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Above Boskalis TSHD SHOALWAY seen operating in the port of Genua (Italy)

Photo : Shoalway Crew ©

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01-06-1960

02-02-2011

Paul heeft vanaf 1975 tot 2002 bij **Smit** gewerkt en vanaf 2002 bij **Heerema Marine Contractors**.
Paul was een zeer gewaardeerde collega die we erg zullen missen.

De uitvaart plechtigheid vindt plaats op maandag 7 februari om 15.00 hr.
Yarden Crematorium Rotterdam
Maeterlinckweg 101
3084 KD Rotterdam

***** **PAUL, RUST ZACHT** *****

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Above seen the **Oleg Strashnov** during the A-frame lowering test conducted at 3rd February ,
at the photo the A-Frame is seen nearly in the lowest position

Photo : Engineers HLV Oleg Strashnov ©

Cosco forms alliance for cargo flows between Port of Piraeus and Athens airport

Cosco and its Piraeus Container Terminal management will work with the Athens International Airport to build sea-air business by speeding up cargo connections between the Greek seaport and the airport. An agreement signed this week as part of broader commercial agreements between China and Greece gives the airport a strong partner in China transport operator Cosco, which took over operations at Greece's largest container port last year. The new sea-air pact

is aimed at pushing more cargo through the site by expanding a sea-air initiative the airport concedes has had only "modest success" since it was launched in 2007. Cosco's involvement, officials say, changes the equation for both long-haul and short-haul cargo flows. "The arrival upon the transport infrastructure of this powerful Chinese operator and new facility will open the door to steady flows of inbound sea/air traffic," said Alexis Sioris, head of development at the airport. "Much of this cargo is destined for the USA, for which we have excellent frequent widebody capacity. We are also expanding our traffic flows into the Balkan countries, whose airports are too small to accept cargo flights." "AIA is one of a few European airports that have developed such specific multi-modal traffic, incorporating faster simplified Customs procedures and handling processes," said Sioris.

Meanwhile, the much anticipated tendering award for the concession of a new intermodal trade terminal near the port of Piraeus in an area named Thriassion is up against new delays, not only as a result of the country's financial crisis, but also because Cosco has threatened not to take part in it, unless four specific terms were met. As a result, the government has decided to further delay the process until the end of February. Of course, the whole project should be up and running since 2007, with a total of 150 million euros already spent in order to prepare the relative infrastructure works, such as a direct rail line. Among the official bidders and of course key participants for the construction and management of the country's first such trade terminal should be China's Cosco Pacific and the Piraeus Port Authority (PPA). The Chinese maritime freight group Cosco has already expressed interest in transforming the site into a transportation logistics center. Piraeus port's director George Anomeritis recently said an agreement had been reached with Cosco to form a consortium to bid for the contract, adding that other parties could also join the operation. A number of Chinese proposals, including the opening of a free trade zone, were discussed at a relative meeting of representatives from the Greek ministries of transport and finance and the port of Piraeus. The project is considered to be of the outmost importance for the government, because it is believed that it will mobilize much needed investments, not to mention that it will result in creating the country's first internationally acclaimed intermodal terminal, after more than three decades of trying. The government has declared an international tendering process to develop an intermodal hub in a property of 588,000 sq metres in the area of Thriasio Pedio, at Aspropirgos of Attica. The property is owned by the National Railways Organization (OSE).

According to the zoning plans, a total of 235,000 square meters of buildings can be raised. The area enjoys direct road access through the highway of Attica Road, which stretches through to the airport, while a direct railway line is also under construction. It is designed to connect the hub with the port of Ikonio in Piraeus. But, the line is facing further delays to its construction, with predictions now saying that it might not be ready until 2012 or even further. Even so, the winner of the whole process will set up a dedicated investment vehicle, which will handle the planning, construction, financing, operation, maintenance and control of the new hub for a period of 40 years, without including the six and a half years that the winner has to spare in order to complete the works. It will also pay an annual fee to GAIAOSE, an affiliated company in real estate of OSE. Besides this new terminal, Cosco has been busy with its work in the Port of Piraeus. The first step will be to rebuild Pier II of the terminal, which according to Cosco officials, is already ahead of schedule. The plan is to upgrade the Pier's capacity from 1.6 million TEUs currently, to 2.6 million TEUs by the end of April 2014. At the same time, Cosco is also planning to construct an additional Pier III < which is expected to further increase the port's capacity by an additional 1.1 million TEUs. The new pier will have a length of 600 metres. Cosco's total investment in terms of upgrading both Piers is expected to reach almost 150 million euros.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **YEOMAN BANKS** seen arriving in the Yangtze harbour in Rotterdam-Europoort

Photo : Erwin Warners ©



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Piracy situation “unacceptable” says UN Secretary-General Ban Ki-moon

The escalating problem of piracy off the coast of Somalia is “completely unacceptable” and requires an urgent and coordinated response, United Nations Secretary-General Ban Ki-moon said at the launch (on 3 February 2011) of the International Maritime Organization (IMO)’s action plan to promote the 2011 IMO World Maritime Day theme:

“Piracy: orchestrating the response”



Photo : Russian Navy

Speaking at IMO’s London Headquarters, Mr Ban welcomed the decision of IMO to pay special attention to piracy during the year ahead. “This is a timely and important initiative,” he said. IMO has been combating maritime piracy for some time and a series of measures, developed with the co-operation of the littoral States and the support of the industry, helped significantly reduce piracy in the hot spots of the late 1990s and the early 2000s: the South China Sea

and the Straits of Malacca and Singapore. However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean. IMO Secretary-General Efthimios E. Mitropoulos said “piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt.” He added, “we believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response.”

Mr. Mitropoulos and Mr. Ban were joined at the launch by Ms Josette Sheeran, Executive Director of the World Food Programme (WFP); Mr. Yury Fedotov, Executive Director of the United Nations Office on Drugs and Crime (UNODC); Mr. Robert Lorenz-Meyer, President of BIMCO, representing the shipping industry; and Mr. David Cockroft, General Secretary of the International Transport Workers’ Federation (ITF), representing seafarers. All echoed their support for this latest IMO initiative. Mr Fedotov said, “It is clear that the only viable long-term solution to the Somali piracy problem is to restore law and order in Somalia, including in its waters. It is also clear that this solution is some years off and will require concerted and coordinated international effort. UNODC’s counter-piracy programme focuses on supporting regional prosecutions and on rebuilding Somalia’s criminal justice capacity.” Ms Sheeran focussed on the humanitarian aspect of the problem. Acknowledging the success of naval escorts in protecting food aid for Somalia, she also highlighted new challenges created by the worsening situation. “The presence of Somali pirates in an ever expanding area is of great concern because they threaten not just food bound for directly for Somalia, but our food transiting through the ports of Mombasa (Kenya), Dar es Salam (Tanzania) and Beira (Mozambique) for vital operations in Zimbabwe, the Democratic Republic of Congo and other places with great humanitarian needs.” Speakers at the launch of IMO’s action plan also spoke of the economic cost of piracy. Mr. Ban said, “ransom payments adding up to hundreds of millions of dollars have created a ‘pirate economy’ in some areas of Somalia that make them more resistant to efforts to develop alternative livelihoods. Economies throughout East Africa and beyond are experiencing the fallout.”



Photo : Australian Navy

Representing the shipping industry, Mr. Robert Lorenz-Meyer, President of the Baltic and International Maritime Council (BIMCO) said, “The attacks are not only attacks on ships, but also attacks on the global supply chain in one of the world’s most vital sea lanes. They threaten a supply line of vital interests to the international community.” Mr. David Cockroft, General-Secretary of the International Transport Workers’ Federation, representing seafarers, said many crew members were at breaking point because of the stress of passing through the area frequented by pirates. “If the risks cannot be eliminated, then seafarers will demand not to sail into the area at all and responsible ship owners will support them,” he said. Secretary-General Mitropoulos said IMO’s action plan aimed to make some genuine inroads into what, to date, has been an escalating problem.

“In the past 12 months alone”, he said, “there have been 286 piracy-related incidents off the coast of Somalia. They have resulted in 67 hijacked ships, with 1130 seafarers on board – whilst, at present, 714 seafarers are being held for ransom on board 30 ships scattered at various points of the country’s extensive coastline.”

IMO’s action plan for 2011 has six prime objectives:

- increase pressure at the political level to secure the release of all hostages being held by pirates;
- review and improve the IMO guidelines to Administrations and seafarers and promote compliance with industry best management practice and the recommended preventive, evasive and defensive measures ships should follow;

- promote greater levels of support from, and coordination with, navies;
- promote anti-piracy coordination and co-operation procedures between and among States, regions, organizations and industry;
- assist states to build capacity in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and
- provide care for those attacked or hijacked by pirates and for their families.

Among other things, during 2011, IMO will focus on promoting further co-operation between and among States, regions and organizations in reducing the risk of attacks on ships through a variety of mechanisms including information-sharing; coordination of military and civil efforts; and development and implementation of regional initiatives, such as the IMO-led Djibouti Code of Conduct. IMO's action plan will build on efforts to tackle the problem that have been underway for some time. Through the Djibouti Code of Conduct, for example, information-sharing centres are being established in Yemen, Kenya and the United Republic of Tanzania, as well as a regional training centre in Djibouti. In partnership with the UNODC, IMO is helping to develop the legal framework necessary to prosecute pirates.

Mr Ban took the opportunity to emphasize where the real source of the piracy problem lies. "Although piracy manifests itself at sea," he said "the roots of the problem are to be found ashore. This is a complex issue. But in essence, piracy is a criminal offence that is driven by economic hardship, and that flourishes in the absence of effective law enforcement." "The only truly successful way to address the problem in the long term," said Mr Ban, "is through a strategy that focuses on deterrence, security, the rule of law and development. Our common goal must be a sustainable solution." In conclusion, Mr. Mitropoulos said: "This year, we are resolved to redouble our efforts and, in so doing, generate a broader, global response to modern-day piracy. More needs to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved. We hope that our choice of theme for 2011 will provide an appropriate rallying point around which all those who can make a difference can focus their efforts." **Source: IMO**



Airbrush painting of tug **Zwarte Zee**, on her maiden voyage on the North Sea during May 1963.
Painting : J.Simons, Holland

Killing Pirates: Dilemma of Counter – Piracy

The recent storming of a hijacked ship off Somalia by South Korean navy commandos, resulting in the killing of eight pirates, has met with considerable acclaim. The success, however, has not resolved the debate over international counter-measures against piracy.

SOUTH KOREAN NAVY commandos successfully stormed and secured the release of the chemical tanker, **Samho Jewelry**, early on Friday 21 January 2011 after it was hijacked several days earlier by Somali pirates in the Arabian Sea. Eight pirates were killed in the action, five were captured, and the master of the ship was shot in the stomach. In

another equally dramatic raid, shortly before this incident, the Malaysian Navy successfully freed a hijacked Malaysian-flagged chemical tanker **Bunga Laurel** soon after it was seized by Somali pirates. There was no loss of life although three pirates were wounded.

Same Goal, Different Approaches

These two actions had marked differences. The raid to release the **Bunga Laurel** was launched within hours of the initial hijacking and only after the military was assured the crew was locked in a safe “citadel” and would not suffer harm. The action was similar to earlier successful operations to secure the release of hijacked ships. For example, in April 2010, Dutch marines released the German-owned container ship **Taipan** from pirate control. In a similar engagement in September 2010, US marines released another German ship, the **Magellan Star**. Both actions occurred without casualties. In another incident, the mere arrival of a warship drove pirates off a hijacked ship after the crew had immobilised the vessel before hiding away. The risks of casualties are much higher if an assault is delayed for several days. The pirates will be better prepared to defend the ship and may be holding the crew hostage after finding their hiding place or “citadel”. This appears to have been the case with the **Samho Jewelry** with reports that crew members were told to lie on the deck before the commando assault commenced. The release of the **Samho Jewelry** provided a morale boost for the South Korean military after last year’s sinking of the corvette **Cheonan** and the North Korean shelling of a border island. The South Korean foreign minister announced the successful operation at a diplomatic reception in Seoul, receiving cheers from those present. The action has been enthusiastically reported by the international media.



The Westland Lynx helicopter of the Dutch frigate **DE RUYTER** seen lowering Dutch Marines to the deck of the **NEW YORK STAR** last week – Photo : Dutch Navy

Risks of Escalation

Despite acclaim for the Korean action, it could have undesirable consequences. It opens up questions whether violent assaults should be made on hijacked ships in circumstances when there are high risks of loss of life to the assaulting forces, the ship's crew and the pirates themselves. Such actions could lead to an escalation of violence off Somalia. Already there are reports of the Somali pirates threatening revenge against South Korean ships and crews. The international shipping community remains generally opposed to employing armed security guards onboard vessels passing through high risk piracy areas. Reasons for this include fears about the risks of escalating violence and of injury to the crew and damage to the ship, as well as the uncertain legal implications. Similar considerations apply to military assaults on the pirates holding hijacked ships. Following the Samho Jewelry incident, the European Union Naval Force operating off Somalia said it would not follow suit in storming ships to secure their release for fear of endangering hostages. It is a moot point now whether Somali pirates should be attacked and killed just because they

have hijacked a ship. Ideally, Somali pirates caught in the act should be subject to proper trial despite the difficulties of bringing them to justice. The rule of law should prevail.

Collateral Damage

The storming of the **Samho Jewelry** was successful but it could easily have gone wrong with the death and injury of innocent crew members. Seafarers are potentially the innocent victims of piracy if violence is allowed to escalate in the fight against Somali piracy. From a seafarer's perspective, it would be better to be held hostage onboard a ship anchored off Somalia for several months than dead! There have been other incidents when crew have been killed as a result of the military assaulting a hijacked ship. In November 2008, the Indian Navy sank a Thai fishing vessel believed to be acting as a pirate vessel with the death of the pirates and all but one of the vessel's crew. In April 2009, a French military operation to free the yacht Tanit resulted in the death of the yacht's skipper and two pirates.



A skiff being towed by a suspected pirate mothership is destroyed by weapons fire from the guided-missile destroyer **USS Momsen (DDG 92)** after **Momsen** disrupted an attack on a commercial oil tanker in the Arabian Sea. **Momsen** and the guided-missile cruiser **USS Bunker Hill (CG 54)** came to the aid of the merchant vessel simultaneously in a coordinated rescue and assist effort after receiving a distress call. **Momsen** and **Bunker Hill** are deployed supporting maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility

Photo : US Navy

Policy Implications

Dealing with piracy off Somalia is a vexed issue with widely diverging views on how best to deal with the pirates. However, it is important that the international community reaches some common ground on the preferred response to a hijacking incident. Both the UN and the International Maritime Organisation have been working towards that end but with mixed results so far. The escalation of violence should be avoided as far as possible. There are now warships from many countries conducting counter-piracy operations off Somalia. Some are coordinated as part of the European Union's efforts or through one of the international task forces organised by the US Navy. Others operate independently. All have their own national rules of engagement (ROE) prescribing how and when force might be used. These differing ROE allow a variety of responses and this can lead to problems. The Koreans might argue that the release of the **Samho Jewelry** was their own business. The ship was Korean-owned, on the high seas, and Korean nationals were onboard. However, "spill-over" consequences of the action should not be ignored, particularly with regard to the possibility of escalating violence and of collateral damage to ships and their crews. International agreement on preferred actions to secure the release of ships hijacked off Somalia is essential. Sam Bateman is Senior Fellow in the Maritime Security Programme at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University. He is a former Australian naval commodore with research interests in piracy and maritime terrorism. Source: S.Rajaratnam School of International Studies (RSIS)

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Seatrade's **HAWK BAY** seen outward bound from Rotterdam – Photo : Kees Torn ©

Giant CSCL Ship Begins Service

Carrier takes delivery of first of eight 14,100-TEU ships

China Shipping Container Lines took delivery of the first of eight new container ships whose capacities of 14,100 20-foot equivalent units are among the world's largest. The **CSCL Star** was delivered by Samsung Shipbuilding and Heavy Industries in Korea and dedicated in a maiden voyage ceremony at Shanghai. A video is available on YouTube :

http://www.youtube.com/watch?v=K1IQVWomEtg&feature=player_embedded

The ship is operating in China Shipping's AEX-1 service between Asia and Europe. The service's vessel rotation is Shanghai, Ningbo, Yantian, Felixstowe, Hamburg, Rotterdam, Hong Kong, Shanghai. The **CSCL Star** has service speed of 26 knots, maximum draft of 49.5 feet, a beam of 169 feet and length overall of 1,208 feet. The ship can carry up to 10,500 containers averaging 14 tons each.



The **VOLENDAM** seen moored in Port Chalmers – Photo : Willem Kappert ©

Singapore to hold Asian Work Boat exhibition March 1

The seventh Asian Work Boat exhibition will be held in Singapore from March 1 to 3. The event will also feature conferences and product presentation seminars. Attendance at all the events, except for the Third Offshore Support Vessel Summit, is free, said Australian organiser Baird Events. Source : Schednet



The Marshall Island registered tanker " **HandyTanker Unity** " at Flagstone Wharf, Marsa, Malta, on the 04-02-2011
Photo : Gejtu Spiteri ©

BC "MOONDANCE II"

TSAVLIRIS SALVAGE INTERNATIONAL LTD was contracted by the owners/managers on 4th January 2011, to salvage BC "**MOONDANCE II**" (GT 30988 DWT 56131), laden with 51,000 tonnes of coal. The vessel was aground approximately 25 miles off the coast of East Kalimantan, NE Borneo, on the south eastern edge of Karang Malalungan coral reef.



Salvage team was dispatched from Holland and Greece consisting of Salvage Master, Salvage officer, Salvage engineers, Naval architects, Divers and riggers. Permit for the salvage operation was received from the governmental authorities in Jakarta. Salvage plan was also approved. All steps were taken to ensure that risks to the environment were adequately addressed. Salvage tug was on location since 13th January 2011.

Lightening operation commenced on Wednesday 26th January 2011, into three chartered barges, totalling about 18,000 tons dwt. Vessel was successfully refloated on 30th January 2011 at 14.16hrs without incident or any pollution.

Reloading of cargo from lightening barges back to casualty commenced and was completed on Tuesday 1st February 2011. Vessel was safely delivered to owners on Wednesday 2nd February, 2011. This was a major salvage operation.



The **GOTLAND ALIYA** seen enroute Amsterdam – Photo : H. Blomvliet ©

Dry bulk sector bottoming out: JP Morgan

A report from JP Morgan suggests the catastrophic dry bulk market is bottoming out and now is a good time to invest in the sector. "We believe that freight rates are bottoming out," JP Morgan shipping analysts wrote, predicting a rash of scrapping for ships aged 20-years-old or more. Moreover, JP Morgan analysts stressed they felt the recent collapse in the Baltic Dry Index, that sees capesizes trading for less than \$7,000 a day, was more weather-related than structural. JP Morgan cited China Cosco as a buy, noting it was "the most leveraged BDI play for investors with higher risk appetite". Pacific Basin was also cited "for investors who are more risk averse as it has covered c.50% of its revenue days this year and net cash". MOL, U-Ming and Sincere were all deemed worth investing in too. **Source : Seatrade Asia**



Workers saved from storm-struck North Sea oil unit

Gryphon Alpha was 175 miles north east of Aberdeen with 114 people on board. More than 70 people have been rescued from a North Sea oil installation after it partly broke loose from its anchorage in rough seas. The floating production, storage and offloading unit **Gryphon Alpha**, operated by Maersk about 175 miles north east of Aberdeen, had 114 people on board. The unit was shut down after four of its 10 anchor chains failed. Two workers were slightly injured. Forty essential workers will remain on board the vessel. The **Gryphon's** thrusters are still in operation and the remaining team are trying to maintain their position. The installation was buffeted by winds of 53 knots and hit by waves of 9m (29.5ft), and the platform recorded a 12 degree roll on Friday morning. Aberdeen Coastguard

coordinated the removal of 74 workers from the **Gryphon A** installation to other nearby platforms, assisted by a helicopter from RAF Lossiemouth.

A coastguard spokesman said three tugs had been sent to the area to help stabilise the vessel. A fourth tug is on standby. The Maritime and Coastguard Agency's counter-pollution team has also been alerted to the developments, but no gas was detected following the shut-down on **Gryphon Alpha**.

A Maersk spokesman said: "As weather conditions are improving a precautionary down-manning of non-essential personnel by helicopter has commenced to nearby installations. "The Maersk Oil onshore emergency response team is coordinating support services and all relevant organisations have been notified." Environment Secretary Richard Lochhead praised the efforts of the rescue team. "It highlights the value of our coastguard service and all those agencies who pull together to help people in need, often in very challenging conditions," he said. **Source : BBC**

NAVY NEWS



The Arleigh Burke-class guided-missile destroyer **USS Preble (DDG 88)** fights strong winds passing Shelter Island on its way to the Pacific Ocean from Naval Base San Diego. **Photo : US Navy**

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Todd Shipyards Q3 net income down to \$800,000

Todd Shipyards Corp. said third-quarter net income slipped to \$800,000, or 14 cents per diluted share, from net income of \$1.6 million, or earnings of 27 cents per share a year earlier. Revenues at the Seattle shipbuilding company (NYSE: TOD) rose to \$58.3 million from \$47.1 million last year. Company officials attributed part of the lower profitability in the latest quarter to transaction costs associated with its acquisition by Vigor Industrial LLC of Portland, Ore. No major analysts cover the company. **Source : PortNews**



Above seen shifting the **Esnaad 810** (weight 300 Tons) from fabrication hall to the water front at the Pelican Shipyard in Singapore

Photo : Reinier Blijleven - Yew Choon Pte Ltd ©

Turkish shipyard launches 7,000dwt tanker for Palmali Group

An official ceremony of launching a 7,000dwt tanker named **Captain Nagdaliev** was held at Besiktas Shipyard in Turkey, the Marine Engineering Bureau said. The newbuilds are a continuation of Armada series ships (project 005RST01) and a modification of the second series vessels (Project RST22). The ARMADAs were designed by Marine Engineering Bureau for Palmali and built at shipyards SELAH and ADA in Tuzla (Turkey). The project RST22 ships were built at Nizhny Novgorod-based Krasnoye Sormovo. The new series tankers satisfy the Volga-Don Canal and the Volga-Baltic dimensions. RST22M project vessel specifications - 139.95 m, breadth - 16.6 m, depth - 6,0 m, 'Volga-Don max' class. Keel-laying ceremonies of the lead ship (project RST22M0 Mubariz Ibragimov, Captain Nagdaliev and three other newbuilds were held in December 2009. The first tanker was launched on December 20, 2010.

Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Register of Shipping Ukraine. The firm designed 14 new vessels commissioned in 2010, and 12, which were delivered to the customer after a major upgrade.

Palmali Group is a shipping company operating in the Mediterranean, Caspian and Black Seas. Palmali Group is a major carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) on the southern lines. The Group has been awarded long-term contracts for transportation of petroleum products with TNK-BP.

The Group operates a fleet of more than 100 vessels, including sea-going tankers of up to 180,000dwt and sea-going and river tankers of up to 8,000dwt tons flying Russia and foreign flags. Source : PortNews



Above seen the **CHRISTOPH SHULTE** at buoy 82 in the Calland Channel being assisted by **Smit Ebro** & **SD Stingray** after the front mooring ropes broke due to the heavy wind. Only one line and the anchor remained before the two tugboats came to her assistance. In front you see a roeiersvlet assisting with the (broken) Ropes. The Christoph Shulte was moored safely at another quay side

Photo : Mischa van Lindt ©

LNG-fueled ferries will feature Rolls-Royce hybrid shaft generator

Four LNG-fueled ferries to be built for the Norwegian operator Torghatten Nord AS at Poland's Remontawa shipyard will be the first ships to feature the Rolls-Royce Hybrid Shaft Generator (HSG), which produces electrical power with reduced fuel consumption and emissions. They will also include lean-burn Rolls-Royce Bergen gas engines and the company's integrated propeller and rudder system (Promas) that reduces drag and increases thrust.



Rolls-Royce says these technologies will combine to offer an unrivaled environmental performance, including a 40 percent reduction in CO2 emissions, compared to conventional vessels.

Oddbjørn Eliassen, Rolls-Royce, President - Merchant said: "Rolls-Royce is a global leader in the supply of energy efficient technologies which enable ship operators

to address the environmental challenges they face. These ferries will combine a range of cutting edge technologies to deliver significant improvements in fuel efficiency and reductions in emissions."

HSG is an advanced electrical system that, says Rolls-Royce, enables a step-change in ship efficiency by varying engine and propeller speed to reduce fuel consumption and consequently lower emissions. Ships' engines traditionally

operate at a fixed speed when conventional shaft generators are in use, but HSG allows shaft speed to be reduced, while maintaining a constant frequency for the electrical supply throughout the ship.

These ferries will serve two routes across Vestfjorden in Lofoten in the north of Norway, a stretch of water known for its harsh conditions. They are scheduled for delivery from Remontowa in Gdansk, Poland in the second half of 2012.

Source : MarineLog

Cutter suction dredger Athena to be launched by IHC Merwede

IHC Merwede is to hold the naming and launch ceremony for the 24,000kW self-propelled cutter suction dredger **Athena** on 12 February 2011. **Athena** is the largest cutter suction dredger built in The Netherlands for a Dutch dredging company, and is one of the three largest cutter suction dredgers in the world.

The dredger is being built for Van Oord at the IHC Dredgers shipyard in Kinderdijk, The Netherlands. The ceremony will be performed by Ms AM van Oord-Groen, wife of Mr Drs JG van Oord Sr, the former commissioner and chairman of Van Oord. Towards the end of 2010, Van Oord commissioned the construction of a second self-propelled cutter suction dredger of the same type. Source : Dredging News Online

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Allseas **LORELAY** seen assisted by the tug's **RT ADRIAAN** and **SD SEAL** to hold position during strong winds whilst moored at Bouy 80 in Rotterdam-Caland canal - Photo : Jan Oosterboer ©

Jan de Nul wins more than Euros 1 billion worth of contracts

Jan de Nul reports that, over the last couple of months, it has secured more than Euros 1 billion worth of new projects. The awards bring the total value of current commitments for Jan De Nul group to Euros 3.1 billion.

New work has been secured in all corners of the world, from South America and the Caribbean (11 projects), Africa (one project) and Europe (two projects), to Southeast Asia and Australia (a total of seven projects). The projects are varied in nature: from deepening existing ports to developing greenfield sites, and have been awarded by major clients in the oil and gas sector to exporters of minerals, state-owned port corporations to private ventures. **Source :** Dredging news Online

Powerful new Sullom Voe tugs finally arrive



The two new tugs for Sullom Voe arrived at their home port, after a 10-day trip in poor weather. The identical Spanish-built **Solan** and **Bonxie** left their Valencia shipyard together last week after extended delays when modifications had to be made to the vessels.

Harbourmaster Roger Moore said today he was delighted to have the tugs in Shetland at last. Although many months behind schedule, the modifications have resulted in high-performance vessels which are the most powerful ever to be operated by Shetland Islands Council.

Capt Moore said: "I was a little disappointed about the delay, but the tugs are faster and pull more than

expected and perform better than expected. "I'm pleased they arrived safely and together and ahead of schedule. They got through rough weather, they are good sea-keepable ships."

The 40-metre tugs, which have a beam of 14m and a bollard pull of at least 70 tonnes, made the passage to their new home together. Making a speed of nine knots, they encountered "choppy" conditions of gale force nine winds in the Straits of Gibraltar. They sailed up the Irish Sea and then through the Minches, where the south-westerly winds disrupted Calmac sailings. The winds were up to gale force on the passage to Shetland but the tugs still managed to get into Sella Ness earlier than expected, coming up the east side of Shetland. They were accompanied by two of the existing Sullom Voe tugs, **Tystie** and **Dunter**, on their final approach into harbour.

The new tugs stopped only twice in the long passage, the first time in Vigo in northern Spain to drop off a shipyard worker and the second time in Falmouth to change a crew member. They were delivered to Shetland by Shetland Maritime Ltd, an independent company, with six crew on board each boat. Some of the tug crew work for the company and some of the tug men were on the delivery. **Solan** and **Bonxie** were built in the Union Naval shipyard in Valencia and were originally due for delivery in April. Problems with directional stability and exhaust pressures, discovered on sea trials, prevented this, and staff from ports and harbours went out the Spain to oversee the remedial work. Capt Moore said the £14 million project remained within budget. Final payment was withheld until he was satisfied with the tugs – most of the money has now been paid with only a small amount outstanding.

Solan and **Bonxie**, both of which can reach a speed of 14 knots, can each accommodate up to six crew and are equipped to carry out pollution response work, as well as working with tankers. The new tugs will replace at least one of the harbour's smaller tugs **Tirrick** and **Shalder**. One will be sold and the fate of the other assessed later in the year. Both new tugs have two diesel main engines, each of which has 8,150 horsepower. Each boat has the Voith propulsion units. **Source :** The Shetland Times



The **MARINUS GREEN** seen anchored at the Singapore Western anchorage – Photo : Piet Sinke ©



DREDGING WORKS AT PARANAGUA PORT



Please note that Paranagua port has been suspended the port's operation on account of dredging, Therefore its foreseen 15 days operation by the TSHD **HAM 309**. Nevertheless the works will be done into Three parts as first one from berth 09 till berth 14, afterwards from berth 08 till berth 01 and completing From berth 15 to berth 17. Enclosed herewith some photos of the dredging operating at Paranagua port. Cattalini Terminal / PETROBRAS-VOPAK Terminals No prospects to receive dredging, therefore there is rumors to receive it onwards April/May.

Source : Jefferson Modesto - BPA AGENCIAMENTOS MARITIMOS LTDA



The **SUMMIT AFRICA** seen moored in Singapore – Photo : Piet Sinke ©

Salalah port investing \$120m for massive expansion

The Port of Salalah is implementing a massive expansion of its container and general cargo terminals with an envisaged capital expenditure of \$120 million. This was announced by Arjan Weerstand, a senior manager of project development and implementation at Salalah Port, while presenting a case study on 'Investing in Port Infrastructure - the expansion of Salalah Port' at the Oman Construction Summit.

While presenting his paper, Weerstand noted that the estimated investment for all six phases of the master plan of Salalah Port expansion is around RO1,548 million. After the expansion, the container terminal would include seven berths, with a total capacity of six million, ten equivalent units throughput, and CFS with 9,000 square metres warehouse. Besides, the general cargo terminal would include 10 multi-purpose berths and one oil pier with in an area of 200,000 square metres.

The first phase has been initiated with the immediate expansion of the GCT (1.2km of multipurpose berths with drafts up to 18m), which is currently tendered by the Omani government. "The development of the Port Master Plan (2009-2029) was initiated in early 2008 by Port of Salalah in conjunction with Salalah Free Zone and Ministry of Transport and Communication," noted Weerstand. Port of Salalah and the government have signed a memorandum of understanding for construction of three additional deepwater (18m) container berths (3.1m TEU).

"The master plan of Salalah Port includes a new northern breakwater, additional aggregate/bulk ship loading facilities, additional liquid commodities loading and unloading facilities, and cruise and ferry vessel terminal facilities," Weerstand said. Being recognised as the second largest port in the region, the largest port in Oman and ranked within the top 30 container ports in the world, Weerstand stressed that the expansion of Salalah Port would provide more job opportunities. "The development of the port master plan (between 2009 and 2029) would create around 6,000 job opportunities with an extreme vision to push Omanisation forward," he noted. "Salalah Port expansion is essential to facilitate the development of the Salalah Free Zone as well as it is a core driver for Dhofar region and the economy," he added. Source : Times of Oman

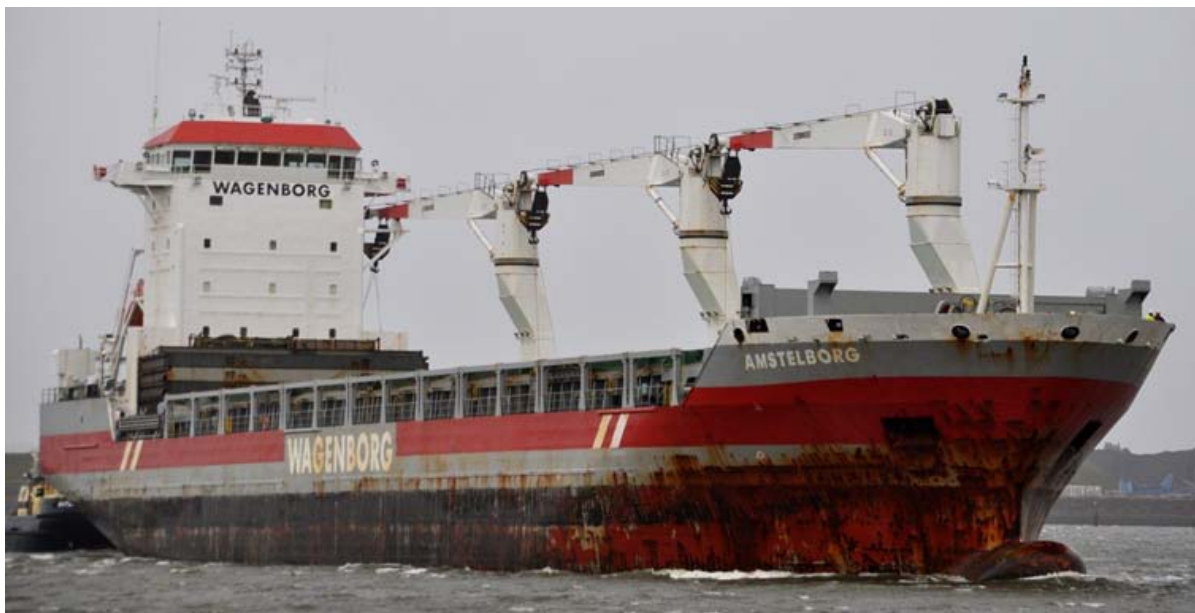


The **MSC CHARLESTON** seen in Cape Town – Photo : Ian Shiffman ©

Songa Offshore announces January fleet update

Songa Venus achieved operating efficiency of 99% during the month. The rig continues to operate for Total E&P in Australia. **Songa Mercur** achieved operating efficiency of 40% during the month. As per separate press release sent out 20 January 2011, the BOP and Marine Riser dropped to seabed during the month. BOP and all related equipment have since been successfully recovered to surface and the rig is currently undergoing preparations for tow to Singapore where the BOP and the equipment will be fully inspected and re-certificated.

Songa Dee achieved operating efficiency of 97% during the month. The rig continues operations for Marathon / Lundin in Norway. **Songa Delta** has achieved operating efficiency of 99% during the month. The rig continues to operate for Wintershall / Det Norske Oljeselskap in Norway. **Songa Trym** has achieved operating efficiency of 95% during the month. The rig continues to operate for Statoil in Norway. **Songa Eclipse** remains under construction at Jurong Shipyard in Singapore, overall construction and commissioning activities are progressing. The Company continues marketing the rig and has several specific contracts targeted for immediate start up after commissioning and delivery. Source: Songa Offshore.



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

New additions to Swire Pacific Offshore fleet

Swire Pacific Offshore Operations (Pte) Ltd, headquartered in Singapore, has acquired 4 x UT786 Clean Design, Fi-Fi II, DP2, Comfort Class, 190t bollard pull, 16,314 bhp anchor handlers. The first vessel, **Pacific Champion**, is scheduled for delivery on 24th February 2011. The other three vessels, **Pacific Commodore**, **Pacific Centurion** and **Pacific Crusader** will deliver between the third quarter of 2011 and third quarter of 2012.

Built at SekWang Heavy Industries in Ulsan, Korea, this new category of C-Class vessels compliments Swire Pacific Offshores existing fleet of 75 vessels providing offshore support to oil and gas companies globally. The new vessels are built to Clean Design, Ice C Class and Comfort 3 notations and are equipped with 400 tonne line pull winches. Enhanced with DP2, Fi-Fi 2 and Oil Recovery capabilities, these powerful, high specification vessels are suitable for a variety of offshore tasks, particularly in deepwater and harsh environments. "The new vessels are an excellent addition to SPOs fleet, and are in keeping with our commitment to provide our customers with the highest standards of safety and operating performance," said Managing Director, Brian Townsley. "The build quality is superb and we expect the vessels flexibility, environmentally conscious design and high specification to be very well received by the market."

Source : Offshore Shipping Online



The **OPDR LISBOA** seen assisted by the **SMIT SEINE** in Rotterdam-Caland Canal whilst the boatmen are handling the mooring lines – Photo : Jan Oosterboer ©

Box volume of Neva-Metal terminal down 18% in 2010

Container throughput of Neva-Metal terminal (part of Severstal) operating at the Big Port of St. Petersburg in the calendar year 2010 shrank year-over-year by 18% to 37,654 TEUs, PortNews reports citing Severstal Group press service. According to the Group container volume declined since the terminal was focused more on handling metal, which volume rose by 18% from 2009's figures. Neva-Metal CJSC is part of the Severstal Russian Steel division. The stevedore operates at the berths located in the 3rd Cargo Area of the Big Port of St. Petersburg handling ferrous

metals exported by CherMk Severstal, scrap metal from Severstal-Vtormet. Besides, the terminal handles import/export containers. In 2010, cargo throughput of the company totaled 2,374,000 tons. **Source : PortNews**



The **PRAGUE EXPRESS** seen enroute Antwerp – **Photo : Alain Doods – www.tugspotters.com** ©

OLDIE – FROM THE SHOEBOX



Another photo out of the van den Akker archives, the grounded **PALOMA DEL MAR** at the Westerscheldt River, after discharging of the cargo the bulker was finally refloated Christmas day 25-12-1980 by 20 tugs (with a total output of 67.000 hp) including the **SMIT ROTTERDAM** and NRS tugs **SMITHBANK**, **INDUSBANK** and **VARNEBANK** as can be seen above.

Photo : Coll: Hans Reints

.... PHOTO OF THE DAY



Above seen the newly built jack-up **Independencia I** at Tuxpan MX This is a skid-on operation performed by **Dockwise** and **Mammoet** in order to pin the rig at the river in front of the fabrication yard.

Photo : Kees Kuyper ©

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