceptional.

Photo : Piet Sinke ©

Next to long towage trips, "**FAIRPLAY IX**" led an extremely adventurous life. The most remarkable incident she experienced was the hijacking of 'tug and tow' in 1988. The tug was taken by pirates in the port of Manila and after a veritable odyssey via

Taiwan and Japan, she was finally returned to Fairplay two weeks later in Hong Kong. In January 1990 she was involved in the salvage of the Iranian MT '**Kharg**', together with her sister vessel "**FAIRPLAY XIV**". The "**Kharg**", a turbine tanker with 270.000 tons of crude oil on board and a draught of 26m had encountered serious problems in a typhoon just off the Moroccan coastline. In September 1990 in Guinea, West-Africa, 18 African refugees stealthily stowed themselves away aboard an accommodation-pontoon which was to be towed to Europe. It was only when they had come as far as the Dutch coast that the "**FAIRPLAY IX**" crew detected the stowaways. For the last two years, "**FAIRPLAY IX**" has mainly been operative towing new-build offshore-hulls from Black Sea yards where they were constructed, to Norway.

On the 26th of January 2011, the "**FAIRPLAY IX**" was delivered in Bremerhaven to her new Greek owners 'The Spanopoulos Group'. Forthwith, she will fly the flag of Marshal Islands and sail under her new name '**CHRISTOS XXIV**'.

Fairplay Towage was established in Hamburg in 1905 and is active in deepsea- and coastal towage, salvage, offshore services and pontoon-chartering. Fairplay's core business is harbour towage, with their own tug stations in Hamburg, Rostock, Wismar, Stralsund, Wolgast (all in Germany) and Swinoujscie as well as Szczecin (Poland). In 1998 Fairplay established a harbour towage set-up in Rotterdam followed in 2008 with an operational set-up in Antwerp.

In addition, Fairplay is a founding member of the "Arbeitsgemeinschaft Küstenschutz", a pool of three German tug-owners who charter the privately managed ETVs "**NORDIC**", "**BALTIC**" and "**Fairplay-25**" to the German Government.

Port of Belfast sees trade increase by 5%

Port of Belfast has recorded a rise in trade following a three year downturn. Total cargo through the port rose to 16.5 million tonnes last year, a 5% rise on the previous 12 months. Tonnage both in and out of Belfast lough had dropped 10% since 2007 as a result of the global credit crunch. With the harbour handling almost two thirds of Northern Ireland's sea borne trade, its performance is a barometer of wider economic activity.

The Stormont Executive is set to introduce a multi-million pound levy on the harbour as part of plans to generate additional income to offset spending cuts. Passenger numbers through the port in 2010 dropped slightly to 1.3m, down less than 1%, while 35 cruise ships called at Belfast carrying 62,000 passengers and crew. Bulk cargoes through the harbour were up 12% during the year, with agri-food related trades recording particularly strong upturn. For the first time ever grain and animal feed tonnages reached the two million tonne mark. Stone exports jumped by almost 50% as a consequence of major road repair programmes in Great Britain and the development of new markets in continental Europe. Severe winter weather helped push salt tonnages shipments up by 238% to a record 98,000

tonnes. But it was not all positive news, with the trading figures indicating continuing problems for the construction sector.

Timber products fell by 32% to 82,000 tonnes, the lowest since 1985 while cement imports fell to 48,000, an almost ten-fold fall since their 2001 peak. Belfast Harbour's chairman, Len O'Hagan, said: "While issues remain over the strength of the economic recovery - particularly in the Republic of Ireland which accounts for 20% of Belfast Harbour's trade - there are good reasons to be optimistic about future trends. "With the agri-food and associated sectors continuing to expand, due in part to the recent development of new harbour facilities costing £30m, it also appears that manufacturing activity in Northern Ireland is beginning to show signs of increased activity and tentative recovery. "Continued investment in new facilities has enabled the harbour to diversify into new sectors and provide our existing customers with the most modern port on the island. "In similar vein, the harbour is continuing to consider investments in other sectors with a view to stimulating wider economic activity, further diversifying its revenue streams and catering for long-term growth in the wider economy." Operational changes to Irish Sea routes are anticipated to benefit Belfast Harbour during this year. Stena Line's plan to open a new terminal at Loch Ryan in Scotland later this year is expected to further boost freight vehicle activity through Belfast. Belfast Harbour's Commercial Director, Joe O'Neill, added: "It is a welcome sign that tonnages through the port rose last year by a healthy 5.4%. "We will continue to seek to support our customers by developing facilities and increasing trade through the port, although we recognise that challenges persist in some sectors. "Our expectation, however, remains that new marine facilities will be required to cater for long-term growth in Northern Ireland's economy." **Source: Belfast Telegraph**



Above seen the Danish port of Esbjerg, which is one of two "recycle" ports in Denmark. Smedegaarden situated at Esbjerg has recently purchased the German multipurpose carrier **S. Gabriel** for recycling. The 2003 built vessel has been declared a CTL after a serious grounding on the Azores. Afterwards towed to Germany for examination and not found worth repairing. One of the side cranes has been taken ashore for spareparts to sistervessels. **S. Gabriel** was delivered from Wuhan in China. On the scrappers berth is the remains for the former glorious passenger vessel **Wappen von Hamburg**, latest name **Mercator II**, is visible. The vessel arrived in mid November 2010.

Photo : Bent Mikkelsen ©

Mumbai Container Volume Surged 35 Percent

The volume of containers handled by India's Port of Mumbai climbed 35 percent year-over-year in the nine months ending Dec. 31, the port authority said in a statement. Container traffic for the first three quarters of the port's fiscal year was estimated at 55,520 20-foot equivalent units, up from 41,162 TEUs. Volume in December increased to 6,541 TEUs from 4,860 TEUs in the same month the previous year. The west coast hub handled 40.66 million tons of cargo in the nine-month period, up 0.74 percent from 40.36 million tons a year earlier. Tonnage in December was on par with the year before, at 4.5 million tons. Officials said the port's total cargo tonnage fell short of the Shipping Ministry's target of 42.6 million tons set for the first nine months of 2010-11. The port handled 3,942 ship calls during April-December, down from 4,210 calls in the year-ago period. For the full fiscal year 2009-10, Mumbai's container traffic

slipped 37 percent year-over-year to 58,000 TEUs, while total tonnage grew 5 percent to 54.5 million tons. **Source:** *Journal of Commerce*

DUTCH ENGINEER SOLD TO SAINT PETERSBURG



Above seen the **DUTCH ENGINEER** moored for the last time at the "kegelplaats" in Dordrecht, January 16th the tanker departed under the Belize flag from Dordrecht with destination Saint Petersburg where the tanker will be used as bunker tanker - **Photo : Bram Plokker ©**

Aker Solutions teams up with Zvezdochka in Shtokman bid

Norwegian engineering major Aker Solutions intends to build underwater units for the Shtokman project together with Russian shipyard Zvezdochka. Specialists from the Aker Solutions company were this week in Severodvinsk, Arkhangelsk Oblast, for discussions on joint Shtokman preparations. The two companies intend to join efforts in the construction of underwater compartments for the Shtokman project, a press release from Zvezdochka reads.

The two companies have cooperating for several years and not long ago established a offshore petroleum projecting bureau. In the meeting this week, the company representatives adopted a joint action plan for the transfer of technology to the Russian partner. Also training of personnel and an expert exchange programme was discussed. "The cooperation with Aker Solutions is a key element in the technological development and modernization of Zvezdochka within the field of civilian shipbuilding", the company highlights.

The Russian shipyard, which is most known for its skills in repair and modernization of nuclear-powered submarines, has over the last years increasingly engaged in civilian shipbuilding and expressed major ambitions for the oil and gas sector. As previously reported, the company intends to engage both in Yamal and in the Barents Sea. **Source :** *BarentsObserver*



The **TITAN GLORY** seen anchored in the Gulf of Aden – Photo : Frans Verbrugge ©

Royal Caribbean may be ready to build new cruise ship

In a conference call with investors, Royal Caribbean Chairman and CEO Richard Fain said that the company may be ready to look to building a new cruise ship. "We feel time may now be right for such a move," he said. The new ship would be a new class of ship, not another Oasis class ship.

There's no timetable yet for placing an order. Meantime, said Mr. Fain, in the short term Royal Caribbean is focusing on enhancing current ships through what he called "Oasisizing" -- rolling out features from **Oasis** and **Allure of the Seas** to older ships. In a Q&A session, Mr. Fain said the company would remain tight lipped about the new ship, but said it would be a Royal Caribbean brand ship and would likely start with one ship. Royal Caribbean Cruises Ltd. announced net income for the fourth quarter 2010 of \$42.7 million, or \$0.20 per share, compared to net income of \$3.4 million, or \$0.02 per share, in the fourth quarter of 2009.

Revenues improved to \$1.6 billion in the fourth quarter of 2010 compared to \$1.5 billion in the fourth quarter of 2009 as a result of capacity increases and yield improvements. Net Yields for the fourth quarter of 2010 increased 3.2% (4.2% on a Constant Currency basis). During this last quarter, extreme weather conditions impacted some voyages and some guests' ability to make their departures. Royal Caribbean says that without these weather disruptions, Net Yields on a Constant Currency basis would have increased 4.7%, in line with previous guidance. Royal Caribbean says its energy consumption efforts were also better than previous guidance with usage of 344,000 metric tons during the fourth quarter. At-the-pump pricing (including the benefit of the company's hedging program) was in line with earlier calculations at \$474 per metric ton. Taken together, the quarter's fuel expenditures were approximately \$4 million better than previous calculations.

Net income for the full year 2010 was \$547.5 million, or \$2.51 per share, compared to net income of \$162.4 million, or \$0.75 per share, for the full year 2009. Revenues for the full year 2010 increased 15% to \$6.8 billion from revenues of \$5.9 billion for the full year 2009. Net cruise costs excluding fuel declined for the third year in a row and were down 1.6%. Despite significant market price increases, fuel costs per metric ton increased only 1% to \$493 as a result of the company's hedging program. Since 2005, the company has reduced energy consumption per APCD by 15% and full year 2010 consumption was 1,311,000 metric tons. "WAVE is off to a solid start and supports our earlier confidence in meaningful pricing recovery and record financial performance in 2011," said Mr. Fain. The WAVE season is the January-February period during which cruise lines receive their most forward bookings and is generally seen as a good predictor for industry full-year performance. Early "WAVE season" bookings have been encouraging and booked load factors and average per diems are ahead of same time last year. On an as reported basis, the company expects net yields to increase between 4% and 6% for the full year and 2% to 3% for the first quarter of 2011. On a Constant Currency basis, Net Yields are forecasted to be up between 4% and 5% for the full year and to increase 1% to 2% in the first quarter of 2011. On a Constant Currency basis, NCC excluding fuel are forecasted to be up 1% to 2% for the

full year and the first quarter of 2011. On an as reported basis, NCC excluding fuel are expected to be up approximately 2% for the full year and the first quarter of 2011. Based upon the above and current fuel prices and currency exchange rates, the company expects full year EPS will be between \$3.25 and \$3.45 per share **Source :** MarineLog



The tug **SALVAGE CHAMPION** arrived with the loaded barge **DISCOVERY** in the port of Cape Town
Photo top : Leif Morten Stokka © - Photo below : Aad Noorland ©



OLDIE – FROM THE SHOEBOX



The dry-dock of Gibraltar seen in January 1910 - **Photo : Coll. Antonio Fernandez Acosta**

.... PHOTO OF THE DAY



Above seen the **Geo Connection** outbound from Shuwaykh Harbour, (Kuwait), the Geo Connection is the latest fleet addition to the fleet of Geo + , a survey company based in Scheemda (The Netherlands)

The workscope of the **Connection** will be survey Works offshore Iraq where a new pipeline will be installed between Al Bashrah Oil terminal and Al Faw ,Iraq

Photo : Crew Geo Connection ©

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