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RT LEADER during her Fi/Fi test in Niigata East Port.

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EVENTS, INCIDENTS & OPERATIONS



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AHT **PEGASUS** and her sister ship AHT **CENTAURUS** were fixed by BOA Marine Services together with Mexico based Mantenimiento Marino de Mexico to tow the 90 m x 55 m semi-submersible Accommodation Platform "**CHEMUL**" from Halifax/Canada to offshore location Cayo Arcas/Mexico. The vessels were fixed after a stringent selection on both age and quality. After on-hirer confirmation on 19th December 2010 AHT **PEGASUS** and AHT **CENTAURUS** mobilized from Rotterdam to Halifax in eleven (11) days. After arrival the ocean going tugs were connected to the accommodation platform in Halifax and departed to the offshore location with an average speed of 6 kts. AHT **PEGASUS** and AHT **CENTAURUS** were released on 24th January 2011. Bad weather conditions at the beginning of the towage with (60 kts wind and high currents) did not influence the overall positive performance of the towage, which was completed to the full satisfaction of all parties. In direct continuation BOA Marine Services fixed AHT

PEGASUS and AHT **CENTAURUS** on 26th January to perform heading control in association with the jack-up rig “**Menadrill 1**”, being shipped by Dockwise **Mighty Servant III** to offshore Tuxpan/Mexico. AHT **PEGASUS** and AHT **CENTAURUS** are fixed for at least nine (9) days in Tuxpan and will tow the jack-up “**MenaDrill 1**” to the final destination.



The **PETKA** seen enroute Amsterdam – Photo : Marcel Coster ©

Baltic index falls 4% to two-year low

Chartering lull poised to continue due to Chinese New Year holidays

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell to its lowest in nearly two years on Friday as the market continued to struggle with an excess of vessels. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, fell 4.13 per cent, or 49 points, to 1,137 points and was at its lowest since Feb 2, 2009.

'Weakness in the freight market is set to continue for at least the next few days. A lull in chartering activity is likely to occur during the upcoming week due to Lunar New Year celebrations in Asia,' said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research.

'With less coal and iron ore fixtures likely to come to the market next week, it is unlikely that capesize and panamax rates will find significant near-term support.' Flooding in Australia and weather-related problems in Colombia, South Africa, Russia and Indonesia have all disrupted coal shipments at a time when the dry bulk market is already finding it tough to absorb growing vessel deliveries ordered before economic turmoil in 2008.

Freight rates are likely to fall further as coal buyers say they are holding off booking cargoes due to high prices and thin margins. The Baltic's capesize index fell 2.49 per cent, with average daily earnings weaker at US\$6,177 falling for a twelfth session and at its lowest since Dec 11, 2008. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

'Lack of cargoes and record high iron ore inventory in China gives little hope for a nearby recovery,' PF Bassoe said. The Baltic's panamax index fell 3.19 per cent, with average daily earnings dropping to US\$10,689 in a thirteenth session of falls. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal and grains.

Brokers said due to disruptions in Asia more panamax vessels were journeying from the Pacific to the Atlantic in search of business. 'With political unrest, oversupply of tonnage and natural disasters, who knows when this will swing around, but with Chinese New Year around the corner we struggle to see an upside in the near future,' Braemar Seascopes said referring to panamax prospects. Brokers said rates for smaller supramax vessels were expected to fare better in the coming weeks as they were able to diversify their cargoes to other commodities such as sugar and grains. The Baltic's supramax index still fell 5.03 per cent. While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012 putting further pressure on rates. 'The looming order book will continue to put a dampener on the dry bulk market in 2011,' Arctic Securities said. **Source : Reuters**

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The 2010 Yuexin Shipyard built **OSCAR PAEZ JR** (ex **POSH Helper**) seen in Cape Town for bunkers
Photo : Aad Noorland ©

POSH Semco opts for Veripos

Veripos, the provider of precise GNSS positioning solutions to the offshore oil and gas industries, has been awarded an exclusive five-year contract by POSH Semco of Singapore, one of Asia's foremost specialist offshore companies.

Under the terms of the contract, Veripos will provide 19 DP POSH Semco vessels with a combination of proprietary positioning services, including its Ultra Precise Point Positioning (PPP) facility for decimeter-level accuracies. Existing Veripos hardware, already operational aboard most of the fleet, will be upgraded and standardised over the coming year with installation of LD2-G2 integrated mobile receivers on nine vessels. POSH Semco operates globally with a fleet of more than 90 vessels. With another 20 vessels to be delivered over the next three years, the company expects to

become one of the world's leading offshore vessel operators. Commenting on the award, Raymond Wong, Veripos Asia-Pacific Regional Manager, said: "This contract marks an important stage in our growing support of the Asia-Pacific offshore industry which is set to further develop in the near future." **Source : Offshore News Online**



Temporarily repairs seen be done at the **VEENDAM** in Montevideo after the cruiseliner encountered bad weather December 13th when passing the Drake passage - **Photo : Joop Terpstra ©**

Ships collision still under investigation

Norwegian police is awaiting answer from Russian officials after a small fishing boat was hit and sank in the Barents Sea last November. - We have good reasons to believe that it was the Arkhangelsk based vessel that was involved in the crash, says police chief in Eastern Finnmark Håkon Skulstad to BarentsObserver.

In the evening on November 18th last year the wooden Norwegian fishing boat "**Fløygrunn**" was hit by a larger vessel outside the coast of Finnmark in Northern Norway. The two fishermen onboard were rescued in last minute before "**Fløygrunn**" went down.

Reading GPS tracks and radar plots, the Norwegian police immediately suspected the Arkhangelsk-based cargo vessel "**Vladimir Timofeyev**" to be the one that sank the Norwegian vessel. The captain onboard the Russian vessel however ignored to stop for inspection when called by the Norwegian coast guard. He sailed into Russian waters east of the crash site in the Barents Sea and continued to Arkhangelsk.

Arkhangelsk police met the vessel and interrogated the captain upon arrival. No traces of collision could be found on the hull of "**Vladimir Timofeyev**" and the Arkhangelsk police ended the investigation few days after.- We have sent a petition to Arkhangelsk police and are waiting for the report from there, says prosecutor Ellen Kathrine Hætta to BarentsObserver.

- This can take half-a-year, or even one year, says Hætta stating that possible indictment would come after the police receives answers from Russia. Shortly after the collision, the Arkhangelsk-based Northern Shipping Company issued a statement denying involvement of their vessel "**Vladimir Timofeyev**" in the collision. **Source : BarentsObserver**



The **OBERON** seen arriving in Willemstad (Curacao)

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



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Indian Ocean becoming a no-go zone for seamen and fishermen

Contrary to the feelings of the Danish Shipowners Association, there is gathering concern over a less than subtle change in how some international navies are responding to ships that have been captured by pirates. While some naval forces are continuing to act with circumspect when it comes to dealing with pirates captured both on the open sea and on board vessels they have seized, others have begun taking more drastic action.

One such instance involves the recapture of the South Korean tanker **SAMHO JEWELRY** by South Korean naval special forces, who stormed aboard the vessel, killing several pirates in the process, and retaking the ship (see PORTS & SHIPS report South Korea recaptures **SAMHO JEWELRY** in bloody battle. During the exchange the ship's master was wounded by a bullet in the stomach. Voytenko Mikhail, who publishes an online record of ship incidents including acts of piracy, has documented recent cases of piracy involving higher levels of violence than normal. He records that in the case of the Samho Jewelry, eight pirates died and five have been detained, while the ship's master received a

gunshot wound, but says there is no clarity as to who shot him. He says that Russian ex-spetsnaz who are now involved in the provision of security in the Indian Ocean, analysed the available evidence including video and concluded that the whole operation had been very unprofessional with increased risk to the ship's crew.

Mikhail relates an incident involving the Dutch navy ship **HNLMS De Ruyter** which on 21 January attacked a Taiwanese fishing vessel, the **TAI YUAN 227**, opening fire on her but failing to free the vessel of pirates who have held the ship for several months. Five days later the pirates left the ship.

He refers also to the attack on the **Beluga Nomination**, reported in PORTS & SHIPS on Thursday 27 January German ship **Beluga Nomination** seized in Indian Ocean in which he reports that the crew's safe place or 'citadel' was breached by the pirates using a gas burner. However, when a European naval frigate and a Seychelles Navy boat caught up with the German ship, some firing between the various vessels took place. Reports indicated that two pirates were killed and that a couple of crew fled on a liferaft. These were later picked up by a Danish warship and are safe and unharmed but **Beluga Nomination** has meanwhile been joined by another pirate-held ship, the tanker **York**.

On 28 January an Indian Navy warship, **INS Cankarso** intercepted the pirate-held fishing vessel **Prantalay** which is believed to have been the 'mother ship' involved in an unsuccessful attack on the same day on the container ship **CMA CGM VERDI**. What followed is contradictory, with the Indians saying that their warship was fired upon by the fishing vessel and that it returned a warning fire 'in self defence' which resulted in a fire aboard the **Prantalay**, possibly after fuel drums on the deck caught alight. **INS Cankarso** recovered 35 survivors, 20 Taiwanese or Burmese fishermen and 15 pirates. This is the third time that an Indian Navy ship has opened fire on a fishing boat being held by pirates, sinking all of them. In one case the crew of a Yemeni fishing vessel were killed by the Indians, save for one man who survived in the sea for almost a week before being rescued and taken ashore to hospital, where the full facts came out. Voytenko Mikhail comments on the escalation in the number of engagements undertaken by navy personnel and suggests that ordinary seafarers now have to think twice before enlisting on ships heading for the Indian Ocean.

Source : ports.co.za



One of the latest fleet additions of POSH Semco, the **POSH CONQUEST** – Photo : Richard Qualm ©

Navy to act against foreign ships serving Chevron oil rig

The Indonesian Navy said Sunday they would move to seize two Singaporean ships serving a PT Chevron Pacific Indonesia oil rig if the ships were deemed illegal. The ships are working in West Seno in the Makassar Strait off East Kalimantan. Navy spokesman First Adm. Tri Prasodjo said his office would study the case first, before sending naval

vessels to take action against the Singaporean ships. "If they are illegal, then the Navy will take action. We have the authority to enforce the law at sea. Rest assured, we will not remain quiet," Tri said.

The Transportation Ministry has declared the two Singapore-owned barges serving the Chevron-owned oil rig illegal. There are currently 11 ships serving a number of large oil companies operating in Indonesia that are reportedly illegal, including the two barges. On Oct. 11, 2010, Balikpapan port officials said 11 foreign vessels had used fake permits in order to operate in Indonesia. The ships' documents included the forged signatures of high-ranking Transportation Ministry officials. Officials and business leaders said nine of the 11 vessels left Indonesian waters in November after the Transportation Ministry ordered them to do so. However, due to the remote location of West Seno — approximately 40 hours from Balikpapan — the two Singaporean barges continued to operate for Chevron beyond the government's attention.

Transportation Ministry officials said they did not have the resources to take action against the two ships. "We have the resources to check their location," Tri said about the Indonesian Navy. Chevron said earlier that the two barges did not belong to the company, stressing that the permit issue was not their responsibility.

"The contractor holds full responsibility, not Chevron. We are now coordinating with the operator, BPMigas, Balikpapan port authorities and the Transportation Ministry to solve the permit issue," Chevron spokeswoman Santi Manuhutu said last week. However, Transportation Ministry director of sea traffic and transportation Leon Muhamad dismissed Chevron's statement, saying his office would not issue permits to the two foreign ships until they stopped operation and exited the country's waters. Chevron is the largest oil producer in Indonesia, providing 40 percent of the country's crude oil production. The company received a letter from the Transportation Ministry dated Dec. 18 stating that the **Workover Barge FF-1** and **Workover Barge SS-1** were operating illegally at Chevron's oil rigs and should be cleared from Indonesian waters. Meanwhile, National Police headquarters said it was investigating the case. The police said foreign vessels that operate in Indonesia use subsidized fuel paid for by taxpayer money, thereby causing losses to the state. The ship's owners have violated maritime law, the Criminal Code, tax law and immigration law, they said. **Source : thejakartapost**



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Europe calls for ban on heavy oil in Arctic

A resolution from the Committee on Foreign Affairs passed the European Parliament two weeks ago calls for a ban on heavy oil in Arctic waters. As Arctic shipping is boosting, a newly adopted report from European Parliament stresses a need for ban on viscous oil onboard vessels to reduce risk to the environment. Heavy fuel oil is considered more environmentally hazardous than other marine fuel oils because it is slow to break down in the environment, particularly in icy Arctic waters and coastal areas, it said.

The Parliament underlined the major importance of safety and security as the new trade route develops from Europe to Asia through the Arctic. As the ice-cap melts due to the rapid climate changes, the world's shipping industry is entering with full speed. When suggesting a ban on usage of heavy fuel oil, the European Parliament pointed to a similar ban in Antarctica to enter into force on 1st August this year. The heavy fuel oil ban in Antarctica is approved by

the International Maritime Organization (IMO). The Parliament recommended the European Commission and the Council, to coordinate EU and Member States' policies on Arctic shipping safety with IMO and the Arctic Council. Meanwhile, the EU is striving to get a status of an observer at the Arctic Council, European Commissioner for Enlargement and European Neighbourhood Policy Stefan Füle said in Strasbourg. The Arctic Council was founded in 1996 to become a leading inter-governmental forum for discussing the issues of sustainable development and environment protection. The Council currently has eight countries on its members list: Russia, Norway, Denmark, Iceland, Canada, the US, Finland and Sweden. **Source: New Europe S.A.**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Doordat het Chinees Nieuwjaar dit jaar word gevierd op 3 en 4 februari word deze maand Maritieme lunch van Club de Ruyter in Singapore gehouden op **vrijdag 11 februari**



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en word gesponsord door :

ATLAS SERVICE GROUP

Two of MV Beluga Nomination crew are reported missing, one deadly wounded

One of the crew members of **MV Beluga Nomination** was shot dead, two men are reported missing, Seafarers Union of Russia said with reference to the crewing company Marlow Navigation. The killed seafarer nationality is not

reported. The tragedy occurred on January 26, when Danish military frigate **HDMS Esbern Snare** tried to free the hostages, opening fire on **MV Beluga Nomination**. The operation triggered shootout. One pirate was killed, a crew member received mortal wounds. Four seafarers attempted to escape from the pirated vessel. Two of them, a Filipino and Ukrainian, were taken later from a lifeboat by the team of Danish warship in the Indian Ocean, 300 nm off the coast of Somalia.

According to some reports, two other seafarers are still missing. Verena Beckhusen, head of press office of Beluga Shipping GmbH said she could not give more details adding that the shipping company is happy about the rescue of the crew members. The **MV Beluga Nomination** (the flag of Antigua and Barbuda, operator of the vessel - Beluga Fleet Management GmbH, Germany) with a mixed crew of 12 (nationals of Russia, Ukraine, Poland and Philippines) was pirated off the Seychelles costs.

The vessel was built in 2006, DWT - 9,775 tons, LOA - 132 m, beam - 16 m, max speed - 7,4 site, IMO number: 9356402, MMSI number: 304908000, call sign V2BSI. She was bound for Victoria Harbour with a cargo of steel from the port of Suez (Egypt). **Source : Port News**

18 jaren van tegen en voorspoed brachten met deze SWD de Volvox Iberia vooruit



Conservancy takes title to SS United States

Marking a significant in the effort to save and redevelop the legendary ocean liner **SS United States**, the **SS United States Conservancy** will announce that it has acquired title to the ship. A press briefing was planned for Tuesday, February 1, at 3 p.m., EST at IKEA South Philadelphia, across Columbus Boulevard from the great liner. "We are one big step closer to ensuring that this symbol of American innovation is permanently preserved," said Susan Gibbs, the Conservancy's board president, whose grandfather, William Francis Gibbs, designed the legendary liner. "Now that we have secured title, we will accelerate our efforts to redevelop the nation's flagship as a multi-purpose waterfront destination with dynamic hotel, retail, educational and museum offerings. To succeed, we will tap into the same 'can-do' spirit and ingenuity that the ship has embodied since her first splash in 1952." In July 2010, the Conservancy announced a pledge of \$5.8 million by Philadelphia philanthropist H. F. "Gerry" Lenfest to purchase the vessel and maintain it for 20 months. The ship's owners, Norwegian Cruise Line/Genting Hong Kong, entered an exclusive purchase option with the Conservancy last year, declining a bid twice as high from a vessel scrapper.

"This is the first time in the history of the **SS United States** that a group concerned primarily with the vessel's historical significance and preservation has owned her," said Dan McSweeney, the Conservancy's executive director.

"We can't truly say she's saved yet – that will happen when we establish a successful partnership to redevelop the ship – but we can say that we're generating the right momentum to be able to achieve that goal. Thus far, New York, Philadelphia, and Miami have expressed an interest in the vessel. The total cost could be a couple of hundred million dollars but that's comparable to land-based development on a similar scale. We're completely committed to accomplishing this and there's no question that we'll succeed." **Source : MarineLog**



Above seen the latest painting by [Willem Johan Hoendervanger](#), the famous Dutch passenger liner [Willem Ruys](#)
See also : www.wjmaritiem.nl

An advertisement for Multraship Towage & Salvage. The top half features the company logo, which consists of a stylized blue and yellow 'M' followed by the text 'MULTRASHIP TOWAGE & SALVAGE' in bold blue letters. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The bottom half of the advertisement shows a large container ship being towed by a tugboat in a harbor setting.

NAVY NEWS

Australian Navy commences annual training program off east coast

Five ships with approximately 600 sailors and officers participating departed Sydney Harbour this morning to commence Navy's latest training program, Exercise Triton Storm. The three frigates and two mine hunters will conduct live firings, seamanship exercises, boarding training as well as anti-aircraft exercises and mine hunting off the east coast of Jervis Bay, before sailing south to Tasmania..

During the exercise, HMA Ships **Darwin**, **Ballarat** and **Parramatta** will integrate with RAAF aircraft including Hawks, F/A-18s, AP-3C Orions and Wedgetails during anti-aircraft serials. Coastal mine hunters, HMA Ships **Diamantina** and **Gascoyne**, will also operate in Jervis Bay, testing crews' abilities to search for, detect and classify mock mines. Collectively, all units will be tested on their preparedness for various warfare serials within the strict environmental and safety guidelines used within Navy.

As the lead ship for the exercise, HMAS **Parramatta's** crew are anticipating a busy period. Commanding Officer Commander Heath Robertson said. "My ship's company is ready to take on all the challenges of 2011. Operating in company with other ships and with the support of the Air Force, it is an exciting start to the year. It will allow us to practice our core skills to prepare us for any eventuality," he said. "The months of planning and the ability of each of our sailors really comes into play when you are operating 3500-tonne warships within 500 yards of each other. Life at sea can be a risky enterprise, so we train to keep our sailors prepared and safe." As part of the exercise, the task group will transit to various ports in Tasmania to mark Tasmanian Navy Week; the key celebrations will be held between 11-14 February. **Source: Defence Media Centre.**

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The Canadian frigate **333 TORONTO** seen departing from Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SA navy deploys two ships

The defence force, in conjunction with the government, has deployed two of the navy's ships in international waters over the past few weeks, amid growing political tension in West Africa and piracy in the Mozambique Channel.

These missions came after the defence force and the government were criticised over the past few months for having the ability to use new ships to assist in international matters, but preferring to keep them anchored in local harbours.

The **SAS Drakensberg**, the navy's warship, was deployed to West Africa about two weeks ago to provide support and especially help out should the political violence in the Ivory Coast necessitate the evacuation of the South African embassy in the country. According to a recent article by Helmoed-Römer Heitman in Jane's Defence Weekly, the **Drakensberg** will stay in the area for a few weeks. The ship is scheduled to return to South Africa at the end of February. The **Drakensberg** has two Oryx helicopters and probably also a contingent of the navy's rapid response forces and other specialist soldiers on board.

It appeared the ship was deployed out of fear of military intervention by the Economic Community of West African States (Ecowas) in the Ivory Coast. At the same time, one of the navy's new frigates, the **SAS Mendi**, headed for Durban a week ago in anticipation of the signing of an agreement aimed at protecting Mozambique against piracy.

Source : news24.com

Navy urged to buy surplus British vessel

The Australian navy could make significant savings by disposing of the ageing landing ship **HMAS Tobruk** and either **HMAS Manoora** or **Kanimbla** and buying a surplus British vessel, a lobby group says. In an editorial in its publication The Navy, the Navy League said **Tobruk**, launched in 1980, was becoming increasingly unsustainable.

Manoora and **Kanimbla**, both ex-US Navy vessels launched in 1970, are currently tied up in Sydney for urgent and overdue maintenance, with the government yet to decide their future. In contrast, the United Kingdom's four Bay Class landing ship dock (LSD) vessels were all launched in 2006 and 2007. Under the UK government's Strategic Defence and Security Review released last October one of the 16,000 tonne Bay class LSDs will be decommissioned. Australia and the UK are now discussing the possibility of Australia either leasing or buying one of these ships.

The Navy League said this was a golden opportunity and it was time for a rethink and rationalisation of the navy's current amphibious capability. Under current plans, the navy is acquiring two Spanish-built 27,000 tonne landing helicopter dock (LHD) ships, scheduled to enter service from mid-decade.

The latest Defence Capability Plan (DCP) proposes acquisition of a new strategic sealift vessel of up to 15,000 tonnes, with the initial procurement decision in mid-decade and entry to service around 2022-24. The Navy League said there was potential for Australia to benefit from the UK review.

"Decommissioning **Tobruk** and/or one of the LPAs (**Manoora** or **Kanimbla**) now to purchase the UK's decommissioning Bay class would provide considerable savings in operating costs and maintenance and will free up personnel for transition training to the LHDs," it said.

"All of which would enable a far timelier realisation for the government's 2009 White Paper strategy for the ADF's amphibious deployment and sustainment project as well as a capability increase." The League noted the significantly smaller crew required for the Bay class vessels - 60 compared to 144 for **Tobruk** and 180 for **Manoora** or **Kanimbla**.

However, it wasn't optimistic defence would appreciate the benefits of this deal.

It said in 1998 Australia passed up the opportunity to acquire four surplus **US Kidd** class destroyers for \$30 million each in favour of a so far problematic upgrade of existing guided missile frigates. "The senior military bureaucracy's strict adherence to the DCP will mean this golden opportunity is unlikely to be considered as it will be deemed outside the scope of the current DCP," it said. Source : smh.com.au

Brazilian Naval Plans On Hold

Brazilian President Dilma Rousseff is re-evaluating plans to acquire 11 warships and patrol craft, as part of the new president's goal to streamline government spending. The re-evaluation has postponed the \$6 billion (BRL10 billion) deal to procure various vessels to protect the nation's offshore oil fields. The Brazilian Ministry of Defense had already begun talks with several European shipbuilders in September 2010 and received offers from companies in France, Italy, the U.K., and Germany.

Earlier this month, the president also announced that the Air Force FX-2 fighter program would also be re-evaluated.

Source : defpro.com

Second, third Swift-class patrol boats arrive in Iraq

The second and third, American-built Swift-class patrol boats were delivered to the Iraqi Navy Jan. 26. The integration of these ships into the Iraqi Navy is part of an Iraqi-led maritime security modernization program. A total of 12 Swift-class Patrol Boats are being built in Morgan City, La., and are scheduled to arrive in Iraq by 2012.

"The arrival of the new Swift patrol boats embodies the continued expansion of the Iraqi Navy in an effort to patrol their territorial waters and protect important pieces of national infrastructure," said Coalition Naval Advisory Training Team Director U.S. Navy Rear Adm. Kelvin N. Dixon. The 35-meter patrol boats are equipped for a variety of missions including maritime surveillance and reconnaissance as well as vessel boarding, search and seizure. Furthermore the security of Iraq's sea-based oil infrastructure ultimately depends upon a competent, multi-mission, maritime defensive presence, according to United States Forces-Iraq officials.

Together, the Iraqi Navy and the U.S. Navy implemented a 90-day training program for the Iraqi Navy crews, incorporating lessons in the classroom, scenario-based training and at-sea experience aboard the Swift-class Patrol Boats in Morgan City, La. Three boat crews have already successfully completed the training program and continue to sharpen their skills at their home port. The Iraqi Navy is also building a new naval simulator training facility at Umm Qasr to increase its training capacity. **Source : dvishub**

SHIPYARD NEWS

Washburn & Doughty building new Moran tug

Building on its success with a proven tug design, Washburn & Doughty Associates, Inc., East Boothbay, Maine, has begun construction of a 93 ft, 6,000 hp Z-drive tug for the Moran Towing Corporation, New Canaan, Conn. At 93 feet by 38 feet, the tug is longer, beamier and more powerful than Washburn & Doughty's successful 92 foot by 32 foot design, of which there are 22 tugs in operation. The increased length and beam will allow for increased horsepower over the 92 foot tug, while maintaining the maneuvering characteristics and handling capabilities that made the original design such a success.

The vessel will be classed ABS Maltese Cross A1, Maltese Cross AMS, Towing Vessel, Escort Vessel. The vessel will admeasure less than 300 gross tons U.S. regulatory tonnage. Propulsion power will be supplied by two MTU M63L16 cylinder series 4000 main engines, each rated at 3,000 bhp at 1,800 rev/min. The engines will drive two Schottel model SRP 1515 FP drives, equipped with stainless steel propellers measuring 2,600 mm and nozzles lined with stainless steel. Bollard pull is anticipated to be 70 metric tonnes ahead and 66 metric tonnes astern.

The tug will feature a machinery alarm system assembled by First Electric Motor Services and built from Siemens components. The tug will be outfitted with two John Deere model 6068TFM76, Tier 2 emissions certified 1800 rpm marine engines providing 99 kW, 120/208 VAC, 3-phase power. Under normal conditions one generator will be on-line for ship's service and the other will be on standby. In the event that the on-line generator fails, the standby generator will automatically go on-line and the generator experiencing the failure will automatically shut down.

The main switchboard will be located in the engine room. It will be of the non-paralleling split bus type and be fitted for automatic transfer from the on-line generator to the standby generator. The switchboard contains PLCs to control generator shutdown, transfer and starting. Override switches will be provided to operate the circuit breaker in event of loss of 24 VDC power. The vessel will be equipped with a Markey DEPC-48 electric hawser winch forward and a Markey CEWC-60 electric hawser capstan aft. Bow fendering will be two courses of cylindrical fender up high along with soft loop and wing type sub fender below. A course of D-fendering, measuring 12 inch x 14 inch, will be fitted at the main deck extending from the bow fenders at the sides and around the stern.

It is anticipated that the electronics package will include two VHF radios, one loud hailer, two radars, one depth sounder, two DGPS, one AIS, one Sim-Motion System, one Blue Box System with five cameras, one Furuno RD-30 Weather Station and one satellite compass. Accommodations will be provided for seven crew members. It is anticipated that Oakledge Carpentry of Harpswell, Maine will complete the joiner work. Washburn & Doughty is also

currently building two Z-Tech 7500 Class Terminal/Escort Tugs, one for Suderman & Young Towing and the other for Bay-Houston Towing. Source : Marinelog

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The **NEPTUNE SHIPYARDS** built French flagged **JIF WORKER** commenced yard trials

State-of-the-art Duqm dry-dock gears for April soft-launch

Preparations are underway for the soft-opening this April of Oman's world-class ship repair yard at Duqm, a top executive of Oman Dry-dock Company (ODC) announced here yesterday. Myong Jun Park, Chief Executive Officer of the state-owned company, said the requisite infrastructure and superstructure facilities are essentially in place for the start-up of the high-tech complex on the Wusta coast. Commercial operations will formally commence in the third quarter of this year, the official stated at a special forum spotlighting Duqm on the eve of the Oman Construction Summit which opens here today.

"Despite a lot of challenges, the dry-dock project will be completed on time and ready to start operations as planned," Park said, adding that the facility will rival in size the region's largest ship yard - Dubai Dry-Docks. However, in terms of overall capabilities, the Duqm yard is technologically superior to its regional rivals, he noted. Conceived as an as a fully integrated ship repair services hub, the Duqm dry dock features a pair of graving docks each of a world-scale 410-metres' length. The graving docks are large enough to accommodate merchant ships of all sizes, including Very Large Crude Carriers (VLCCs), Ultra Large Crude Carriers (ULCCs), fourth and fifth generation container ships, and other vessels of a maximum capacity of 600,000 DWT. Daewoo Shipbuilding and Marine Engineering (DSME), one of the world's biggest shipbuilders, is ODC's strategic partner in the operation and management of the yard. The Ministry of Transport and Communications is also playing a pivotal role in the establishment of the facility.

Ahead of the April milestone, a tentative handover to ODC is already underway of marine infrastructure being developed by the Ministry of Transport and Communications, said Park. All major superstructures, including dock gates, dock pumps, jib cranes, air compressor units, machinery workshops, shop cranes, and so on, will be substantially in place by March. Slop and sludge reception facilities will be operational by June-end. "The integrated commissioning and handover of the yard to ODC is underway and due for completion by June," the CEO said, adding that concession and usufruct agreements, among other key accords, are under finalisation as well. As a safeguard against potential teething difficulties during the soft commissioning phase, ODC will initially berth only one ship at a time for repairs. However, intake will be ramped up to five ships simultaneously soon thereafter. The yard's expansive graving docks and berths can handle up to 10 ships at a time when operations are at full steam. In his address, the CEO also emphasised the yard's capabilities as an integrated ship repair services hub. Longer-term, the facility will be equipped to fabricate steel structures for offshore platforms. A floating dock is also envisaged as part of ODC's future expansion plans. According to ODC, the Duqm dry-dock will eventually have the engineering wherewithal to undertake repairs to a wide range of offshore structures and specialist vessels, including offshore rigs, derrick barges, dredgers, pipe-laying barges, and so on. With 2.8 kilometres of alongside berthing, the yard will be able to accommodate all sizes of vessels earmarked for repair or conversion work. Underscoring its diverse capabilities, ODC will also be equipped in future to undertake conversions of VLCC into Floating Storage and Offloading (FSO) vessels as well as Floating Production, Storage and Offloading (FPSO). An FPSO is a floating vessel used by the offshore industry for the processing and storage of oil and gas. FPSOs can be a conversion of an oil tanker or can be a vessel built specially for the application. A vessel used to store oil only is referred to as a floating storage and offloading vessel (FSO).

Source: Oman Daily Observer

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First K-Chief 600 equipped ship delivered



The first ship with Kongsberg Maritime's latest K-Chief 600 automation system was recently handed over. The K-Chief 600 features integrated vessel performance system (VPS), for lower fuel consumption and emissions.

The VPS is fully integrated with the Korean-built VLCC's K-Chief 600, and it analyses all aspects of energy use, including speed, trim and weather conditions in real time. It includes fuel and

engine performance monitoring systems, for online analysis and prediction of main engine failures before they may occur. The VPS is claimed to harmonise previously disparate vessel performance applications into a single station,

making the K-Chief 600 a central part of the complete ship's system. Kongsberg Maritime says that it has installations scheduled for over 80 K-Chief systems, onboard a range of vessels including VLCCs, ro-pax vessels, container ships and tankers.

Kongsberg Maritime introduced its first marine automation system, DataChief 1, in 1972 and the K-Chief 600 was launched in 2010, to offer wide ranging enhancements over the previous generation, including touch screen and split screen capabilities, context Mini trends, a seven day full trend system, integrated optional components and an all new human machine interface (HMI) designed to offer a uniform, user-friendly interface across all Kongsberg Maritime systems.

"The new HMI has been developed to meet ongoing demands from the industry for modern HMIs on critical systems such as navigation and automation," says Bente Lise Melås, vice president - integrated automation, merchant marine division, Kongsberg Maritime. "The K-Chief 600 HMI offers a number of improvements, including upgraded alarm presentation, multiple palettes, split screen with up to four resizable views, improved operation dialogues with integrated mini trends, flexible tabular views with sorting, filtering and optional columns selection, custom views and better data handling to name but a few. Together, these enhancements provide a user-friendly experience that contributes to the safety and efficiency of any vessel."

In addition to the 'green' focus of the VPS, the K-Chief 600 is said to offer scalable functionality including full alarm and monitoring system, auxiliary control system, power management system, propulsion control, ballast automation system, cargo control and monitoring, HVAC and fire system, plus greater scope for full integration with other sub-systems onboard. The company says that future focus for the continuing development of the K-Chief 600 includes enhancements to the tank monitoring presentation and the integration of a full custody transfer system. **Source : The Motorship**



Following the UK Government's controversial decision to reduce the number of ETVs protecting the British coastline JP Knight has retired the **ANGLIAN PRINCE**. She arrived at Alexandra Dock Hull on 21st December for lay up. Also laid up in the same dock are the **VOS EMPEROR**, **VOS COMMANDER** and **VOS WESTWIND**.

Photo : Simon Smith ©

Egyptian ports still operating, shipping agents say

Egyptian ports are operating despite protests sweeping the country but a military-imposed curfew has slowed loading, shipping agents said on Sunday. A spokesman for the government's Red Sea Ports Authority, Salah Hashim, said his agency had not received cancellations from any ships heading for Egypt. "All 10 of our ports on the Red Sea, including Suez, are operating normally and cargo loading has not been affected by the ongoing events," he said by telephone. Shipping agents confirmed that ports were operating, but not as quickly as usual because of a 4:00 p.m. (9 a.m. EST) to 8:00 a.m. curfew imposed by the military. The Suez Canal has also been operating normally, a canal official said on Sunday. **Source : KDVR**



Delicate outlook for container, dry bulk

Container and dry-bulk shipping sectors in the Asia-Pacific are still facing uncertain times. Slower demand from Europe and a stream of newbuildings that was anticipated to enter the market this year were factors impinging on the container shipping sector, said investment banking group Nomura International (HK) Ltd in a report recently.

Meanwhile, the dry-bulk sector continued to suffer from oversupply of vessels, and was currently hampered by low freight rates due to the recent floods in Australia, it said. Nomura remains cautious on the container shipping sector as demand growth in Europe is set to be slower than that in the United States. The key earnings driver would be the Asia-to-Europe routes, which experienced higher margins and profitability last year. "Supply of vessels is likely to be focused on those exceeding 10,000-TEUs (twenty-foot equivalent units).

"The order book is skewed towards this segment, which accounts for 45%. The supply of vessels of this size is set to grow by 98% this year," it said. However, Nomura said port and route limitations were preventing these large vessels from operating on many Asia-to-US routes.

"Carriers also face cost pressures from higher bunker oil prices and terminal-handling charges, primarily from Chinese ports," it said. Nomura estimates that Asia-to-Europe freight rates would drop by 4% this year while trans-Pacific freight rates would increase 1% despite the fact that annual contracts, for which negotiation usually ends in May, are likely to be concluded marginally lower this year.

"The main reason for these diverging freight rates is the way the routes are structured, mainly on a quarterly basis for the Asia-to-Europe routes and annually for the trans-Pacific routes. "We also estimate that Asia-to-Europe routes would have higher spot contracts and a greater percentage of freight forwarders on the European routes than end-users on the US routes," it said. For dry-bulk shipping, Nomura said oversupply, slower demand and inflation concerns continued to plague the outlook for sector.

"While we believe these are valid concerns, we estimate that current freight rates are at artificially low levels due to bad weather and flooding problems in Australia," it said. With iron ore and coal each accounting for 30% and 27% of total volumes, Australia is a key export region of the raw materials, given that the continent is the largest exporter of iron-ore and second-largest of thermal coal globally.

"Once the Australian flooding problem eases, we expect a rebound in freight rates, although this will still be lower than historical highs, given the problem with the supply of vessels," it added. Nomura said supply growth remained a concern for the sector. Despite record newbuilding deliveries last year, orderbook as a percentage of current fleet remains at 52%. "We estimate net supply growth of 11.3% in 2011 and 2012 respectively, after factoring in a 42% newbuilding delivery slippages in both years.

"This is higher than in 2010 with newbuilding slippage of 36% due to lower freight rates this year and 2012," it said, adding that scrapping was the wild card, given that 31% of the existing fleet was over 20 years old. Newbuilding delivery slippages refers to new vessels that do not enter the market. Nevertheless, Nomura remained relatively optimistic that demand for iron ore and coal (thermal and coking) would remain strong. **Source : The Star**



Above seen the 2000 built MHL flag container ship **TETE RICKMERS** leaving Marsaxlokk Harbour, Malta on Monday 24th January 2011.

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

T&T BISSO & RESOLVE Form Firefighting Coalition

Tankers and Ports to Benefit from Increased Capacity

RESOLVE Marine Group and **T&T BISSO** announced their coalition for Marine Firefighting services in U.S. waters. This agreement combines both companies' extensive firefighting infrastructure to produce overlapping coverage and higher volume firefighting capacity throughout the U.S. This coalition was crafted specifically to help tank vessel operators fully comply with the new Oil Pollution Act of 1990 regulations that will be effective on February 22, 2011.

The regulations require that all tanker and tank barge owners operating in U.S. waters update their existing USCG-approved Vessel Response Plan (VRP) with a Salvage and Marine Firefighting (SMFF) plan. Tank vessel owners must certify they have pre-contracted firefighting services, equipment, and trained response personnel. During the past 3 years, both RESOLVE and T&T BISSO developed comprehensive in-house firefighting response systems which include newly purchased, custom-built equipment and networks of trained maritime firefighters to meet any vessel response needs.

"These new regulations required a substantial capital investment just to meet the minimum planning requirements." Said **Captain Farhat Imam**, COO of RESOLVE. "When RESOLVE talked with T&T BISSO, we both agreed that meeting the minimum regulatory requirement just wasn't enough. By combining and strategically locating our firefighting equipment – equipment owned and operated by RESOLVE and T&T BISSO -- we can assure tanker operators realistic, operational coverage for any emergency event."

Mauricio Garrido, President of T&T BISSO: "Shipboard fires don't occur that often, but when they do you must have the best gear and trained personnel available. The T&T BISSO-RESOLVE team achieves just that. The decision to pool resources was catalyzed by several tanker operators who opted to list both RESOLVE and T&T BISSO so as to ensure the best possible coverage and the reluctance of most public fire departments to support the tanker industry. We know that – together – T&T BISSO and RESOLVE have the most concrete and realistic coverage available."

The T&T BISSO-RESOLVE coalition has been well-received by the USCG during their unprecedented vetting of firefighting in each and every port. This partnership is a positive outcome of the regulatory process. Neither company reduced their outlay of equipment. Instead, where a port was double-covered, equipment was moved to outlying ports to provide faster and more effective coverage. The T&T BISSO-RESOLVE coalition pre-positions 45 high-volume marine fire pumps throughout the coverage area and makes over two million gallons of firefighting foam available throughout the U.S.



Seen at 24-01-2011 from the sky, HLV "**Rambiz**" lifted the "**Welland**" topside from a barge to the shore at the Hoondert yard at Vlissingen. The platform was earlier this week lifted from its jacket at the North Sea.

Photo : Hoondert 's-Heerenhoek and master of the **Rambiz** ©

NOL container shipping volumes up 78.7% in seven-week period

Neptune Orient Lines (NOL) posted higher container shipping volumes but lower average revenue per FEU on suppressed rates in a seven-week period against the previous period, Seatrade-asia reports.

The Singapore-based box carrier recorded 394,500 FEUs from 13 November to 31 December 2010, a surge of 78.7% from 220,800 FEUs from 16 October to 12 November 2010. Low rates, however, saw NOL recorded average revenue of \$2,647 per FEU in the November-December period, as against \$2,797 per FEU in the October-November. Year-on-year, however, both volumes and revenues increased due mainly to higher volumes carried on the Intra-Asia and Asia-Europe trade lanes and improved rates in major trade lanes, particularly the Transpacific and Asia-Europe lanes, according to NOL. The year-ago period saw box volumes of 312,500 FEUs and average revenue of \$2,189 per FEU.

Source : PortNews



On above photo can be seen the three FAIRMOUNT CLASS tugs just after departure Korea with **FPSO PAZFLOR**. In the middle lead tug **FAIRMOUNT EXPEDITION** under command of lead Towmaster **Capt. Wim van der Kort**. **FAIRMOUNT ALPINE** is portside wing tug under command of **Capt. Kees de Graaff**. The starboard wing tug is **FAIRMOUNT GLACIER** under command of **Capt. Keith Boulton**. For more nice photos of this project and other projects please visit FAIRMOUNT's renewed website at www.fairmount.nl

Tunisian ports closed to all car-carriers

Tunisia's interim government has formally closed all of the country's ports to all car-carriers. The Ministry of Commerce has granted port authorities the power to prevent foreign car carriers from berthing and discharging car and excavator cargoes, according to the department's website.

Local agents are reported to have stated that the action was fuelled by the findings of a corruption probe that targeted local import and export businesses. "This is the result of a broad investigation of all the car importers' financial and

legitimacy, following the ousting of the former government and claims that illegal privileges have been allocated," port agent GAC told clients in an e-mail earlier today. Prime Minister Mohamed Ghannouchi on Thursday announced the composition of Tunisia's "new national unity government", which named Mahdi Hawwas as trade minister and Ayad Jalloul as head of the Finance Ministry. Earlier in the week African liner specialist Delmas had been forced to suspend its service to Tunisia. The current political crisis in the North African country has had a "huge consequence" on its services into the country, the company stated.

Delmas, a subsidiary of CMA CGM, pointed to the closure of ports at Tunis and Sfax that were making it impossible to continue operations. It also cited a lack of manpower at the docks, an absence of customs authority and the temporary closure of its maritime agency in the country. Delmas operates into Tunisia on a cross-Mediterranean service via the Malta Free Ports terminal, where shipments will be held until the situation is resolved. **Source : PortNews**

Once sidelined CMA CGM chief Jacques Saade returns as CEO

JACQUES SAADE, the former CEO and founder of French shipping giant CMA CGM, has returned as the chief executive after being demoted on the insistence of lenders in 2009, and has now secured US\$500 million investment from Turkish Yildirim Group.

CMA CGM, the world's No 3 container carrier, has announced it had issued \$500 million in bonds and that they were entirely subscribed by Yildirim, reported Newark's Journal of Commerce. "This investment enables the group to substantially strengthen its balance sheet and secure its investment plan, while providing additional funds to support expansion," said the Marseilles-based carrier. Mr Saade's return as CEO was approved by board meeting, supported by three executive officers, Rodolphe Saade, Farid Salem and Philippe Soulie, the CEO for previous year. Three representatives of Yildirim have also joined the board. "With strengthened financial resources and an experienced executive team, CMA CGM Group has begun 2011 on a solid foundation, with the objective of consolidating its worldwide positions," the company said. Founding CMA CGM in 1978, Mr Saade stepped down in 2009 as part of a deal with banks to win their support in a \$5 billion debt restructuring scheme **Source : Schednet**



The **NAVIOS ALDEBARAN** seen loading coal at the PWCS (Port Waratah Coal Service) berth in Newcastle

Photo : Garry Luxton - www.lakescan.com.au ©



The tug **TROPICAL STAR** seen yesterday in the port of Singapore – Photo : Piet Sinke ©

OLDIE – FROM THE SHOEBOX



The above photo was part of the archive of Van den Akker, the bulker **BRAZILIAN VICTORIA** seen aground at the Westerscheldt river, year of grounding unknown, but as can be clearly seen enough tugs around to assist the bulker, on SB bow is seen the **KWINTEBANK** and the **BREEDBANK**, and SB aft is seen connected the **VARNEBANK** on portbow is seen the **OLIVIERSEN** and on the right top of the photo is seen the **EVERTSEN**

Photo : vd Akker archive – coll. Hans Reints

.... PHOTO OF THE DAY



RT CHAMPION seen during one of the blizzards in Niigata.

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