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The DMS GLOBE seen in Singapore waters – Photo : Piet Sinke ©

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The **CHIQUITA DEUTSCHLAND** seen in Antwerp - Photo : Stan Muller ©

Investigations On Somali Pirates Will Be Completed Soon

Malaysian police hope to complete investigations involving seven Somali pirates captured by Malaysian forces at the Gulf of Aden, on Jan 20, soon. Federal CID director Datuk Seri Mohd Bakri Zinin said police were studying the case from the legal point of view before charging the Somali pirates. We are discussing the case with the Attorney General's office. We need to see which section can be used to charge them," he told reporters at Bukit Aman here Wednesday. The seven have been held on remand in Malaysia since January 31 when they arrived on board the tanker **MT Bunga Laurel**, which was seized by pirates along with its crew of 23, on January 20. The tanker was headed to Singapore with a cargo of lubricating oil worth more than \$10 million (RM32 million) when high-seas bandits armed with AK-47 assault rifles boarded and took control of the ship. Malaysian naval commandos from a vessel protecting the shipping route in the Gulf of Aden, along with a navy attack helicopter, responded to a distress call and captured the pirates after a brief cross-fire. **Source: Bernama**

Gulfport Container Volume Climbs 4.8 percent

Container volume at Mississippi's Port of Gulfport grew 4.8 percent in 2010, but the 208,486 20-foot equivalent units remained behind 2008 levels.

Despite the rebound in 2010, the port's container volume still was below the 214,074 TEUs Gulfport saw in 2008. Gulfport handled more than 2.17 million tons of cargo in 2010, up 5.8 percent from 2009, but still below 2008 levels of 2.33 million tons. The MSPA said the outlook for Gulfport traffic in 2011 will depend greatly on the recovery of the global economy, the continued development of port infrastructure and the marketing of restored port facilities and enhanced services. It said the port's revitalization program is advancing rapidly, helping its position as the third busiest container port on the Gulf Coast. **Source: Journal of Commerce**



Yesterday the **BOSTON** in the newscippings, and now her sister **BALTIMORE** seen in the Port of Antwerp
Photo : Stan Muller ©

Rederi AB TransAtlantic takes delivery of ice strengthened AHTS

Sweden's Rederi AB Transatlantic has received delivery of the ice strengthened AHTS **Njord Viking** from the Astilleros Zamakona S.A shipyard in Spain. The **Njord Viking** is the second newbuild in a series of four ships that are being built by the Spanish shipbuilder and that are specifically designed to meet demands for efficient, safe and environmentally friendly offshore management in areas with severe ice conditions. **Njord Viking** has the following technical data: AHTS, bollard pull 230 ton, ice class 1A, deicing, stand by vessel, oilrec, clean design, deck area 750 sq.m Length 85 m, beam 22 m, 4,500 deadweight tons and complies with the most up-to-date regulations pertaining to oil clean-up. **Njord Viking** has been contracted by the Norwegian oil company, ENI, to support exploration and

expansion of the operations in the Barents Sea, including the Goliat Field, which lies 52 nautical miles north of the coast of Norway. The assignment is scheduled to commence during the summer 2011 and the total contract value amounts to NOK 430 M. **Source : MarineLog**



The **ARCADIA** seen from the **VOLENDAM** in Auckland – **Photo : Willem Kappert ©**



Greenpeace flagship drops anchor in final battle

Old warriors never die, they just fade away.

But before **Rainbow Warrior II** - flagship of the ubiquitous environmental group Greenpeace - sails into retirement, it paid a port call to Hong Kong yesterday, carrying a message of peace and conservation. The three-masted schooner, relaunched 22 years ago, is visiting Asian ports as part of Greenpeace's 40th anniversary. The vessel was bought from compensation received after the first **Rainbow Warrior** was blown up and sunk by French secret agents in New Zealand in 1985. It is due to be replaced this year by a purpose-built motor-assisted sailing yacht. For now, the 15-member crew aims to promote energy conservation and non-dependence on nuclear energy, according to captain Michael Fincken. While Greenpeace has an office in the mainland, the ship is unable to call at ports there, so the group hopes to use Hong Kong to reach out to those across the border. "We all firmly believe that by reducing dependence on energy in our homes, workplaces and even our public transport, we can solve the biggest environmental issue of all - climate change," Fincken said. The ship will be open to the public on weekends and students on weekdays at the Central ferry pier during its three-week stay. **Source : The Standard**



Above seen the 1978 Finland built stern cable layer **AGILE** off Grand Harbour, Malta on Thursday 10th February, 2011. She was built as the heavy lift/barge carrier **STAKHANOVETS KOTOV** for the Russian Navy. Sold in 1996 and renamed **LEN SPEER**. Sold again in 1998 to Secunda Global Marine, Nova Scotia. Converted into a stern cable layer and renamed **AGILE** and was fitted with five cable tanks and two stern sheaves.

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

Prospects of higher cargo demand lift Baltic index

But signs of overheating in China could hit appetite for iron ore: brokers

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for a second day on Tuesday, helped by firmer sentiment and expectation of higher cargo demand. But brokers said signs that China's economy was overheating could put a dampener on appetite for iron ore and coal.

The index rose 1.82 per cent, or 19 points, to 1,064 points. The index, which tracks the cost of shipping key commodities such as iron ore, cement, grain, coal and fertiliser, slid to its lowest in two years last week. 'It has been expected that once the Chinese were back to work after the Lunar New Year celebrations, activity would pick up but it was a very small uptick today,' Sverre Svenning, director of research at broker Fearnleys, said on Tuesday.

China raised interest rates on Tuesday for the second time in just over six weeks, intensifying a battle in the fast-expanding economy against stubbornly high inflation that threatens to unsettle global markets. Economic headwinds in the Western industrialised countries, a major source of shipping demand, has been compounded by inflationary fears in China, potentially leading to further monetary tightening and a pullback in demand for ore, which may be another setback for shippers.

The Baltic's main index has remained erratic since 2009 because of swings in Chinese demand for iron ore, the primary ingredient of steel. 'The problem is the only country that really can impact the demand side for iron ore as well as coal is China because South Korea, Japan and Taiwan are already importing at close to maximum capacity,' Mr Svenning said.

Brokers said a modest resumption of coal exports from Australia had helped lift dry bulk sentiment this week. For next week, rates for mid-sized dry bulk carriers on key Asian freight routes are expected to rebound as Chinese traders return to the market and Australian ports restart operations after Cyclone Yasi. For the capesize market, freight rates were seen under pressure by oversupplies and lingering concerns over Korea Line's financial troubles, shipbrokers said yesterday.

Benchmark capesize fixture rates from Australia to China fell to US\$6.355 a tonne on Tuesday from US\$6.486 last week. Rates for supramax shipments from Australia to Japan and South Korea, two major coal importers, tumbled to a fresh 23-month low of US\$7,273 a day on Tuesday from US\$7,310 last week. The market hit a six-month low of

US\$6.341 a tonne on Monday. It is expected to rebound next week as coal export ports in eastern Australia resume operations.

Cyclones and floods in Australia for the past two months have prompted dozens of dry bulk carriers to set sail for the Atlantic for new business. That has led to fewer vessels at anchorage at key coal ports, allowing owners to ask for higher rates for their ships.

The Baltic Exchange's rate for vessels travelling via the transpacific route rose to a three-week high of US\$9,653 a day from US\$7,723 last week. Rates for supramax shipments from East Coast India to China nudged higher to US\$11,410 a day from US\$11,370 last week. 'Another difficult and negative week for the maritime industry and the dry bulk sector went by, posing more questions as to when everyone expects these downhill falls to bottom out,' said broker firm N Cotzias Shipping. 'We feel that we are reaching the bottom of the floor that will enable a rebound. **Source : Reuters**



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Latest watercolor of [Hans Breeman](http://www.hansbreeman.nl) showing the mv [Rotte](http://www.hansbreeman.nl) owned by NV Houtvaart Rotterdam. The vessel is seen here in Hongkong in charter for the K-Line (Kawasaki Kisen Kaisha Ltd, Tokyo) in the evening light of the local sunset.

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Iranian ships not subject to UN sanctions, says judge

A HIGH Court judge yesterday revealed exactly how the three Iranian-owned ships detained in Singapore waters came to be released. And in a new twist, it emerged that the ships were not subject to United Nations sanctions.

The vessels were seized for more than three months over their owner's debts to three banks - in a case that drew international attention. They were released last month after about €155 million (\$269 million) was wired from Teheran to one of the banks in Paris. It was initially argued that the German-registered ships could be subject to UN sanctions applied to Iran for its refusal to suspend its uranium-enrichment activities. But Justice Quentin Loh made clear in his written judgment released that this was not the case. **Source: Straits Times**



The **CHRISTOS XXIV** (ex **FAIRPLAY IX**) seen in Rotterdam – **Photo : Michel Kodde ©**

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Samson Maritime's (Mumbai) owned **SULAWESI** (ex **SMIT SULAWESI**) conducted trials in the Rotterdam region
Photo : Nico Ouwehand ©

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Cargo vessel sinks after Korea collision, 4 dead

A Cambodian-flagged cargo ship sank off South Korea's east coast, killing four people and leaving seven missing, after colliding with a container vessel belonging South Korea's Hyundai Heavy Industries , the coastguard said on Thursday. Neither vessel was carrying any cargo, and there was no immediate sign of any leaks which could cause environmental damage, a spokesman at the Ulsan Coast Guard said, adding the incident was under investigation. The 1,500-tonne **Alexandria** with 12 Russian sailors sank off the southeast port of Ulsan on Wednesday. "We express deep regret over the sinking, and for the dead or missing sailors and their families. We will do our best for the rescue process with related authorities," Hyundai said in a statement on Thursday. **Source : PortNews**

Sunk ship MV Alexandra was en route to China for scrap

The broken dry cargo carrier **MV Alexandra**, from which the aft section sunk Feb. 9 off the coast of South Korea, was bound for China to a recycling yard to be scrapped. According to the State Maritime Rescue Coordination Centre, the vessel left the port of Nakhodka laden with a cargo of timber on Jan. 31 to a Japanese Port Toyama Shinko. Being unloaded at the port the vessel followed to a port in China. According to a version, the ship allegedly collided with another vessel and sank. As a spokesman for Amur Shipping Company previously said, the **MV Alexandra** belongs to the company, but was leased to Rawley Group (RG). According to an agent of Rawley Group in Korea who cited the Coast Guard of S. Korea, at the time of the accident a new ship built at a SK shipyard was undergoing sea trials near the Alexandra. As the RG agent said the S. Korea Coast Guard did not rule out the new ship might hit the MV Alexandra. Authorities of the Republic of Korea are investigating into the incident, but the Coast Guard did not confirm the collision information.

The aft section of the MV **Alexandra** (Cambodia flagged, home port - Phnom Penh) sank last Wednesday 16 nautical miles off the Olsen island. The front part is still afloat as seen at a photo yesterday, The a distress signal was not sent out from the ship. S. Korea Coast Guard launched a search and salvage operation, employing two salvage boats, a helicopter and 12 ships in the area. So far, the rescue team has found a survivor, four dead bodies of seafarers, seven crew members are still missing. Currently, the search operation continues, involving 15 vessels and 5 helicopters.

Source : PortNews

SHIPYARD NEWS

MAN Diesel & Turbo Benelux B.V
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Ensco orders harsh-environment jack-ups at Keppel FELS

Ensco plc reports that one of its subsidiaries has finalized a fixed-price shipyard construction contract with Keppel FELS Limited in Singapore for construction of two new ultra-premium harsh environment jack-up rigs.

Including commissioning, system integrated-testing and project management, the construction cost is expected to be approximately \$230 million per rig. The shipyard construction price for both rigs is approximately \$440 million. Ensco says it negotiated "very attractive" payment terms with 20 percent due at contract signing and the remaining 80 percent payable on delivery, all of which is anticipated to be paid with available cash.

The first rig is scheduled for delivery in the second quarter 2013 and the second rig in fourth quarter 2013. The shipyard contract also includes options for two additional jack-ups of the same design at similar terms that may be exercised by August 2, 2011. The new jackup rigs will be enhanced versions of the KFELS Super A design capable of operating in water depths up to 400 ft. The unique design features of the rigs significantly increase the area of operability in the Central North Sea and other harsh environment regions with industry-leading capacities and efficiencies.

With high-temperature, high-pressure equipment, a significantly improved cantilever envelope, 2.5 million pound quad derrick, fully automated hands-free offline pipe handling systems, ultra-high capacity jacking and fixation systems, 150 person quarters and strict noise and ergonomic standards, these rigs feature equipment and capabilities previously found only in the largest ultra-harsh environment jack-up fleet and set a new standard in the harsh environment category. Ensco says the rigs offer customers unprecedented value through increased drilling efficiencies for the most demanding large multi-well platform programs, ultra-deep gas programs or ultra-long reach wells up to 40,000' total drilling depth in oil and gas regions throughout the world.

Senior Vice President Mark Burns stated, "We continue to execute on our long-established strategy of high-grading our jack-up fleet by investing in newer equipment. During the past year, we acquired **ENSCO 109**, a KFELS Super B design jack-up that was delivered in 2008. Given the rise in jack-up utilization and our positive outlook for future demand, we believe that new construction is now the best option to further high grade our fleet with state-of-the-art equipment.

"We look forward to working with Keppel FELS on this important project. Our companies have a longstanding and successful relationship and our capital projects team is already in place managing the construction of our three remaining ENSCO 8500 Series ultra-deepwater semisubmersibles that will be delivered through 2012." **Source :** **MarineLog**



The drillship **CAROLINA** seen fitting out at the DAEWOO SHIPYARD in OKPO for PETROSERV, upon completion the vessel will sail to Brazil . **Photo : Mr.Noble ©**

Newbuilding orders could resume on China's return from holidays

With the dry bulk market finally picking up speed after a long, arduous journey downwards, dry bulk ship owners are expected to come back to the newbuildings' market, but not with the same vigor as before. According to a recent report from Clarksons, "with Lunar New Year holidays in the Far East, the market is a little subdued this week and we expect the same for next. This seems an opportune moment for both buyers and sellers alike to pause and evaluate their intentions for 2011. From the Shipyard perspective, demand for Dry and Wet has certainly diminished over the last few weeks and the all too familiar bid offer spread that has stalled the market in the past, is now starting to rear

its head. However, with the major yards in Korea now diversifying product mixes - we can note an increased emphasis being placed on Offshore, Containers and more specialised sectors; and a feeling that yards will be able to realise enough demand from these sectors and remain active. Certainly given the recent spate of Drillship ordering there is some potential here, but whether such demand is sustainable remains to be seen”.

The report said that “for the moment it remains unlikely that we will see a significant drop in newbuilding values. Reduced demand will not directly translate into reduced pricing - yards remain marred by concerns over an exposure to a continually unfavorable currency position against the dollar - applicable to Won, RMB and Yen - coupled with increasing labor cost pressure and no imminent relief in steel plate pricing - shipbuilder's will find 2011 a challenging environment to remain competitive within. Nevertheless, for the moment there remains enough enquiry to maintain a steady, although diminished deal flow and with shipyard orderbooks still brimming with last years orders - for the moment we do not envisage any significant deviation away from current market dynamics” mentioned Clarksons. In terms of reported business; In Dry, NS United are reported to have ordered one 335,000dwt ore carrier at Imabari Shipbuilding that is due to be delivered in 2014. Wilmar Holdings are reported to have declared their options at Jiangsu Eastern for a further 3 x 82,000dwt Kamsarmaxes which will all deliver in 2013. Jiangsu Eastern have also taken orders from 2 other owners, Minsheng Financial Leasing whom have ordered 4 x 47,500dwt bulkers delivering in 2013 and Daelim Corporation who have themselves taken a pair of 82,000dwt Kamsarmaxes that will deliver in 2H 2012, the combined price for these three deals at Jiangsu Eastern has been reported at USD260 Mill which potentially equates to circa USD32 Mill each for the Kamsars and circa USD25 Mill per handymax, which look like very attractive levels in today's market. Finally DSME Shandong have contracted a pair of 58,000dwt Supramaxes with Pegasus Maritime (RandK) to be delivered in 1H 2012 and believed to be at a price in the region of USD30M per vessel. In Containers, MSC and Costamare are reported to have contracted 6 x 8,800TEU Containerships in total (MSC taking 4 and Costamare the other 2) at Sungdong Shipbuilding with deliveries of these vessels due to begin from 2H 2012 onwards. In Gas, Unigas International have ordered 3 option 3 x 6,500cbm Ethylene carriers at STX Shipbuilding with the firm vessels delivering in Jun/Oct 2012 and Jan 2013 and at a price reported at circa USD31 Mill per vessel. In a separate report, Fearnley's said that “16 ships reported this week, most of which are bulk carriers. The market still seems to be strongly influenced by the Chinese new year's holidays. Prices still remain stable, however, with the Lunar holiday coming to an end the newbuilding activity in the Far East might pick up” said the shipbroker.

Earlier, Golden Destiny had reported that in terms of newbuilding orders are concerned, it was a more controlled week for new orders with offshore sector attracting once more a lot of invested capital and new orders in the container post panamax segment of 8,800 TEU from two European owners, Swiss liner operator Mediterranean Shipping and Hellenic owner Costamare. The vessels are going to be built to a new very wide beam design and are the largest container ships ever to have been ordered at Sungdong. The optimistic fundamentals in the container sector along with indications suggesting that sector's orderbook has shrunk significantly from 2009-2010 period, seem that support strategic movements by major players for newbuilt units in the postpanamax segment.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Jumbo's **FAIRMAST** spotted off Singapore last Wednesday with all the JUMBO markings painted out as can be seen above, but still flying the Dutch flag, so it looks the vessel is sold by Jumbo / Kahn shipping - **Photo : Piet Sinke ©**



The advertisement features a large, dark-hulled ship with a white superstructure, illuminated by blue lights at night. The ship is reflected in the water. The Oceanco logo is in the top left. The YER logo is in the bottom right. Text in the top right corner reads: "YER komt voor Oceanco graag in contact met een ervaren HSSE Officer. Klik hier voor meer informatie." Below this, it says: "Ben jij of ken jij die initiatiefrijke en geschikte kandidaat? Neem dan contact op met onze consultant Maritime & Offshore: Thom Kuijpers, 06 - 51 61 36 72/thomkuijpers@yer.nl". At the bottom left, contact information for YER Rotterdam is provided: "YER Rotterdam | 010 - 798 01 00 | Boompjes 40 | 3011 XB Rotterdam | www.yer.nl".

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Allseas **AUDACIA** seen freshly painted at the Blohm+Voss shipyard in Hamburg

Photo : Pieter Elzinga ©

Marco Polo mulls Indonesian yard expansion

Marco Polo Marine is mulling expansion of its shipyard in Batam, Indonesia. In the first quarter ended 31 December 2010 Marco Polo said revenues from its ship repair and shipbuilding operations increased by 183% to S\$11.9m, contributing over half the company's S\$19.4m first quarter revenues, Seatrade-asia reports. "Our initial investments in the shipyard have been successful with the two dry docks underpinning robust ship repair activities. We are currently evaluating plans to undertake strategic expansion of the shipyard in the current year," said Sean Lee, ceo of Marco Polo. **Source : PortNews**

DDW launches advanced OSV

Drydocks World reports it recently launched Anchor Handling Offshore Support Vessel **OLYMPUS CREST** at its shipbuilding yard in Nanindah, Indonesia. The vessel is being built for Singapore-based Pacific Crest Pte Ltd at a contract value of \$20.4m, excluding owner furnished equipments.



"Under our new business strategy, we would like to place an added thrust on activities that support the oil and gas sector," said Khamis Juma Buamim, Chairman of Drydocks World and Maritime World, "...as there has been a burgeoning demand from this sector for vessels with highly advanced capabilities."

OLYMPUS CREST has the overall dimensions of length 76m, beam 18.5m and draft 6.8m. It is designed by Wartsila Ship Design and classified by ABS. The 150TBP vessel has DP2 capability and is of fire fighting class 1. The vessel is equipped with deck machinery from Rolls Royce Marine, main engine 9M32 from CAT, Kawasaki side thruster and Berg propulsion. The owners are part of Pacific Radiance Group, which is a Singapore based Company providing Integrated marine solutions for oil & gas, mining, subsea engineering contracts and related services support industries **Source : Seatrade Asia Online**

Gaoh Offshore signs LOI with STX for wind turbine installation vessel

IHS Fairplay reports that South Korea's STX Offshore & Shipbuilding has signed a Letter of Intent (LOI) with Gaoh Offshore in the UK to build a wind turbine installation vessel. A STX spokesman told Fairplay: "No price has been disclosed because the order isn't confirmed yet. The LOI simply means that Gaoh intends to work with us to develop the ship. So when Gaoh confirms that it will build the ship, it will award the order to us."

Gaoh said in a statement: "The vessels' multi-functionality adds to the design's flexibility and ability to deliver optimal cost efficiencies to safe, efficient and risk optimised installation and field support activities." "Work will focus on fulfilling the requirements of Round 3 UK windfarm operators and Gaoh and STX will combine their expertise to provide innovations that particularly benefit installation in deeper water, further offshore." **Source : Offshore Shipping Online**

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The **JACOBUS BROERE** departed from Dordrecht under her new name **KEY FIGHTER** bound for Huelva
Photo : Michel Kodde ©

Jan de Nul awarded Tuticorin port dredging project

Dredging contractor Jan de Nul reports that among the many projects awarded to the company recently is a contract from Tuticorin Port Trust in India for the capital dredging works for the expansion of India's most southern major port.

The project involves the deepening of the port's access channel and the creation of a new harbour basin. The expansion will allow the port to receive vessels with a draught of 12.80m. **Source : Dredging News online**



Iskes **BRENT** departed for a long-time charter from IJmuiden bound for Gdansk (Poland) where the tug will be towing barges with wind turbines parts for the next months - **Photo : Jan Plug ©**

Port workers end strike

An indefinite strike launched on February 2 by a section of private sector workers at the Kochi Port was withdrawn here on Wednesday after an interim order from the High Court of Kerala, directing the Cochin Port Trust authorities to maintain the operations of Rajiv Gandhi Container Terminal (RGCT) for three more months.

Charles George, general convenor of the trade union coordination committee that called for the strike, said the court order, though an interim one, was a victory for the workers. He said the stand taken by the State government helped the workers in at least partially achieving their goals.

He said the strike was withdrawn in the afternoon on Wednesday and that movement of cargo to and from the port premises had started soon after the decision. Though the strike had been withdrawn, the trade unions would continue to exert pressure on the authorities to find a permanent solution to the problems they had highlighted through the strike, he added.

The trade union leader claimed that the coordination committee represented nearly 10,000 private sector workers and that the strike was also meant to draw attention to the protection of a public sector undertaking like the Cochin Port Trust. Meanwhile, the first consignment of container cargo arrived here at the Vallarpadam International Container Transshipment Terminal (ICTT) on Wednesday by 5.30 p.m. A senior official of Southern Railways said the train, with 40 rakes, arrived from Irugur inland container depot. The official said this was the first container train that arrived at

the Vallarpadam ICTT, due for inauguration by the Prime Minister on Friday. The rail link to Vallarpadam is also a new one, which involved building an 8.86-km rail line from Edappally. The project was implemented by Rail Vikas Nigam Ltd., a special purpose vehicle, and cost around Rs.360 crore. **Source : The Hindu**



The **STAR PISCES** seen anchored off Singapore awaiting berthing at the cruise terminal

Photo : Capt. Jelle de Vries ©

VLOC newbuilding contract for Japanese yard

Tokyo-based NS United Kaiun Kaisha has concluded a contract to build a 335,000 dwt ore carrier with Japanese shipbuilder Imabari Shipbuilding for delivery in the first half of 2014.

The VLOC will trade under a long-term contract with Nippon Steel Corporation to transport iron-ore from Brazil and coking coal. Currently NS United has four bulk carriers of 230,000 dwt and one of 297,000 dwt in operation with four bulkers of 250,000 dwt on order. **Source : The Motorship**

Maersk, Hapag-Lloyd to share Med-US services

Maersk Line and Hapag-Lloyd entered a slot swap agreement for services from the Mediterranean to the U.S. East Coast and Gulf Coast, effective March 1. The carriers said the agreement, which involves Maersk's WestMed service and Hapag-Lloyd's Mediterranean Gulf Express service, will offer shippers improved coverage.

The agreement is subject to final approval from the Federal Maritime Commission. Maersk said the slot agreement will offer new direct services from Barcelona and Valencia, Spain, to the U.S. East Coast and Gulf Coast and new direct service from the Gulf to Italy and Spain.

The extended service will add new port calls at New Orleans, Houston and Port Everglades, Fla. in the U.S. and Valencia and Barcelona in Spain and Cagliari, Italy.

The new rotation for the WestMed service is: Marsaxlokk, Malta; Gioia Tauro, Italy; Livorno, Italy; Genoa, Italy; Fos sur Mer, France; Valencia, Spain; Algeciras, Spain; Newark, N.J.; Norfolk, Va.; Savannah, Ga.; Marsaxlokk, Malta. The rotation for the new MGX service is: Cagliari, Italy; Livorno, Italy; Genoa, Italy; Barcelona, Spain; Valencia, Spain; Savannah, Ga.; Port Everglades, Fla.; Houston; New Orleans; Port Everglades, Fla.; Cagliari, Italy. **Source : PortNews**

Bourbon anticipates growth from offshore market

IHS Fairplay reports that offshore vessel operator Bourbon has forecast a gradual recovery in the offshore market this year after demand rose for its ships in the final quarter of 2010. The group – whose fleet increased by 50 ships to a total 408 last year – reported 2010 revenues up 4.6 per cent to €849.9 million (US\$1.16 billion) year on year, but fourth quarter revenues rose 12.9 per cent to €221.3 million.



The **BOURBON LIBERTY 227** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

It added that the utilisation level for its vessels had risen to 81.1 per cent in the final quarter, from 79.2 per cent in the third quarter. "In the last quarter, we saw a slight upturn in the utilization rate of our vessels, which appears to confirm the steady recovery expected in 2011," said CEO Christian Lefèvre.

Bourbon also predicted that higher oil prices and increased exploration and production spending by oil companies would lead to more strengthening of demand for ships and the absorption of current excess capacity. Source : offshore Shipping Online

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ABB wins marine order worth over \$50 million

ABB, the leading power and automation technology group, has won an order worth over \$50 million to provide power and propulsion systems for two next-generation cruise ships to be built by Meyer Werft at its shipyard in Papenburg, Germany for Norwegian Cruise Line. The order was booked in the fourth quarter. Meyer Werft, founded in 1795, is well known for building large, highly sophisticated cruise liners. Each new ship is 143,500 GT (gross tonnage) and will be able to carry more than 4,000 passengers, which makes them the biggest cruise liners ever built in Germany.

ABB's delivery will help maximize fuel efficiency, improve maneuverability, and also provide a reliable power supply for propulsion and ship onboard consumption. "ABB's comprehensive solutions for our ship building customers ensure reliable power supplies on board, as well as technologically advanced propulsion systems that help big ships navigate quickly and safely, using less fuel," said Veli-Matti Reinikkala, head of ABB's Process Automation division. "Our reliable and energy-efficient equipment help cruise operators cut down on fuel consumption and reduce their carbon footprint. Also, the same technology ensures the comfort and safety of their passengers."

The order includes power generation and distribution systems, thruster motors, and two 17.5 megawatt (MW) propulsion systems including transformers, drives and Azipod® XO propulsion units. ABB's energy efficient Azipod propulsion uses less fuel than traditional systems, and provides better maneuverability in all operating conditions. Headquartered in the US, Norwegian Cruise Line has a 44-year history of innovation in cruise travel. The ships are scheduled for delivery and commissioning in the spring of 2013 and 2014. **Source: ABB**



The brand new **TIDE NAVIGATOR** of Forrest Wave Navigation of Heerenveen (The Netherlands) seen conducting trails at the Waddenzee February 9th, **photo : Crew Koegelwieck ©**

S Korea handles record box traffic in Jan

Container volume handled at South Korea's seaports reached a record monthly high in January, fuelled by improving economic and business conditions, the Ministry of Land, Transport and Maritime Affairs in Seoul said yesterday.

Container traffic posted a 12.7 per cent increase to 1.66 million TEUs, or 20-foot equivalent units, in January compared with the same month a year before, according to the ministry. Cargo exports and imports registered 16.3 per cent growth over the same period on the back of the country's rising trades with major countries, such as the United States, China and Japan. The port of Busan, located in the country's second-largest city and handling approximately 74 per cent of the total container volume, processed 1.23 million TEUs last month, up 15.6 per cent from the same month a year earlier.

'If the current trend continues, we will be able to easily enter an era of 20 million TEUs in terms of container volume this year,' an official from the ministry was quoted as saying by Yonhap News Agency. **Source : Xinhua**



The **ANDREA PALLADIO** seen outbound at the Westerscheldt river – Photo : Henk de Winde ©

MSC quashes rumours about new service offerings

GENEVA's Mediterranean Shipping Company (MSC) has denied rumours flooding the market that it is planning new services between Asia and Europe including Mediterranean ports.

Speculation about additional MSC strings has unsettled the market where freight rates are under pressure. "There are no plans to add any new strings," said an MSC spokesman. Although MSC has a large number of newbuildings expected in 2011, they will serve on existing services, with displaced older ships being assigned to other parts of the world. Source : Schednet



The **JASCON 20** seen in Lagos (Nigeria) – Photo : Little Lankester ©

Fairstar Heavy Transport NV releases 2010 Fourth Quarter results

Fairstar Heavy Transport NV (FAIR) announced an EBITDA loss of USD 2.7 million for the Fourth Quarter of 2010.

Fleet utilization of **FJORD** and **FJELL** for the quarter was 32%, the lowest level ever experienced by Fairstar since the **FJORD** and **FJELL** went into service in 2008 and 2009 respectively. The disappointing operating results were offset by a significant increase in cash liquidity of over USD 29 million. The balance sheet was further enhanced by raising USD 12.3 million in additional equity in November of 2010.

The Fairstar new build semi-submersible, open stern, 50,000DWT vessels **FORTE** and **FINESSE** are fully financed and will be delivered by Guangzhou Shipbuilding International (GSI) in the Second and Fourth Quarters of 2012.

Earlier this month, Fairstar has signed a Letter of Intent to provide a total land and marine logistics solution to transport 115 modules as well as related equipment from the Agrium Kenai Nitrogen Operations, comprising Plants 4, 5, and 6, from Kenai, Alaska to Ossiomo, Nigeria. Under the terms of the LOI, Fairstar will be responsible for the interface management of the land transportation in Alaska with Mammoet as well as the land transportation interface in Nigeria with Premier Logistics. The Marine Transportation Contract, expected to be finalized in March, has an approximate value of USD 25 million and will require both the **FJORD** and **FJELL** to mobilize to Alaska in early July in order to facilitate the loading of the modules for transport to Nigeria. Once **FJORD** has discharged its modules in Nigeria, it will immediately proceed to Angola where it is contracted to load FPSO components for the **DSME CLOV** FPSO Project and sail with this cargo to the DSME Yard in Okpo, Korea. Subsequent to the DSME contract, **FJORD** will sail to either the Hyundai Yard in Korea or another site designated by the Kellogg Joint Venture - Gorgon to pick up the first of its multiple voyage modules for transport to the Gorgon LNG facility on Barrow Island, Australia.



The **FJELL** seen emerging with cargo in Korsakov, Russia – Photo : Capt. Peter Kerkvliet ©

FJORD is now scheduled to be fully utilized for a period of approximately two years from July 2011 at day rates averaging throughout the period of over USD 80,000. The **FJELL** is also scheduled to arrive in Kenai, Alaska in early July and will sail to Nigeria shortly after the **FJORD** has departed. **FJELL** will discharge its cargo in Nigeria sometime in December 2011. Because of the need to use both **FJORD** and **FJELL** for this project, Fairstar has declined the request to cut the transportation rate previously agreed for the return of the **JB 115** from Melbourne to Rotterdam. The rate suggested to us by the client holding the return option was very close to break even and would have positioned the **FJELL** back in Rotterdam causing an unattractive increase in the mobilization costs involved in sailing to Alaska. The total transportation solution provided by Fairstar from Alaska to Nigeria is the first of its kind in the Marine Heavy Transport Industry. The complexity of combining the land transportation provided by Mammoet and Premier Logistics with the marine transportation interfaces is a reflection of Fairstar's growing reputation as a skilled project manager able to combine the proper ships with the necessary imagination required to successfully execute a "door to door" logistics solution.

The **FORTE** will join the **FJORD** in service on Gorgon immediately upon delivery by GSI in April 2012 and is expected to be under contract for at least 18 months from the delivery date. There has been a significant increase in Tender activity for energy infrastructure projects both on-shore and off-shore in recent months. Fairstar has offered **FJELL** and **FINESSE** for projects in 2012 and 2013. **FJORD** and **FORTE** are under consideration for multi voyage contracts in 2014 and 2015. In summary, Fairstar is highly optimistic about the future of marine heavy transport services for

major energy and construction infrastructure projects. We anticipate a future shortage of modern, open stern, semi-submersible, asbestos free vessels. We intend to invest in the experienced crews required to operate them. We foresee the increasing, environmental, safety and technical demands expected by owners and sponsors of multi-billion dollar energy projects. We are certain these developments will continue to raise the barriers of entry into this market segment, allowing Fairstar to maintain our sustainable competitive advantage and the related inherent pricing power. Fairstar re-affirms its guidance of 80% full fleet utilization as well as T/C rates averaging USD 80,000 per day from July of 2011 throughout the 2014 financial year. **Source: Fairstar Heavy Transport.**



The **MAERSK BALI** seen assisted by the **THAMESBANK** in Rotterdam-Waalhaven - **Photo : Stephan Grol ©**

China-US string drives Jones Act Matson profits up 70pc

PROTECTED US Jones Act carrier, Matson Navigation, generated an operating profit of US\$99.4 million for 2010, an increase of 70 per cent against 2009, on revenue of more than \$1 billion, up 18 per cent. Increased transpacific volume was credited for much of the increase that rose 56 per cent to 72,700 boxes after the shipping line last October offered its new CLX2 service linking Hong Kong, Shenzhen and Shanghai with Long Beach.

Volumes on Matson's Guam trade rose by eight per cent 15,200 units, while its Hawaii services handled about 136,700 boxes, an amount similar to 2009. Said Stanley Kuriyama, president and CEO of parent company Alexander & Baldwin: "A&B's earnings for 2010 rebounded from 2009, driven principally by Matson's strong performance in China, a considerable turnaround in agribusiness, and increased gains from sales of improved properties. Equally important were investments made in transportation and real estate in 2010, including the start up of a second China to Long Beach service."

A&B's net profit last year more than doubled year on year to US\$92.1 million. But Matson's fourth quarter 2010 operating profit declined 14 per cent year on year to \$11.6 million. The company attributed this to higher vessel operating costs, largely because of its commencement of a second transpacific string. But fourth quarter revenue swelled 24 per cent to \$290 million and liftings on the transpacific trade lane soared 81 per cent, compared to the same period a year earlier, to 24,400 boxes. The report cited the company as saying this increase was due to Matson's new CLX2 service. **Source : Schednet**

OLDIE – FROM THE SHOEBOX

USS Bennington (CV/CVA/CVS-20) was one of 24 **Essex-class** aircraft carriers built during World War II for the United States Navy. The ship was the second US Navy ship to bear the name, and was named for the Revolutionary War Battle of Bennington (Vermont). **Bennington** was commissioned in August 1944, and served in several of the later campaigns in the Pacific Theater of Operations, earning three battle stars. Decommissioned shortly after the end of the war, she was modernized and re-commissioned in the early 1950s as an attack carrier (CVA), and then eventually became an Antisubmarine Aircraft Carrier (CVS). In her second career, she spent most of her time in the Pacific, earning five battle stars for action during the Vietnam War. She served as the recovery ship for the **Apollo 4** space mission.



Bennington was decommissioned on 15 January 1970, stricken on 20 September 1989, and sold for scrap on 12 January 1994, being subsequently towed across the Pacific for scrapping in India, the tow was executed by the ocean going tug **SMIT SINGAPORE** which towed the (ex) aircraft carrier from San Diego towards Alang, whilst only 2 days enroute during this trip the container vessel **HYUNDAI SEATTLE** encountered an engine room fire in the Pacific, the master of the **SMIT SINGAPORE** decided to let go the aircraft carrier and to proceed full speed to the containership, took it under tow, brought it back to Seattle and filed the papers for salvage rights. So the **ex Bennington** was drifting at the Pacific, a 4 man **SMIT salvage** team (including myself) was urgently flown to Honolulu (3 from Singapore and myself from Rotterdam) on Christmas day 1994 with instructions to **search for a**

missing aircraft carrier in the Pacific, after arranging a tug etc we said goodbye to the "Hooters" girls in Honolulu and set sail from the 'clocktower', and we found the carrier after some days searching with the tug boat at the large ocean, after boarding the carrier (which was really more a dangerous circus act), we re-arranged the towing gears which was a tough job on the powerless carrier, special lifting the dropped towing gears, which were connected inside, but we managed and connected the **Crowley** tug **BULWARK** the next day up again which tug held the **Bennington** for several days until a large Chinese ocean going tug appeared and took over the **Bennington** and set course to India where the carrier was scrapped, January 8th the salvage team went back home again. **All photo's : Piet Sinke ©**



.... PHOTO OF THE DAY



The **SVITZER SUSAN** seen from the **SVITZER MOIRA** whilst assisting together with some other tugs the bulker **ATLANTIC BRIDGE** at the Humber river - Photo : Ray Whitby ©

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