

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 041



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**Above seen the 2009 built ITA flag and owned crude oil tanker VALFOGLIA entering Grand Harbour, Malta for the first time bound to Palumbo Malta Shipyard on Wednesday 26th January 2011.**

**Photo : Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

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## EVENTS, INCIDENTS & OPERATIONS

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Above seen between Male and Hulhule Island the 2007 built **MOL KOMATI** arriving in Male harbor (Maldives)

Photo : Sten William Soerseth ©

## Dry bulk: Is the tide turning?

In what could be perceived as a change of market sentiment for the better, the dry bulk industry's benchmark, the Baltic Dry Index (BDI) posted its first rise since the middle of January, inching forwards by a mere 0.19% to 1,045 points. The main reason for this development was the rapid recovery of the Panamax market segment, with the relative Panamax Index rising by 3.49%. By contrast, sentiment in the Capesize front was still negative, moving down by 1.39%, which means that average capesize earnings are back again to lower grounds, compared to their smaller

counterparts (Panamaxs). Brokers said a modest resumption of coal exports from Australia had bolstered sentiment. Buyers in China would also return this week from Lunar New Year holidays. "Australia is gradually coming back to life. There were disruptions in Brazil in January due to floods they are also gradually picking up momentum," said Georgi Slavov, head of dry research and structured products at broker ICAP Shipping, quoted by Reuters. According to the latest weekly report from N.Cotzias Shipping Group, the BDI lost an additional 8.27% last week, marking its lowest point (1,043 points) since early January of 2009, when the shipping industry was still trying to recover from the financial meltdown of late 2008, which brought global trade to a halt. In its report, the Piraeus-based shipbroker said that "although the supras and handies are dropping rapidly we feel that the Capes and Panamaxs are "large" enough to push the BDI out of its misery and give it a positive start next week. 14 consecutive falling days for the BDI are with the BDI really in less than 2 months to have lost more than 65%. All other sub-indices were this week once more declining, and were all seriously red performers. It was the panamax sector that was mostly affected by the downfall, followed by the Supramax size segment that was seriously "in the red". The larger Capes declined further recording 24 consecutive falling days, The Panamaxs record 13 consecutive negative days, while the both the Supras and Handies count 6 falling days in a row" it said.

Commenting on the Capesize market, it stated that last week's loss stood at 5.04%, but it also predicted that with the Chinese New Year holidays getting past us, we should expect more orders for fresh cargoes inbound for China will happen. In his analysis, John Cotzias said that "more uncertainty and more unpredictability are the key essential dishes that make our daily menus. We all try to see and predict if the worst is over, of the markets may finally level out for a start and start improving, however the answer is just not there. Reasons why the markets are performing badly can not be found in all macroeconomic indicators, as the macro country data shows that the world economies are overcoming their post crisis problems and are starting to shape up. It is not the world industrial output, nor economic growth, nor world trade that is lacking cargoes for our shipping industry... it is just that there are already too many ships out there to be absorbed normally by the increasing at a lower pace demand for these. Add to the fact that ships vs cargoes run at an imbalance the facts that Acts of God and other political events have reshaped the world and have altered the shipping trade routes. Egypt, a political revolt, by the Egyptian people who want to fight for their right of a better tomorrow, may be the start of a series of dominoes that will hit other neighboring countries and will create even more world political uncertainty and above all enter more unknown factors in our equations that we all try to find answers to" he concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the **BOX VOYAGER** seen enroute Antwerp, the 2010 built vessel is built Howaldtswerke Deutsche Werft in Kiel and is operating in charter for CSAV and CMA at the Victory Bridge service between North-West Europe and the United States of America / Mexico.

**Photo : Marcel van Luik – [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©**

## Russian gas producer to ship LNG along Northern Sea Route

Russia's second biggest gas producer Novatek has signed a cooperation agreement with icebreaker operator Atomflot on shipping along the Northern Sea Route. The agreement lays down both companies' intent to engage in strategic



cooperation in the field of safe shipping, a press release from Novatek reads. It includes both shipping of equipment for the development of the South Tambey field in the Yamal Peninsula and of LNG from the same field. Novatek is the license holder to the South Tambey field, a project which is planned to be developed as LNG together with Gazprom. The project is planned developed in three phases, the first covering the period 2012-2016. Several companies have shown interest in the project, among them Total, GDF Suez, Shell, Exxon, ConocoPhillips, Mitsui, Mitsubishi, Repsol, ONGC and Qatar Petroleum , Oilru.com reports with reference to RIA Novosti. **Source : BarentsObserver**



The **TORM SOFIA** seen assisted by Iskes **TRITON** enroute the IJmuiden locks – **Photo : Marcel Coster ©**

## **Russian seafarer from pirated BN ship is reported alive**

According to information posted on Twitter by the Governor of the Kaliningrad Region Nikolay Tsukanov, a Russian crew member of the MV **Beluga Nomination** pirated on Jan, 22 is alive and well. The seafarer is from the Russian city of Kaliningrad.

"Engineer of the Beluga ship feels well, we have daily contacts with the Foreign Ministry and the shipowner. Every effort is made to free the hijacked ship and the crew. Unfortunately, there is additional information, but I will report it later," the Gov's blog said. The MV **Beluga Nomination** (the flag of Antigua and Barbuda, the operator of the vessel - Beluga Fleet Management GmbH, Germany) was pirated on January 22, 2011 390nm off the Seychelles. The ship, built in 2006, has a deadweight of 9,775 tons, length - 132 m, beam - 16 m, speed - 7,4kn, IMO number: 9356402, MMSI number: 304908000, call sign V2BSI. The vessel was en route to Port Victoria in the Seychelles carrying cargo of steel from the Port Suez (Egypt).

The ship's mixed crew of 12 includes two Russians, Polish, Filipino and Ukrainian. When the pirates boarded the vessel the crew went into a citadel which the pirates were eventually able to enter. According to recent reports, one pirate and a Filipino crew were killed in an attempt to free the vessel. The pirates reportedly executed one of a crew. Beluga Shipping Group said four crew members tried to escape the vessel. Two of them on Jan. 28, 2011 were taken from a lifeboat by a Danish warship **Esbern Snare**, the other two are still reported missing. EU-led humanitarian and anti-piracy naval operation Atlanta (EU NAVFOR) failed to rescue the vessel, as its nearest warship at the time of the attack was over 1000 nm away. The warship was waiting to escort a World Food Programme (WFP) vessel delivering humanitarian aid to Somalia. **Source : PortNews**



The **SAMPSON** seen turning backwards into the Afrikahaven in Amsterdam-Westpoort. - Photo : Dirk Dijkman ©

## Seamen keelhauled, one executed by pirates in retaliation

THREE sailors were tortured by Somali pirates and one seafarer was executed in retaliation of a pirate killed in a rescue operation by the Seychelles Coastguard. The 9,775-ton **Beluga Nomination**, a geared mixed cargo ship, was attacked and hijacked by pirates on January 22 in the Indian Ocean, 700 kilometres north of the Seychelles. The Baltic and International Maritime Council (BIMCO), the International Chamber of Shipping, International Association of Dry Cargo Shipowners, International Association of Independent Tanker Owners and the International Transport Workers' Federation, have condemned the killing.

Major General 'Buster' Howes, Royal Marines commandant and current commander of the European Union Naval Force [EU NAVFOR], told The Associated Press that pirates have recently "tied hostages upside down and dragged them into the sea; locked them in freezers; beaten them and used plastic ties around their genitals".

General Howes said that the pirates were previously more respectful of their captives but they are now showing a willingness to use violence to achieve their ever increasing ransom demands. One case involved a lateral keelhauling a captive, dragging him under the hull from one side of the ship to the other. General Howes also said the use of "citadels" or panic rooms, were inducing pirates to fire rocket propelled grenades or use plastic explosives and or smoking out the crew inside.

"This latest, particularly atrocious, action appears to represent a fundamental shift in the behaviour of Somali pirates. The cold-blooded murder of an innocent seafarer means that shipowners and their crews will be re-evaluating their current determination to ensure that this vital trade route remains open - over 40 per cent of the world's seaborne oil passes through the Gulf of Aden and the Arabian Sea," said the shipping groups in a joint statement. "We once again strongly urge governments to empower their naval forces to take fast and robust action against pirates and the vessels under their control, before passing ships are boarded and hijacked," they said.

According to a recent report entitled "The Economic Cost of Piracy", the worldwide losses caused by piracy are estimated to range from US\$7 to \$12 billion a year. **Source : Schednet**



# WORLD RECORD & MARRIAGE PROPOSAL FOR TEAM HALLIN'S ATLANTIC ROWERS!

Six gallant British rowers of Team Hallin have set a new world record for rowing the Atlantic Ocean.



The five men and one woman crew on board **Team Hallin** set a new record when they landed in Barbados and completed the 3,000 mile course from Tenerife in 31 days and 23 hours and 31 minutes. Their amazing effort shaved more than a day from the existing world record of 33 days, seven hours and 30 minutes.



And rower **Chris Covey**, 25, shocked his teammates and girlfriend **Susie Easton**, 28, who travelled to Barbados to welcome **Team Hallin**, by going down on one knee on the dockside and proposing to her. Stunned teacher Susie, whispered 'I do' before bursting into tears. She said: 'It was an amazing and wonderful surprise.'

The oars on board **Team Hallin** did not stop rowing from setting off from Tenerife on 6th January until their revolutionary trimaran vessel passed the finishing line in Barbados on Monday, 7th February. Skipper David Hosking, MBE, who teaches rowing at Charterhouse school in the UK, was delighted that he and his team had broken the record. Former Royal Navy commander David said: 'Everyone has been amazing and all our bodies are wrecked!'

'I want to thank **Hallin Marine** for its sponsorship – without their involvement we would not have been able to make this trip and break the world record! 'It was stunning team work that saw us set a new world record and the culmination of two years of planning!' Each

rower lost more than two stones (13 Kilos) in weight during their record-breaking row, despite every day consuming three times the average adult's daily calorie intake.

Team Hallin's only female, **Naomi Hogesteger**, 29, said: 'There was no privacy on the boat and I've seen enough male dangle bits to last me a lifetime! But that doesn't matter – we did what it took to set a new world record.' The rowers worked in two shifts: **David**, 56, **Naomi** and **Jack Stonehouse**, 21, in one and **Chris Covey**, **Paddy Thomas**, 28, and **Justin Johanneson**, 35, in the other. Each shift rowed for two hours and then spent the rest of their time eating, resting and carrying out any maintenance during the next two, before getting back on the oars.

During the 31day ordeal team members suffered acute seasickness, amazing blistering and soars to their hands and backsides, attack from flying fish and were almost ran down by a Russian tanker. Integrated subsea services provider **Hallin Marine**, a **Superior Energy Services** company, supported and sponsored 'Team Hallin' and many of its staff personally contributed to the rowers' chosen charity. **Team Hallin** is well on course to raise its target of £60,000 for the charity Combat Stress, which specialises in the care of service veterans' mental health, and has already passed the 40% mark, with more than £25,000 being donated.



The **OCEANIC CHALLENGER** seen enroute the NAM-quay in Velsen-North – Photo : **Joop Marechal** ©

## **India: Seafarers' wage revision heading towards court settlement**

Negotiations for revising Indian seafarers' wages under the aegis of National Maritime Board (NMB) between ship owners and two unions representing the seafarers seem to be heading to the court, this time as well if one goes by developments till date. With the three meetings of the negotiation team, convened by NMB remaining inconclusive, it is understood that Indian National Shipowners' Association (Insa), in a letter, has requested the ministry suggesting the setting up of a tribunal to adjudicate the matter. During the third meeting held last week, though the two unions - National Union of Seafarers of India (Nusi) and Forward Seamen's Union of India (FSUI) - agreed to the proposal to set up tribunal, both of them seem to have developed cold feet and have since gone on their separate ways. According to a person privy to the matter, no discussion was held so far on the wage revision. "Not a single word on seafarers' wages was spoken at these meetings. The two representative unions could not see eye to eye and this has led to an impasse." "The one-upmanship by the unions has created an environment which is not conducive for wage negotiations," said a representative of the ship owners.



As the contentious issue of constituting the seafarers' side of the NMB remains inconclusive, both of the unions claiming to be the rightful authority representing the Indian seafarers working on foreign going ships to negotiate with the owners. NUSI, backed by its constitutional position in NMB, has been claiming the right to represent the seafarers, while FSUI has been very vocal in opposing the argument and is hell-bent on being part of the negotiations. FSUI has served a notice to go on one-day token strike on February 14, 2011 to protest the delay caused to the wage agreement. In its desire for an early settlement, the union has written to INSA that it is ready for a NUSI proposal for the agreement to be signed by both the general secretaries of both the unions and by the secretaries of the seafarers and shipowners' side. FUSI informed that it has agreed to the proposal provided that for the next wage agreement (2012-14) the secretary, seafarers side should be a FUSI member as against the secretary from the seafarer side at present who is from Nusi. It has also asked for rotation of the secretaryship of the seafarers for each wage agreement so that it is alternately held by them. Nusi is understood to be not in agreement with such a rider. Lately, Nusi has understood to have intimated to the shipping ministry about the deliberate delay on the part of owners in revising NMB wage agreement. It is recalled that the wage revisions for 2008-10 were brokered by the court as the two unions had failed to arrive at a consensus about the majority status. According to MS Act 150, in case of any kind of dispute a tribunal could be set up to adjudicate the dispute. Given the impasse, INSA would like to go by the rule book and is said to be prepared itself for the long haul. **Source: The Economic India Times**

### CHAIN REMOVED FROM PROPELLER BY SUBTECH



The recently reported collision between the **African Lion** and the **Dong A Rhea** off the port of Richards bay, which resulted in the **African Lion's** anchor chain being seriously wrapped around the **Dong A Rheas** propeller was successfully removed by **Subtech Diving and marine**. The divers battling a strong current and 2.5M swells eventually managed to cut off the chain using Broco underwater cutting equipment. The vessel is now scheduled to go into the port to carry out repairs.







The 1983 built SD-14 **LILY NOBLE** seen at anchor outside Male Island in the Maldives.

Photo : Sten William Soersth ©

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## **Nearly all Top 20 carriers suffer reliability declines in 4Q10**

Following two consecutive increases in the second and third quarters of 2010, container service reliability disappointingly fell back in the fourth quarter, according to Drewry Maritime Research's latest Schedule Reliability Insight report. The proportion of the 3,027 vessel calls arriving on time at selected ports around the world during October-December decreased to 55%, down from 60% in the third quarter. The 4Q10 reliability performance was slightly better than the 53% on-time score recorded in the same period of 2009. The transpacific trade easily outperformed the other major East-West trades with an on-time percentage of 64%, an exact replica of the trade's results from 3Q10. In comparison, Asia/Europe/Med services slipped back by 16 points to 50% reliability, while transatlantic services continued their fall from the heady heights of 2Q10 by registering an on-time score of 55%, comparing unfavourably with the previous quarter's 66%. Drewry's report found that only eight of the top 20 container lines, as ranked by vessel teu capacity, were able to improve on the 55% on-time industry average and the same three carriers from the previous quarter occupied the top positions in the latest report albeit in slightly different order: Maersk Line retained the number one slot with an on-time score of 70.2%; APL grabbed second place with 67.7%, while Hyundai Merchant Marine was just edged out into the bronze position with 67.6%. "It is always difficult explaining fluctuations in service reliability, but considering the near universal declines it is fair to say that most of the big carriers were caught out by the unusually bad weather and port disruptions in the fourth quarter," said Simon Heaney, editor of Schedule Reliability Insight.

Only three of the major carriers, MOL, "K" Line and CSAV, managed to improve their reliability percentages in 4Q10, with CSAV achieving the biggest rise of 9.9 points from a low base of 35.6% in 3Q10. Heaney stated "Hopefully, these worse than expected results were just a blip caused by events outside of carriers' control. From talking to carriers, we know that many view reliability as a key differentiator, so we would expect that to translate into higher on-time percentages in the near future. We certainly urge shippers to make schedule integrity a key component in the next round of global tenders."

Drewry anticipates that the 1Q11 reliability performance will suffer as a consequence of events in Egypt as liner operations face extensive delays even if the Suez Canal remains open. "This goes to show that the freight world is a hostage to external events. The speed of developments in Egypt will have caught all the lines out, but hopefully they

will be able to come up with contingency plans quickly,” said Heaney. Drewry has been monitoring container service reliability since the end of 2005. Historically, industry averages have ranged between 50-60% with a high of 68% (2Q09) and low of 46% (1Q07). **Source: Drewry Maritime Research**



The **LEWEK LIFTER** seen onboard Dockwise **SWIFT** off Vungtau (Vietnam) – **Photo : Jan Wolter Oosterhuis ©**

## **CASUALTY REPORTING**



**Acciona suspende dos días el enlace  
Valencia-Palma tras la colisión de su buque**





El Fortuny se hace un boquete de un metro después de chocar en el puerto durante una maniobra y tiene que evacuar a 130 pasajeros

[El Fortuny, ayer, amarrado en el puerto de Valencia.](#)

Un error en la maniobra de atraque provocó que el Fortuny, el buque que habitualmente utiliza Acciona para unir Valencia y Palma de Mallorca, sufriera un accidente que le obligó a suspender el viaje que tenía previsto y desalojar a los más de 130 pasajeros que iba a transportar. El incidente se produjo el sábado por la noche, sobre las 21.05 horas, y la empresa se vio obligada a alojar a sus clientes en un hotel de Valencia para, al día siguiente, ofrecerles dos alternativas: la devolución del dinero del billete o el traslado a Barcelona para salir desde allí a Palma y la extensión hasta Mahón.

El percance ha dejado sin actividad la línea entre Valencia y Palma de Mallorca durante dos días -sábado y domingo- y anoche, según informó Acciona a este periódico, tenía previsto reanudar las comunicaciones con el Murillo, un buque que estaba operando en Melilla (y que a su vez fue reemplazado por el Wisteria), a partir de la medianoche. Además, anoche (23 horas) debió zarpar desde Valencia, también con destino Palma de Mallorca, el buque de carga Super Fast. El Fortuny colisionó con el tacón -una especie de saliente que hay en la confluencia entre dos muelles- mientras realizaba la maniobra de atraque el sábado por la noche. El buque sufrió un boquete de «un metro por un metro y medio», según fuentes portuarias, en la popa, por donde entra y sale la mercancía. El percance no entrañó ningún riesgo para el pasaje, pero sí obligó a evacuarlo y suspender el servicio tanto esa noche como la siguiente. El buque transportaba en ese momento a unos 130 pasajeros. Cien se dirigían a Palma de Mallorca y los restantes tenían como destino Mahón. La mayoría fue trasladada al día siguiente al puerto de Barcelona, desde donde zarpaba un buque de la misma compañía con destino a la isla.

El Fortuny cambió de atraque. Ahora se encuentra frente al muelle de Acciona hasta que concluya la reparación. La compañía no dio detalles sobre el error que se produjo en la maniobra que provocó el accidente y dijo que se debió «a un tema técnico». Los desperfectos que sufrió este ferry, de 172 metros de eslora y con capacidad para 1.000 pasajeros y 330 vehículos, dejaron sin servicio a los usuarios del Valencia-Palma-Mahón que debía salir esa noche, así como las conexiones del domingo Palma-Mahón, Mahón-Palma y Palma-Valencia. Acciona Trasmediterránea considera que los daños sufridos por el Fortuny no son de gran consideración y prevé que pueda volver a zarpar «en unos días», después de ser reparado en el puerto de Valencia, donde está atracado para corregir los desperfectos que sufrió al colisionar durante una maniobra en el muelle de la compañía, que operaba en una temporada de escaso trasiego, de ahí que en el momento del incidente sólo transportara a unos 130 pasajeros, una cifra muy inferior a las que suele movilizar durante los meses de verano, los de mayor ajetreo en esta línea. El Murillo, el sustituto del Fortuny, con 180 metros de eslora y capacidad para 550 pasajeros y 90 vehículos, es algo más lento (22.8 nudos por 23.5 del ferry dañado) y debió comenzar a operar entre Valencia y Palma desde la pasada medianoche.

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## Aanvaring op de Noordzee

Ongeveer 45 kilometer noord van Vlieland heeft zich gisteren rond 06.30 uur een aanvaring voorgedaan tussen het containerschip '**MSC Asli**' en het vissersschip '**Cornelia Johannes**' (VD-77).

Na de aanvaring bleek dat beide schepen alleen materiële schade hadden. De '**MSC Asli**' heeft een deuk nabij het achterschip en de **VD-77** heeft schade aan het voorschip en heeft een net verloren. Er zijn geen gewonden en beide schepen hebben inmiddels aangegeven geen assistentie nodig te hebben. Het containerschip, komende van

Antwerpen, heeft zijn reis naar Gothenburg inmiddels voortgezet. De **VD-77** heeft aangegeven richting Den Oever te komen om de schade verder te inspecteren. Door het Kustwachtcentrum Den Helder is het Kustwachtvaartuig '**levoli Black**' richting het vissersschip gestuurd om deze te begeleiden naar Den Oever. **Bron : Kustwachtcentrum**

## NAVY NEWS

# U.K., Canada Discuss Joint Frigate Development

Britain is in talks with Canada about a possible joint program to develop a frigate for their respective navies, according to U.K. Defence Minister Gerald Howarth. Responding to questions from parliamentarians Jan. 31, Howarth said the British government is in "close discussion with the Canadians" on a possible collaborative program to develop the Global Combat Ship, destined to replace Type 23 frigates in Royal Navy service by the start of the next decade.

The minister said Australia, Malaysia, New Zealand and Turkey have expressed interest in the warship program, to be called the Type 26 in Royal Navy service, when Defence Secretary Liam Fox recently visited the various countries. The British government is mounting a major effort to increase defense exports in the next few years to offset the downturn in military budgets at home, and has identified the Global Combat Ship as a key platform for a collaborative effort with Commonwealth and other allies.

BAE Systems has been working since last year on a 127 million-pound (\$202 million) assessment phase to provide a warship capable of supporting land operations and conducting other roles, such as anti-submarine warfare. Last year, the company, supported by the government, made proposals to Brazil to build up naval capabilities, including joint development of the Global Combat Ship. Italy, France and others have also shown an interest in the Brazilian program.



The US Frigate **FFG 29 STEPHEN W.GROVES** seen in Cape Town – **Photo : Ian Shiffman ©**

## SHIPYARD NEWS

# Sumitomo snares Venezuelan aframaxes

Japan's Sumitomo Heavy Industries has been given a newbuild order for a number of aframax tankers for Venezuela's oil major, PDVSA. The deal is worth Yen25bn (\$306m) – far higher than global prices for aframaxs at present - and was concluded via trading house Itochu Corporation. The ships will be delivered in 2012. The Japan Bank for International Cooperation (JBIC), formerly known as the Export Import Bank of Japan, is financing some Yen20bn of the deal. **Source : Seatrade Asia**



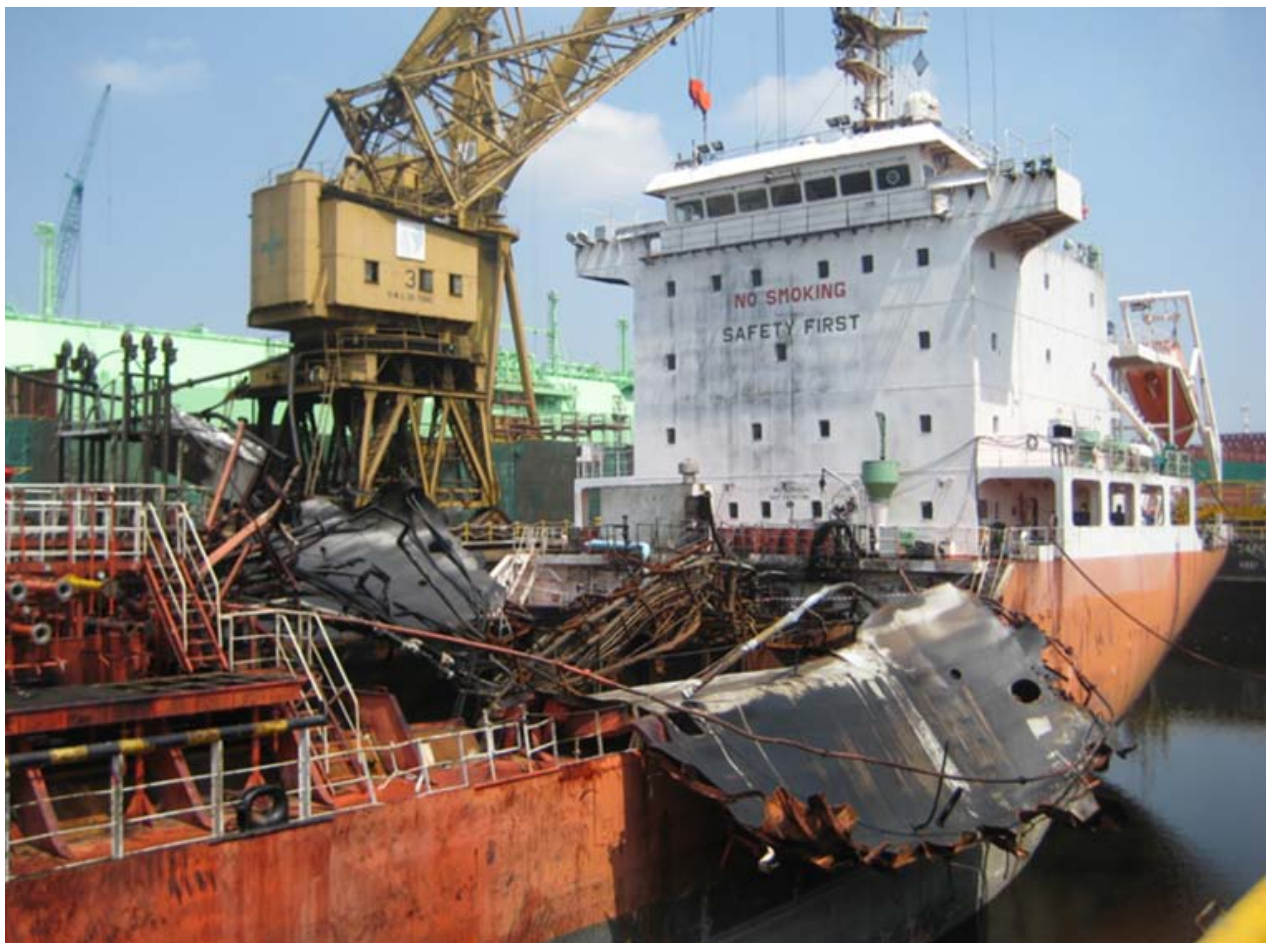


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The **GAGASAN PERAK** entered the drydock at Sembawang shipyard in Singapore - Photo : Bart Klos ©



Birds-eye view of February 4<sup>th</sup> of the **CERNAVAL SHIPYARD** with seen the following vessels :

In the Floating Dock the **"SAFMARINE SALOUM"** 148 x 24 m of Messrs. Reederei Rambow – Germany

In the Dock the **"MARFRET NIOLON"** 120 x 20 m of Messrs. Marseille Fret - France

and the **"YOUZAS ALEXONIS"** 120 x 17 m of Messrs. Arkhangelsk Trawl – Russia

Alongside the North Repair Berth the **"LAGAN"** 105 x 17 m of Messrs. Junquera Marítima – Spain (after docking)

Photo : Enrique Pérez - Cernaival Shipyard

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## Vietnamese project for Jan de Nul

Among the many projects awarded to Jan De Nul Group recently is an award from Formosa Plastics Group in Taiwan for dredging and reclamation works at the Ha Tinh steel mill complex in Vietnam. The scope of work includes reclamation of over 2,000 hectares of land. The reclamation materials will be mainly sourced from the construction of



the adjoining new Son Duong Port. Son Duong Port will be dredged to a depth of -27m and will be capable of receiving vessels of 300,000 dwt. **Source : Dredging News Online**



Above seen the IHC Merwede built TSND **ISANDLWANA** operating in the small crafts harbour of Richards Bay (South Africa) The 91 mtr long dredger with a hopper capacity of 4.200 m<sup>3</sup>, was delivered during the last quarter of 2010 by the builder to the owners : Transnet National Ports Authority.

**Photo : Willem Zomer – Captain / Dredge master ©**

## **Container transportation between Odesa and Dnipropetrovsk to start in 2011**

Kyiv-based joint-stock shipping company Ukrzichflot plans to start container transportation between Odesa and Dnipropetrovsk with the start of navigation on March 15, 2011.

"We didn't take the risk of making a first voyage [with containers] last year following the closure of the navigation period, although we could have taken containers from Odesa. We decided to perform the voyage with the opening of navigation this year," Ukrzichflot Director General Valentyn Kasapchuk told the press on February 4. He added that the company is in talks on the opening of similar line with Istanbul, and the company does not rule out the possibility of simultaneously launching the lines from Odesa and Istanbul. "The only problem we faced was Kherson customs service. We have to carry out the customs clearance of cargo in Kherson to get to Dnipropetrovsk, and this is a problem today," he said. He added that the checkpoint through the Ukrainian border has been opened at Dnipropetrovsk port, although according to Ukrainian law, the cargo is to be cleared on the outer border to enter the domestic water area. As reported, Ukrzichflot was mulling the possibility of opening a line to transport containers from Illichivsk maritime fish port (Odesa region). The company planned to perform a test trip by the end of October 2010. Ukrzichflot was founded in 1992. Today it is Ukraine's main river and sea transporter. The enterprise's fleet includes about 150 vessels. The enterprise owns the Dnipropetrovsk, Zaporizhia, Mykolaiv, Kherson and Chernihiv river ports, along with the Zaporizhia and Kherson shipyards. On the domestic market, the company has the status of a national transporter. The company's fleet consists mostly of dry cargo ships used for sea and river transportation in the Mediterranean, Black, Azov, Baltic and North Seas, and on the Danube, Southern Bug and Dnipro rivers. Ukrzichflot has been part of the Energy Standard Group since August 2007. **Source: Kyiv Post**

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The advertisement features a large, modern ship, likely an offshore supply vessel, illuminated at night. The ship is dark with some lights on its deck and superstructure. The background is dark, suggesting a night scene on the water. The text is overlaid on the image.

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## Oil tycoon buys Port of Murmansk

Russian oil tycoon Gennady Timchenko is reported to have sealed a deal on the acquisition of the Port of Murmansk, the fourth biggest in Russia and a key asset in the development of the country's Arctic. Business structures belonging to Gennady Timchenko will buy the Murmansk Commercial Sea Port for a total of 250 million USD, Reuters reports. The deal is to be completed in the course of the first quarter of the year.

A spokesman for Timchenko denies that the purchase has taken place. However, sources close to both the buyer and the Murmansk port confirm the deal, the news agency writes. As previously reported by BarentsObserver, the Murmansk Port was last year included in the list of state-owned enterprises to be privatized. The state owns 25,49 percent of the port, while 34,97 is controlled by Specialized Project Investments and 12,68 by Laterium Commercial Limited.

With the acquisition of the port, Timchenko will become a considerable player also in the Russian Arctic. The Murmansk Port, located strategically in ice-free and deep-sea waters, will inevitably become a key asset in the development of Russian offshore oil and gas projects in the Arctic. The port was last year granted status as special economic port zone, something which is expected to boost its popularity among investors. The enhanced port status is also believed to help prepare the ground for the major upcoming developments linked with the Shtokman gas project in the Barents Sea. The port today has the capacity to handle about 20 million tons of goods per year. In 2010, the port handled 12,87 million tons, a drop of 14,8 percent from 2009. Of this, 9,74 percent was coal, newspaper Vedomosti reports. Also increasing volumes of oil have over the last years been shipped through facilities in the port area.

While all port activities in Murmansk today are based on the eastern side of the Kola Bay, several key activities will in the future take place also on the western side of the bay. As previously reported, a number of major investment



projects are in pipeline along the bay. A new railway line will link the western shore of the bay with the regional railway grid and thus pave the way for the construction of several new facilities, among them a coal reloading terminal and an oil terminal.

Gennady Timchenko, reportedly a citizen of Finland, has over the last years been associated with a number of controversial business deals. In 1997, he co-founded the company Gunvor, which a decade later had become the world's third biggest oil trader. Speculations say that he is closely connected with Prime Minister Vladimir Putin. Timchenko and his business structures have lately shown an increasing appetite for oil company acquisitions. In 2009, he bought 23 percent of the second biggest Russian gas producer Novatek and later acquired also the Geotech Oil Services, as well as an oil terminal in Ust-Luga on the Russian Baltic coast, Vedomosti writes. **Source :**

**BarentsObserver**



The **QUEEN MARY 2** seen in Durban – **Photo : Trevor Jones ©**

## **Ensco swoops on Pride International in offshore drilling merger**

Offshore drilling contractors Ensco plc and Pride International, Inc. say that they have entered into a definitive merger agreement under which London-headquartered Ensco will combine with Houston-headquartered Pride in a cash and stock transaction valued at \$41.60 per share based on Ensco's closing share price on February 4, 2011. The implied offer price represents a premium of 21% to Pride's closing share price as of the same date and a premium of 25% to the one month volume weighted average closing price of Pride.

The transaction will create the second largest offshore driller in the world with 74 rigs. The combined fleet will have 21 ultra-deepwater and deepwater rigs, forming the second largest/youngest fleet able to drill in water depths of 4,500 feet or greater. In addition, the combined company will have more active jack-up rigs than any other driller. Mid-water rigs will represent 8% of the combined fleet.

The definitive merger agreement was unanimously approved by each company's board of directors. Under the terms of the merger agreement, Pride stockholders will receive 0.4778 newly-issued shares of Ensco plus \$15.60 in cash for each share of Pride common stock. Upon closing, and reflecting the issuance of new Ensco shares, Pride stockholders collectively will own approximately 38% of Ensco's outstanding shares.

Ensco expects the combined company to realize annual pre-tax expense synergies of at least \$50 million for full year 2012 and beyond. The combination is projected by Ensco management to be immediately accretive to Ensco earnings and cash flow per share before synergies. Based on the closing price of each company's shares on 4 February 2011, the estimated enterprise value of the combined company is \$16 billion. The total estimated revenue backlog for the combined company is approximately \$10 billion.

Ensco plc's Chairman, President and Chief Executive Officer, Dan Rabun, stated, "The combination is an ideal strategic fit, as our rig types, markets, customers and expertise complement each other with minimal overlap. Pride has gained valuable expertise building and operating ultra-deepwater semisubmersibles and drillships and has strong relationships with leading customers in Brazil and West Africa, two of the fastest-growing deepwater markets in the world. Ensco is a leading provider of premium jack-ups and ultra-deepwater semisubmersible rigs with a major presence in the North Sea, Southeast Asia, North America and the Middle East. Together, we will form an even stronger company that is ideally positioned to capitalize on growth opportunities within our industry."

Pride International's President and Chief Executive Officer Louis Raspino added, "The combination of Pride and Ensco creates an offshore contract driller with many of the attributes needed to ensure long-term success in our business. I have always been an advocate of scale, believing that a company with critical mass is afforded numerous benefits, including operational efficiencies, marketing advantages and the ability to attract and retain talented individuals that will help to secure a strong future for our company."

Dan Rabun will remain Chairman, President and CEO and James W. Swent will continue as Senior Vice President and CFO. The remaining executive management team for the combined company will be named at a later date and is expected to be composed of executives from both Ensco and Pride.

Ensco's eight board members will continue to serve as directors of the combined company and two Pride directors will be appointed to an expanded board effective at closing. The combined company, which will retain the name Ensco plc, will remain domiciled in the U.K. Virtually all of the senior executive officers will be located in London. The combined company is anticipated to realize significant benefits similar to those already achieved by Ensco since its redomestication to the U.K in 2009. These benefits include greater access to major customers, enhanced oversight of global operations due to improved time zone overlap, increased access to European institutional investors and a more competitive tax position.

The transaction is subject to approval by the shareholders of Ensco and Pride, as well as other customary closing conditions. The transaction is not subject to any financing condition. Ensco and Pride intend to file a joint proxy statement/prospectus with the Securities and Exchange Commission as soon as possible. The companies anticipate that the transaction could close as soon as the second quarter of 2011. **Source : MarineLog**



**TSHD Lelystad** spotted in Puerto Moin (Costa Rica) - **Photo : J van Es - Lelystad ©**

## Shipping Corporation of India posts 41.4% surge in net profit for Q3



Shipping Corporation of India (SCI) posted a 41.4% year-on-year rise in net profit for the quarter ended 31 December 2010 on higher profit from operations. SCI chalked up 1.23bn rupees (\$27.2m) for its third quarter as against 870m rupees in the same quarter of 2009, it said in a statement. Revenue for the quarter rose marginally year-on-year to 8.89bn rupees from 8.45bn rupees in corresponding period last year. For the nine months ended 31 December 2010, net profit came up to 8.89bn rupees as against 8.45bn rupees in the same period last year. **Source : PortNews**



The **THOMSON DREAM** seen arriving in Willemstad (Curacao)  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

## **Striking dockers ambush truckers at Peru's Callao Port**

INDUSTRIAL action launched by dockers last month at the Port of Callao is reported to have turned violent as union militant blockage truckers from entering the port that serves the Peruvian capital of Lima.

There are said to have been incidents of shots being fired, personnel and trucks attacked and death threats being made. The strike was triggered by fears that the government will privatise Peru's entire ports industry. A report by the UK's Handy Shipping Guide said the port workers are demanding a review of labour benefits and pension rights.

It pointed out that the latest industrial action follows less than a year after a state of emergency was declared during an 11-day strike in May 2010 by around 1,000 stevedores employed at the Port of Callao. At least 30 container ships were forced to use other South American ports and many more were delayed as export operations came to a virtual standstill.

According to the report "overseas shipping and port services specialists have been queuing up for years to invest in the build up of container terminal facilities in Callao" as "since 2000 the port was the fastest growing in terms of TEU and tonnage in South America, increasing traffic levels by 14 per cent per annum for the first few years of the new century." It added that Dubai's DP World opened facilities at the Port of Callao in 2010, while the Philippines' International Container Terminal Services Inc (ICTSI) and AP Moeller-Maersk's container operating arm, APM Terminals, have also invested in developments in the region. **Source : Schednet**

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## Federal election will have no impact on Sydney harbour dredging project

The Cape Breton Post reports that a general election in Canada may be imminent but would have no impact on funding for the Sydney harbour dredging project.

Quebec Prime Minister Stephen Harper put the final piece of the funding puzzle in place for the dredging project in December when he announced the federal government will commit C\$19 million to the C\$38 million project. Nova Scotia committed C\$15.2 million to the project in June, contingent on Ottawa coming in with its requested contribution, the Cape Breton Regional Municipality is in for C\$2 million on the same basis and Nova Scotia Power will contribute C\$1 million. Federal dollars will be provided through Enterprise Cape Breton Corp.

Spokesman D A Landry said in an email reply to the Cape Breton Post, that an election would have no impact on the federal contribution to the dredging project. "While it is a longstanding practice for federal institutions not to 'announce' projects during a federal election, this does not impact ECBC's normal course of business," Landry said. "The funding for the dredge is already committed."

Landry said the applicant for the funding and the proponent responsible for the execution of the dredge is the Sydney Ports Cor. and while discussions are ongoing with the applicant, the contract has not yet been issued. "The contract should be issued in the near future. Funding will flow to the ports corporation on a cash requirement basis based on eligible incurred costs," he said.

He said ECBC proposed and the other funding partners agreed to set up a project management oversight committee to oversee, review and manage aspects of the dredging project, although the ports corporation and its board of directors have ultimate responsibility. **Source : Dredging News Online**





HAL's **WESTERDAM** and the **THOMSON DREAM** seen moored in Willemstad (Curacao)  
Photo : Matthijs Duppen ©

## OLDIE – FROM THE SHOEBOX



The former **PRINSENDAM** seen in 1977 moored in Tanjung Perak (Surabaya)  
Photo : John Papenhuyzen ©

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



The **CONDOCK V** seen departing from Rotterdam-Waalhaven – Photo : Wil Kik ©

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