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The **MSC IRENE** seen at the Wandelaar Pilot station

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

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## EVENTS, INCIDENTS & OPERATIONS





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The **CAPE BEIRA** seen moored in Amsterdam – Photo : Erwin Willemse ©

## Piracy Spreads

Somali pirates have the capability of reaching Malaysian waters using the bigger and better equipped vessels which they have hijacked. International Maritime Bureau (IMB) piracy reporting centre head of Asian region Noel Choong said Somali pirates were using the vessels which they had hijacked to go further from their base.

He said the pirates were now attacking ships in the Indian Ocean, off the coast of India and Maldives. "If they move further, they will reach Sri Lanka and eventually the Straits of Malacca. "Two years ago, nobody would have predicted that they would reach India. It is hard to believe they would reach the Straits of Malacca, but it is possible," he told The Star.

Choong said many of the pirates converted the hijacked ships into motherships that could be used to launch attacks against other vessels. He said IMB's initial advice to ships was to keep clear of all small boats. "But now, with (the use of) hijacked ships, unsuspecting ships may think it is a merchant ship. The advice is to monitor merchant ships which

are lowering skiffs into the sea," he said. Choong said the motherships could cover greater distances because they were bigger, could carry more fuel, and were equipped with devices such as radar.

"Their own boats have limitations (in distance). They can carry extra drums of fuel, but they are very dependent on the weather. Can you imagine a small boat being caught in a storm in the middle of the ocean?" he said. He added that the hijacked vessels would be operated by the kidnapped crew, as the pirates were not trained to do so.

"Of course, the crew is forced to do so," he said. According to IMB statistics, Somali pirates were holding 33 vessels and 712 hostages, with the captives originating from an array of countries. On the local piracy scene, Choong said the situation was stable in the Straits of Malacca and the South China Sea. **Source : ShipTalk / The Star**

## **Dry Bulk Fleet expansion accelerates**

The expansion of the dry bulk fleet in January was at an annual rate above 100 MdwT for the year. There remains a scheduled 127 MdwT still to be delivered but of course slippage and scrappings will intervene to reduce the net total. Nonetheless the scrapping of five Capes in

January is a sign for owners that it is possible that the expansion of the fleet may not be as rapid as the paper schedule dictates as in the whole of 2010, for example, just 15 Capes were scrapped. For Panamaxs the large orderbook of some 834 ships is fairly evenly spread between this year and next with a further 100 due beyond 2012 whereas for the other sizes the bulk of deliveries are scheduled for this year. Handysize has the lowest proportion of new orders to existing fleet at 26% in terms of numbers and, having the oldest age profile, appears set to modernise rapidly over the next few years. For the other sizes the average age ranges between 10.4-12.7 years so the impact of the new deliveries will not be as dramatic as for Handysize. Contracting meanwhile appears to have slowed down substantially in January however we suspect this could be a statistical aberration and that there will be late reporting of some new orders. **Source: ICAP Shipping**



The **HYUNDAI VANCOUVER** ( with pilot **Rik van Marle**) seen departing from Rotterdam-Amazone harbour  
**Photo : Bas van Hoorn – SD SHARK ©**

## **Piracy becoming 'criminal enterprise'**

Somali piracy has evolved into a transnational, organised criminal network that risks becoming ingrained in the country's economic and social structures, the head of the US counter-piracy unit said.

Attacks on vessels off the coast of Somalia have been growing rapidly since 2007 as young Somalis in small skiffs with their AK-47s and rocket propelled grenades take to the waters to seek their fortunes. Donna L Hopkins, co-ordinator of Counter Piracy and Maritime Security for the US government, said it had become apparent that other nationalities were hoping to reap the benefits of what has become an increasingly lucrative activity. "Somali piracy has grown from being essentially a garden variety, local, off the coast protest against illegal fishing ... into a seriously networked and capable, transnational, organised and criminal enterprise," she said. "We think there are other fishermen, fishermen other than Somali nationality, who are colluding in this business and helping to share the spoils." Ransom payments

have shot up over the last five years and now average around \$4.5m to \$5m per ship, from around \$150 000 to \$300 000 previously, according to Dieter Berg, head of the marine division at reinsurer Munich Re. By using bigger "mother ships" equipped with more sophisticated equipment, pirates have been able to carry out increasing numbers of attacks in recent months and range further away from the Somali coastline.

### Piracy and terrorism

Last week Somali pirates seized two oil tankers in two days, capturing a Greek ship carrying Kuwaiti oil to the United States after taking an Italian oil vessel. Hopkins said it was likely that sophisticated groups, potentially operating out of financial centres, had established networks to distribute fuel and weapons and transmit ransoms through money laundering networks. "We need to find out who is complicit in the financial networks, other logistical supporting networks that are enabling pirates," she told reporters at the US Embassy in London. Regional instability along a critical trade route combined to make Somalia a "perfect storm" to fuel piracy, Hopkins said and warned it risked becoming an insurmountable problem. "It's pretty clear from the reporting that's coming out that piracy is becoming deeply ingrained in the Somali economic and social structure," she said. "As long as there is no effective government to control the Somali territorial water and coastline this is going to be a problem." Hopkins dismissed "deliberate links" between piracy and terrorism, but said militants would be attracted by the financial gains. "Terrorists, no matter how ideologically pure, need money. And I suspect they are not above taking what they can." **Source: Reuters**



KOTUG's **SD SEAL** seen assisting the **TORGOVY BRIDGE** in Rotterdam-Europoort – **Photo : Marijn van Hoorn ©**

## Merchant ships in 2030

Everyone likes having a stab at "futurology" - imagining what things will be like twenty years from now. But when it comes to ship design, we move into serious matters, because twenty years from now, many of today's ships will probably still be in operation and will be requiring replacement with, hopefully, something better. "Trends" can provide something of a guide to what ships might look like in 2030. Ships are servants of trade, and we need to look at possible trade changes that might in some way effect the design of ships. We are probably safe to suggest that the next twenty years are unlikely to see any alternatives to ships for transport of goods and even people, but some of the main cargo routes may well change. There are questions that need to be asked about certain scenarios that might affect the employment of ships. Might, for instance, oil refineries tend to become relocated close to the sources of crude oil? Some suggest that oil producers wishing to add value to their products might implement such a change, with a dramatic effect upon the demand for crude oil carriers. The "added value" concept might become established in the bulk transport business, with less waste, for instance carried by sea to consumers of iron ore. It is important to

consider developments and economics, if the spectacular industrial growth of China, India and Brazil are to continue, and make some sort of estimation of the way that this might affect sea trade. The development of energy sources in the polar regions might be expected to have become well-established by 2030, whether the “global warming” that has seen the retreat of some polar ice will continue, or not. It is impossible to ignore the environmental pressures that are increasingly affecting shipping. Will oil still be the fuel most used aboard ship? Might LNG, or even nuclear be alternatives offering cleaner energy? How entrenched might slow steaming to cause minimum environmental impact have become in the intervening years? Will the price of sea transport, which has been extraordinarily cheap since industrial shipping arrived, have to greatly increase to pay for the environmental benefits that the public apparently wants? It might seem inconceivable today, but might international trade be reduced as a result of some demand for “locally” produced products, or a reversion to protectionism? All these sorts of questions, some of which are philosophical and all of which are political need to be thought through as we consider the future of the shipping industry. Seascope No.105 will look next at the shape of future ships. **Source: Bimco**

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Die kunnen zich aan melden per brief naar het volgende adres:

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Met daarin hun naam en adres.



The **SAGASBANK** seen approaching the Ijmuiden locks bound for Amsterdam – Photo : Marcel Coster ©

## Port Visit

A special delegation from the Vietnamese embassy in New Delhi on Saturday visited 16 sailors on board the vessel MV Bien Nam, stranded outside the Chennai port. The delegation, accompanied by representatives of the International Transport workers Federation (ITF) and the Seafarers Port Welfare Association, reached the vessel with a medical team in a special boat arranged by the Chennai port trust. "We were on board for three hours. All sailors were observed and given medicines and temporary aids. They have food provisions on board for another 15-20 days and we are in touch with the captain," said Manoj Joy of the Seafarers Port Welfare Association who is coordinator for Sailors Helpline. ITF inspector K Sreekumar said port trust chairman Atulya Mishra had extended all possible help to the sailors. "The Vietnamese delegation will make arrangements in a couple of days," he added. Phan Thanh Thuy, consular officer of the Vietnamese embassy, thanked the port authorities for the supply of food to the sailors.

Source : ShipTalk



The **ICE ROSE** arrives in the Port of Los Angeles assisted by the **BENJAMIN FOSS**.

Photo : Bob Duckson ©

## Coast Guard advises of dredging operations on Cape Fear River

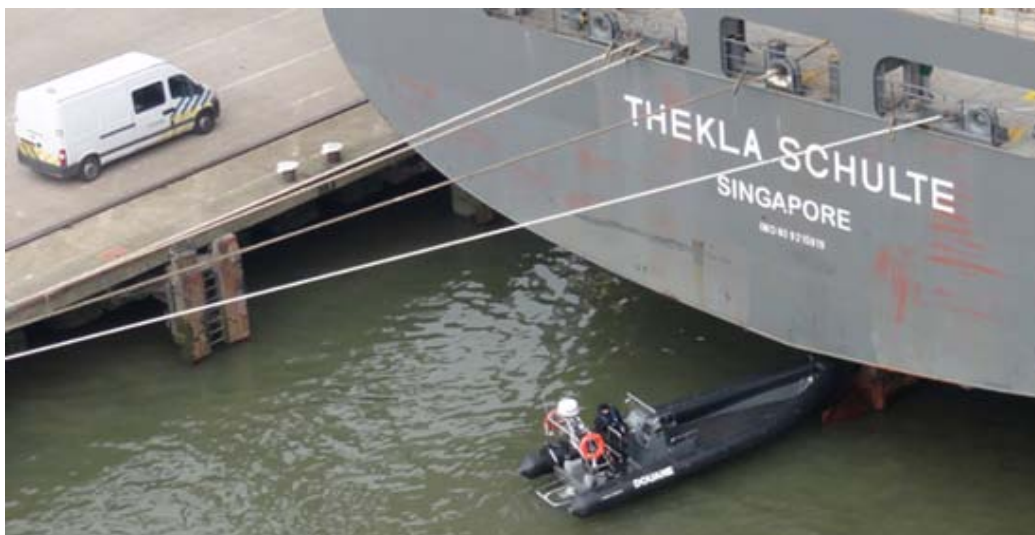
The US Coast Guard is advising mariners that dredging operations will be conducted on the Cape Fear River from February 18 to April 30.

The operations will take place in the vicinity of the upper and lower Brunswick reaches and the upper Big Island reaches, between the green marker buoys 51 and 59. Dredged materials will be disposed of offshore in the Ocean Dredge Materials Disposal Site.

Mariners are urged to use extreme caution in these areas and around dredge equipment. The dredge operators monitor VHF-FM channels 13 and 16 and it is requested that all vessel traffic contact them 30 minutes prior to passage. All transiting vessels are asked to proceed at a no wake speed when passing the dredge. **Source :** **Dredging News Online**



The 2001 built **THEKLA SCHULTE** ( ex **CAROLINE SCHULTE** and **P&O NEDLLOYD ANTISANA** ) seen enroute Rotterdam - Waalhaven, where the vessel's hull was inspected by divers of the Dutch customs upon arrival, as can be seen below. **Photo top : Jan Oosterboer © - Photo below : Stephan Grol ©**



## HERDENKING VAN DE GROOTSTE RAMP IN DE NEDERLANDSE KOOPVAARDIJGESCHIEDENIS

Een van de meest indrukwekkende gebeurtenissen uit de oorlog ter zee is de tragedie in 1941 met het passagierschip van de Rotterdamsche Lloyd, het **ss SLAMAT**. Na aanhoudende aanvallen brengt de Luftwaffe het trotse passagierschip in de Middellandse Zee tot zinken. Er vielen vele doden, maar het Nederlandse thuisfront dat pas laat op de hoogte kon worden gebracht, kwam door haar eigen oorlogsellende nauwelijks aan treuren toe. Een verschrikkelijke ramp, met in totaal **983 doden**, kon op deze manier in de vergetelheid raken.



Schilderij van de **SLAMAT** gemaakt door : **Frans Romeijnsen** (maritiem kunstschilder) [www.galeriemarkant.nl](http://www.galeriemarkant.nl)

Het zal nooit mogelijk zijn de volle omvang van deze gebeurtenis te beschrijven of te verfilmen zonder de grenzeloze bewondering en diep mededogen te voelen voor de vele opvarenden die in een kansloze strijd, samen met de prachtige **SLAMAT**, ten onder gingen. Het **Koninklijke Rotterdamsche Lloyd Museum** voelt het daarom als een morele plicht het verhaal van de **SLAMAT** (weer) onder de aandacht te brengen.

### Beknopt herdenkingsprogramma - 27 april 2011

Met het onderstaande, beknopte herdenkingsprogramma willen wij u alvast een idee geven van het verloop van de middag en avond. Dit programma kan nog op onderdelen worden aangepast.

<b>13.00-14.00 uur</b>	Aankomst gasten, inschrijving, samenzijn en bezoek aan een aantal "herdenking gerelateerd" kleine exposities.
<b>14.00-16.00 uur</b>	Formeel gedeelte met Speeches, muziek, onthulling Slammat-monument, première Slammat-song en presentatie Slammat-boek.
<b>16.00-20.00 uur</b>	Informeel gedeelte, muziek, zang, diner (18.00 uur), samenzijn en bezoek aan een aantal "herdenking gerelateerd" kleine exposities.
<b>20.00 uur</b>	Einde herdenking

**Kijk voor meer informatie en sponsoring mogelijkheden op :**  
<http://www.krlmuseum.nl/Slamat/slamat.htm>



The TSHD **GEOPOTES 14** seen operating in IJmuiden – Photo : Joop Marechal ©

## Seven Havila wins Support Vessel of the Year 2011

The **DSV Seven Havila** was awarded the prestigious Support Vessel of the Year 2011 award at the OSJ Conference last night (February 16th). **Seven Havila** is owned by JV between Havila Shipping and Subsea 7.

**Seven Havila** got most votes in a worldwide poll in competition with three other nominated offshore vessels. The vessel is a Havyard 858 DSV design. "Havila Shipping appreciates the fact that **Seven Havila** went all the way to become Support Vessel of the Year. The award shows that we have developed a good working relationship with Subsea 7 and that Havyard has done a solid job in designing and building this ship to the satisfaction of all parties involved," said CEO Njål Sævik of Havila Shipping.

"Subsea 7 is very pleased with this award, which is a reflection of the high standards achieved in both the design of the vessel and the execution of the ship build project. The vessel combines the unrivalled experience and expertise of Subsea 7 in diving operations and subsea construction, together with the high quality ship design and build services of Havyard. Together with our partner Havila Shipping we have created a class leading asset. **Seven Havila** is designed with a focus on operability in harsh environments, maximum efficiency in executing work tasks, outstanding working environment for offshore personnel, and the most stringent levels of quality and safety in operations. We look forward to many years of safe and successful operational performance with the **Seven Havila**," said Øyvind Mikaelson, Senior Vice President North Sea, Mediterranean and Canada. Source : Offshore Shipping Online

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## No environment damage from Calif. run-aground ship

The U.S. Coast Guard says a bulk freighter that ran aground on a manmade island in the waters off Long Beach did no damage to the environment and is now safely anchored in a moorage area. The Coast Guard said in a statement that its inspectors along with police from Long Beach and the Port of Los Angeles determined Saturday that the 624-foot **Ocean Sunrise** posed no environmental threat.

Divers found several scrapes on the boat's hull, but no damage that could cause it to leak oil or sink, and a helicopter crew could found no oil sheens on the water. The freighter ran aground on Island Freeman in the San Pedro Bay on Friday night. No one was injured. **Source : The Associated Press.**

## NAVY NEWS

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## Enterprise Strike Group Transits Bab el-Mandeb Strait, Enters Gulf of Aden

**Enterprise Carrier Strike Group (CSG)** transited the Bab el-Mandeb Strait and entered the Gulf of Aden, Feb. 18 in the **U.S. 5th Fleet area of responsibility (AOR).**

**Enterprise**, the world's largest aircraft carrier, transited the strait along with guided-missile cruiser **USS Leyte Gulf (CG 55)** and fast combat support ship **USNS Arctic (T-AOE 8)**.

According to the U.S. Department of Energy, the Strait of Bab el-Mandab is a key chokepoint between the horn of Africa and the Middle East, and a strategic link between the Mediterranean Sea and Indian Ocean. It is located between Yemen, Djibouti, and Eritrea, and connects the Red Sea with the Gulf of Aden and the Arabian Sea. Three to four billion barrels of oil per day are shipped through the Strait, making it a vital waterway for the global economy.

"The Bab el-Mandeb Strait and Gulf of Aden are strategically important to the United States as an important sea lane for lawful shipping and transit," said Rear Adm. Terry B. Kraft, Commander of **Enterprise CSG**. "Our presence in the region helps ensure this freedom of navigation and the defense of these interests."

**Enterprise** and **Carrier Air Wing One** are deployed to the U.S. 5th Fleet AOR to conduct maritime security operations and to provide support to operations **Enduring Freedom** and **New Dawn**. Source : US Navy



The French frigate **F 735 GERMINAL** visited Willemstad (Curacao)

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

## Landing craft for Thai Navy



**Marsun** delivered two LCUs (Landing Craft Utility) to the Royal Thai Navy on December 8, 2010. The contract was awarded in September 2008. The vessels were designed in-house at Marsun. The deckhouses are separated into port and starboard areas. The starboard deckhouse comprises the wheelhouse, radio room, accommodation, wardroom and the entrance to the engine room and crew mess. The port deckhouse consists of workshops and stores.

The ballast tanks are also divided into port tanks and starboard Tanks. This will assist the vessels to adjust their list and trim efficiently. The aft winch is for anchor operation and to pull the

vessels off after beaching. Deck area is 225 square metres, allowing for 12 Humvees or five five-tonne trucks to board.

Source : Baird

# HMS Queen Elizabeth Steps Out Into the Lime Light

Construction of the first of the two new aircraft carriers for the Royal Navy, **HMS Queen Elizabeth**, took a huge step forward as workers at BAE Systems' Govan yard moved two giant sections of the hull together for the first time. The structure is so big that it fills an entire hall at Govan and now extends beyond the doors onto the yard, providing a spectacular view from across the River Clyde.

Highlighting the skill and technology involved in British shipbuilding today, it took a team of 20 employees and remote controlled transporters just one hour to move 1,221 tonnes of steel over 100 metres across the shipyard. The hull section was then manoeuvred carefully into position to line up with the rest of the block.

Steven Carroll, Queen Elizabeth Class Project Director at BAE Systems' Surface Ships division, said: "Seeing the mid section of the carrier come together brings into sharp focus the sheer scale and complexity of this engineering feat. "With construction underway at six shipyards across the country, it is one of the biggest engineering projects in the UK today – second only to the London 2012 Olympics – and we're all very proud to be a part of it."

The two sections brought together today form the mid section of the hull up to the hangar deck and is referred to as Lower Block 03. Workers will now continue to outfit the block, which on completion will weigh over 9,300 tonnes and stand over 23 metres tall, 63 metres long and 40 metres wide. She is set to embark on the next stage of her journey to Rosyth in the latter part of this year, where **HMS Queen Elizabeth** will be assembled in the dry dock.

As a member of the Aircraft Carrier Alliance, BAE Systems is working in partnership with Babcock, Thales and the Ministry of Defence to deliver the nation's flagships. This huge massive engineering project is rapidly gaining momentum and employs over 8,000 people across shipyards in Glasgow, Portsmouth, Appledore, Rosyth, Merseyside and Newcastle, with thousands more across the supply chain.

BAE Systems is also constructing the main stern section at its yard on the Clyde, which is the largest and most complex section of the carrier. At its Portsmouth facilities, work is well underway to construct the forward and lower stern sections of the hull, as well as the pole mast, whilst integration and testing of the ships' complex mission system is underway at the Company's Maritime Integration and Support Centre. Another team of BAE Systems engineers on the Isle of Wight is testing the advanced communication systems. The Company is set to begin work on the two island structures, which house the bridge and traffic control facilities, towards the end of the year.

Each 65,000 tonne carrier will provide the armed forces with a four acre military operating base which can be deployed worldwide. The vessels will be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief. **Source : [defencetalk.com](http://defencetalk.com)**

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## SHIPYARD NEWS

# J.M. Martinac Wins Navy Deal for 2 More Tugs

According to a report on [www.thenewstribune.com](http://www.thenewstribune.com), J.M. Martinac Shipbuilding signed acontract to build two more tugboats for the U.S. Navy, just as the yard was preparing to deliver the last of two Navy tugs of the same design as

the new boats. The two tug contracts are reportedly worth about \$10m each. The 90-foot-long boats have 3,600 hp with a propulsion system that allows the boats to move with equal agility and power in any direction. The boats have a wheelhouse with glass on all sides to take advantage of the tug's ability to perform its duties in any direction.  
Source: [thenewstribune](#)



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## PGS signs Letter of Award for two new generation Ramform vessels

**Petroleum Geo-Services (PGS)** has signed a Letter of Award with **Mitsubishi Heavy Industries Ltd** in Japan for the delivery of two Ramform 'W' class vessels with the option for another two ships. The vessels are the first in the new, fifth generation Ramform series. Planned deliveries of the two first vessels are in 2013.

PGS President and CEO, Jon Erik Reinhardsen said: "The new generation Ramforms will strengthen PGS' unique position in the seismic industry. Our decision to renew and expand our fleet comes at a time when we expect growth in seismic demand." The Letter of Award is a part of the programme to renew and expand PGS' industry leading fleet of seismic vessels by building two fifth generation Ramform vessels, with an option for another two vessels.

The new generation Ramforms' total cost will be approximately US\$250 million each, including construction follow-up, commissioning and a comprehensive seismic package. The agreement with Mitsubishi Heavy Industries Ltd includes the option for delivery of further two identical vessels. The Ramform 'W' class vessels have a planned delivery schedule as follows:

Vessel no. 1	1st half 2013
Vessel no. 2	2nd half 2013
Vessel no. 3	1st half 2015 (optional)
Vessel no. 4	2nd half 2015 (optional)

The options must be declared within one year from signing of the final contract for the two first vessels. PGS said the 'fifth generation' Ramform vessels will further enhance the company's position as a leader in 3D seismic acquisition productivity and efficiency.

The vessels are designed to utilize and extract the full potential from the flagship GeoStreamer technology. PGS expects that all of its 3D fleet will be equipped with GeoStreamer by the end of 2013. The vessel design is based on the demonstrated strengths of the current Ramform fleet, while improving capabilities along a number of key parameters.

The new vessels will include a significantly upgraded GeoStreamer based seismic package and are designed to take the full benefits of the GeoStreamer towing efficiency. The vessels will further strengthen PGS' leading position in the

fast growing High Density segment of the market, where large spreads, long streamers and towing efficiency are the key success factors. The High Density segments are driven by deep water exploration and production in geologically complex areas such as Brazil, West Africa and the Gulf of Mexico. PGS said GeoStreamer technology is also opening up new markets in mature basins, such as the North Sea, where the higher fidelity data can reveal new geological plays. The agreement is conditional of final approval of the final specifications, and other conditions.

**Ramform W-Class Specifications**

Name Ramform W-Class  
Owner Petroleum Geo Services  
Classification DNV +1A1, SPS, ICE C, EO, HELDK, RP, CLEAN DESIGN, TMON, BIS, NAUT-AW, VIBR, COMF-C(3) V(3)  
Length 104.2m  
Breadth 70m  
Draft 6.4m  
Fuel capacity 6,000m<sup>3</sup>  
Endurance (production/transit) 150 days  
Transit speed 16 knots  
Main propulsion system -diesel electric  
Propulsion - total 18MW  
Engine plant 6 x 3,840kW  
Accommodation (single berths) 60 single and 10 double cabins  
Helideck 26m 15 t Super Puma/EH-101  
Workboats - 2 x 30ft in stern cradle launching  
Streamer winches - 26 x 12 000m capacity.  
Source : offshore Shipping Online

## **New Partnership to Guarantee Construction of Two New Vessels at Philadelphia Shipyard**

**Plan can preserve up to 1,000 jobs and "bridge the gap" to anticipated future orders**

Seizing the opportunity to capitalize on the competitiveness of the Aker Philadelphia Shipyard as America's premier commercial shipbuilding facility, the Commonwealth of Pennsylvania today announced a new partnership with Aker Philadelphia Shipyard Inc. (APSI) that can preserve up to 1,000 direct jobs over the next three years by guaranteeing the construction of two new oil tankers at the Yard over the next two years.

The partnership between APSI and the Commonwealth follows months of bipartisan negotiations to forestall the imminent closure of the Yard in the wake of a lull in so-called "Jones Act" shipbuilding throughout the United States. The plan guarantees continued shipbuilding in Philadelphia by building two new oil tankers by 2013, by which time experts believe there will be renewed demand for Jones Act commercial vessels like those that can be built at the Shipyard.

For its part, the Commonwealth will invest \$42 million in capital funds to acquire all of the existing capital assets of the Aker Philadelphia Shipyard, which were originally purchased by APSI over the last 10 years. The City of Philadelphia also will agree to temporarily defer \$8 million in tax settlement payments due from APSI. In return, APSI will commit \$210 million to complete the project through private investment -- both its own equity and through private financing -- and to guarantee the completion of the 17th and 18th ships to be built in Philadelphia since 2000. One of only two commercial shipyards in the United States with sufficient capacity and expertise to build large ocean-going ships, APSI has built more than half of all new American-made commercial ocean-going ships in the last decade.

"I have had the opportunity to review the merits of this transaction, and it has become clear that the Philadelphia Shipyard is the best commercial shipbuilding facility in the nation," said Governor Tom Corbett. "The Yard is uniquely positioned to successfully compete for future orders for commercial ships that must be built in the United States, and this partnership allows the Shipyard to retain its extraordinary workforce and remain in operation until that time."

"Governor Corbett is to be commended for his decision to affirm the Commonwealth's longstanding commitment to sustain commercial shipbuilding in Philadelphia," said Manuel N. Stamatakis, chairman of the Philadelphia Shipyard Development Corporation, which owns the site. "It is a commitment that is based on the strength of the Yard's reputation for excellence built over the last decade. Like former Governors Ridge and Rendell, Governor Corbett

concluded that the Commonwealth's participation allows the Yard to maintain its competitive advantage and bring back the Yard's high-skill, high-wage jobs in the process."

"The Commonwealth is purchasing the remaining assets of the Shipyard, which have significant value regardless of whether APSI remains in Philadelphia or not," Stamatakis said. "Taxpayers are getting full value for their participation, and this transaction preserves shipbuilding and the thousands of jobs that are connected to it directly and indirectly."

Stamatakis noted that the Commonwealth's approval of the transaction authorizes the parties to proceed to the next step in the transaction, which requires the completion of certain conditions by APSI before taxpayer funds are disbursed. The conditions, designed to safeguard the public's investment, include evidence that APSI has secured all of its remaining financing requirements, that at least \$50 million of its working capital is in place, and that it has spent at least \$40 million on Ship 17. Only then can it request the first installment of \$21 million from the Commonwealth.

Experts agree that the recent lull in orders for so-called Jones Act ships (by federal law, ships trading between U.S. ports must be built in the U.S.), driven by the economic recession, is likely to end as orders increase over the next three years.

Stamatakis said that without the new partnership, the Shipyard would have faced almost certain closure within the next 90 days. Nearly 700 workers have been laid off over the last six months as the Yard awaited the opportunity to commence Ship 17. Stamatakis said that employment levels will increase over the next six months as construction on Ships 17 and 18 begins, with full employment likely reached upon commencement of Ships 19 and 20.

"Keeping the Shipyard working is an economic imperative for the region," said Greater Philadelphia Chamber of Commerce President Rob Wonderling. "Its impact cannot be overstated: up to 1,000 direct shipbuilding jobs over the next three years and up to 7,000 indirect or related jobs held by suppliers and other vendors who count on the Shipyard for their livelihood. The continued operation of the Shipyard is critical for our economic security."

A U.S. Commerce Department report on shipbuilding and repair concluded in 2001 that "[a] domestic capability to produce and repair . . . commercial vessels is not only a strategic asset but also fundamental to national security (emphasis added)." A domestic commercial shipbuilding capacity has been required under federal maritime law for more than 70 years: the U.S. Maritime Act of 1936 states that commercial ships "constructed in the United States" are "necessary for the national defense and development of its foreign and domestic commerce . . ."

The completion of Ships 17 and 18 over the next 24 months would support approximately 3,455 direct, supplier, and indirect jobs which would generate over \$200 million in total direct, supplier, and indirect wages. The completion of Ships 17 and 18 also dramatically increases the likely construction of two additional vessels, Ships 19 and 20, which could generate an estimated \$500 million in new revenue for the Shipyard while also maintaining direct employment levels that are expected to reach to 1,150 direct workers in the Yard, as well as more than 7,000 supplier and indirect jobs through 2013 and beyond.

"The Aker Philadelphia Shipyard is vital to the city's economy," said Mayor Michael A. Nutter. "It has meant high-paying jobs for our citizens and has become truly an anchor tenant at the Philadelphia Navy Yard. This investment preserves jobs and positions us to continue building new commercial ships for years to come. Given the Shipyard's importance in the City's future, we were willing to extend the payment terms for taxes over the next few years, all without spending additional City tax dollars. Governor Corbett deserves our thanks for his decision to continue the bipartisan commitment to shipbuilding in Philadelphia. It is the right thing to do -- for the Shipyard, for the City, and for the entire region."

"The Governor's continuing commitment to the Shipyard is terrific news for our Commonwealth and our county," said Mike Brady, President of the Delaware County Chamber of Commerce, who said that 20 percent of the Shipyard's workforce comes from Delaware County. "Governor Corbett made the right decision for southeastern Pennsylvania."

In support of the transaction, a recent economic impact analysis prepared by the Philadelphia Industrial Development Corporation concludes that the Commonwealth's investment is well within the acceptable standards for public economic development. The study also concludes that if the Shipyard can successfully bridge the gap to complete the construction of Ships 19 and 20, the Commonwealth and the City would recapture their investment in five years and enjoy a net benefit of \$8.5 million -- all while preserving Shipyard jobs and long-term growth for this vital manufacturing activity.

"We are delighted to join forces with the Commonwealth in this expanded partnership to sustain commercial shipbuilding in Philadelphia, and we deeply appreciate the Commonwealth's continued support," said Jim Miller, CEO of APSI. "The forecast for the shipbuilding industry indicates that the demand for new Jones Act ships should increase

significantly by 2014. With the construction of Ships 17 and 18, we will be well-positioned to win this and other heavy manufacturing work." **Source : Philadelphia Shipyard Development Corp**



The TSHD **HAM 310** seen in drydock in Gdynia - **Photo : Crew HAM 310 ©**

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The **DELFT SEAWAYS** seen departing from the port of Dover – Photo : Krispen Atkinson ©

## Survey of iron ore in Karwar port continues

The Crime Investigation Department team, Forest, Revenue and Mines and Geology officials continued the survey of the iron ore inside the Karwar port. On Thursday, they had surveyed the iron ore deposited outside the port premises.

The CID team is trying to ascertain the quantity of iron ore lying inside the port. It is expected that the process will continue for one more day and once the quantity of the ore in the port is determined, the CID can ascertain the quantity of iron ore stolen from the port premises when it was under the custody of the port officer after the seizure by forest officials.

The whereabouts of Captain C. Swami, the Karwar port officer, is not known. It is said that Capt. Swami has not responded to the notice issued by the CID. Reliable sources said he was trying to arrange anticipatory bail from the court. Meanwhile Capt. Mohan Rajaghatta assumed charge of the port as in-charge Director of Ports on Friday. Capt. Swami had issued a notice last month to the Karwar Port Users' Association informing them that port operations would be stopped from February 10. The port department had cited the reason as silt accumulation in the channel. Capt. Rajaghatta on Friday tried to resume port operations by bringing in ship '**Asphalt Iran**'. But some stevedoring agents reportedly opposed the move and the ship is still waiting in the sea. Many non-iron ore exporters and importers complained that their activity has been hampered.

The ore covers the major part of the port and pipelines carrying liquid cargo are lying under the seized iron ore. But port and forest officials are not ready to allow repair of the pipes. This has affected the revenue of the port and business activities of the importers and exporters, they complained. **Source : The Hindu**

## Yangzijiang may bag 10 boxships order

Canada's containership company **Seaspan** plans to order up to 10 new boxships in Asian shipyards, the fast growing Chinese shipbuilder Yangzijiang is under the the companys' consideration, a source said. Seaspan is negotiating with "several selected Chinese and Korean shipyards" about ordering 10,000teus boxships for delivery between 2013 and 2014, according to a filing with the US Securities and Exchange Commission. "These ships would have an innovative design that focuses on improving load ability and fuel efficiency," the company said. **Source : Seatrade Asia**



The **CMA CGM COMOE** seen in a "close call situation" with the pilot vessel at the Wandelaar pilot station  
**Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©**

## Estonians take over container terminal project after the Chinese pull out

Port of Tallinn has suffered a setback when it emerged that the economic crisis has forced the Ningpo port, one of China's largest ports, to shelve plans to start shipping containers though a terminal in Muuga, writes Eesti Päevaleht. To find a new operator for the container terminal, Port of Tallinn organized a tender that was won by Muuga CT ahead of Russian bidder Rail Grant.

Erik Laidvee, chairman of Transiidikeskuse AS which owns Muuga CT, says that they already have a container terminal in Muuga and have been hoping to expand on the same property that Port of Tallinn wanted to develop to attract Chinese transit trade businesses. "The infrastructure that we have developed in Muuga enables to serve the whole container terminal, while a new investor would have to additionally invest about a billion kroons to reach a similar capacity," explained Laidvee. Muuga CT is at present negotiating with a large Russian transport company to start shipping goods through the terminal. "It would be a transport route between Hamburg and Tokyo with full containers moving in both directions," said Laidvee. Informed sources claim that this Russian transport giant that Muuga CT hopes to attract is FESCO. **Source : Baltic Business News**

## UN Ro-Ro to start Istanbul (Pendik) - Constanza route

With political support now in place, a new service linking Istanbul with Constanza will be started by UN Ro-Ro which will use ro-pax tonnage.

With political support now in place, a new service linking Istanbul with Constanza will be started by UN Ro-Ro which will use ro-pax tonnage. Drivers will accompany their trucks because of the comparatively short crossing, unlike other UN Ro-Ro routes. The company is targeting a volume of 30,000 trucks per year. Separately, UN Ro-Ro has chartered the 3,663-lanem MERCIA for their Istanbul (Ambarli) - Trieste route. **Source:** [ShipPax](#)

## Proposed Ferry Service from Cork to Gijon

It is unlikely that this proposed ferry service from the Port of Cork to Port of Gijon will commence in March 2011 as originally hoped. Dialogue with potential operators and investors is continuing, however in the current climate it is proving more challenging to establish this service. The Port of Cork, along with our colleagues in Port of Gijon are committed to the project and will continue to work in establishing this ferry service.

If anyone is waiting to book their 2011 holidays, you are advised to go ahead and book with another ferry operator. The Port of Cork will give a further update on the proposed service in early June 2011. **Source :** [portofcork.ie](#)

## Star Cruises deploys Star Pisces at Hong Kong for one night sailings in S China Sea

Cruise vessel [Star Pisces](#) of Star Cruises has returned to Hong Kong after a year long deployment in Penang and will offer one night cruise experience in South China Sea from Hong Kong starting February 20, 2011. The 12-storey [Star Pisces](#) will bring a new vista to Victoria Harbor with colorful murals of fish, sea shells and waves flanking her hull. Two Chinese carps are illustrated jumping out of the water, symbolizing a happy environment where wishes come true. The new look is part of a HKD 93.6 million refurbishment investment.

The extensive enhancements have done onboard and can be seen throughout the ship. All suites and window cabins have got new carpets, upholstery and LCD televisions. New Junior Suites, each with its own private Jacuzzi have been introduced. All F&B outlets sport a new look and Genting Lounge, a premium lounge with cigar corners and buffet stations has been added. Star Pisces has also upgraded her navigational and ship control systems to the state-of-the-art Nacos Platinum series. Star Cruises has planned to upgrade the fleet in phases starting this year.

**Source :** [travelbizmonitor.com](#)

## Strong growth for Scandlines Baltic traffic

Scandlines can note a massive increase in traffic on its routes to the Baltic. The latest statistics show that cargo volumes rose by 59.7 percent in 2010, while passenger numbers rose by 48.5 percent over the same period. Total transported Scandlines 54,000 freight units and 69,000 passengers on routes Travemünde Ventspils, Liepaja and Travemünde Nynäshavn-Ventspils in 2010.

After the financial crisis all signs point now that Scandlines is back on track for growth. "The very positive numbers in freight and passenger traffic for 2010 show that demand in the Baltic traffic is greatly enhanced. In 2011, we expect a further increase of 30 percent in passenger traffic and 15 percent for freight. To meet the increased demand we designated in January 2011 the new ship M/S [Scottish Viking](#) route between Nynäshavn and Ventspils. She increases the cargo capacity by more than 30 percent and increases too the passenger capacity," says Gerald Lefold, Line Manager, Scandlines Baltic routes.

Scandlines since 2005 has had a ferry service to Ventspils. Since then, the company has shipped about 280,000 freight units and 360,000 passengers on routes to the Latvian port city. In 2010 the company expanded its route network in the Baltics through crossings from Travemünde to Liepaja. **Source: Scandlines**



The **SVITZER REDBRIDGE** seen operating at the River Tyne – **Photo : Kevin Blair ©**

## **Otto Marine slips on 2010 net profit**

Offshore marine firm Otto Marine saw net profit for 2010 fall 22.3% due largely to unfavourable currency exchange rates and newbuilding cancellations. Full year net profit declined to S\$40.7m (\$31.9m) compared to S\$52.3m recorded in 2009, the company unveiled on Friday. Increased contribution from all business segments has allowed the Singapore-listed company to record higher revenue of S\$579.9m last year, up 36.4% from S\$425.2m in the previous year. "

In 2010, we were impacted by one-off events. Notwithstanding this, the group maintains its strategy of building sophisticated offshore vessels while at the same time increasing contributions from chartering and specialized offshore services," said Lee Kok Wah, president and group ceo of Otto.

Following the tie-up with Australia-based Go Marine recently, Lee looks to target the growing Australian oil and gas market into 2011. The company has also secured new orders worth approximately \$83m for three vessels for the shipbuilding division in 2010. **Source : Seatrade Asia**

## **Leonora Christina and name dispute**

Bornholm Court, which administers the referendum on the naming of Bornholm Ferry's new fast ferry, said that Tuesday morning had already received 3,000 requests for proposals for the name. The deadline for submissions is Friday, 12. Next week, from Monday to Friday, there may again be voted among the five most popular names chosen from the entries submitted.

If this vote does not give more than 50 percent by voting for one of the five candidate names, there will be a third round of voting of the two names receiving the most votes. The name dispute apparently continues a voting conflict where disenting parties have the opportunity to cheat through the electronic voting, and that non Bornholm residents can vote. Annette Timmermann from the company defends the principles set by Bornholm Court are enough to ensure the fairness of the vote and there would be uproar if the "exile Bornholmers" could not participate.

Source: **Bornholmers Gazette**



Fred Olsen's **BALMORAL** seen in Otago harbour - Photo : Ross Walker ©

## Panama canal: Imperial trade routes

Once sailing ships battled their way through the seas off Cape Horn. Now container vessels make their way through the Panama canal. The purpose is the same: to link the markets of the Pacific world with those of the Atlantic, trading the raw commodities and consumer goods that power the global economy. Like the Suez canal, the Panama canal is a vital pinch point and an immensely profitable strategic asset. Last week oil traders scrambled to plan alternative supply routes in the event that the Egyptian crisis closed the Suez canal.

Less attention has been paid to the dramas being played out in central and South America, but they could have greater consequences. The building of the Panama canal, running 50 miles between two oceans, was an engineering triumph, completed by American engineers after decades of struggle through thick forest and swamps. By modern standards, though, it is small, crowded and expensive: carrying some 300m tonnes of shipping a year against the planned 80m, or about 5% of all world trade. The largest modern cargo vessels cannot fit in it and Panama's neighbours look jealously at the revenues it produces, an average of \$50,000 per ship. As China's economy grows – this week it overtook Japan's and is the second-largest user of the canal – so does the pressure to find alternatives. One scheme – now under way in Panama, despite its controversial environmental consequences – will widen the lock gates at the canal entrances, to allow bigger ships to use it. Other vessels dock on the west coast of the United States and unload their containers directly on to giant trains that carry them to American consumers in the east. This week attention also turned to a Colombian-Chinese plan to build a similar rail link across the South American country, bypassing the Panama canal to the north. This so-called "dry canal" would make it easier for Colombia to export coal to China and will be taken, by those who see China as a threat, as evidence of the country's expansionism – just as Britain, France and then America found themselves battling over the Suez and Panama routes in the 19th century. Meanwhile, to Panama's north, some suspect Iranian troublemaking in a plan to build a canal along the Nicaraguan-Costa Rican border – a route considered a century ago. Nicaraguan vessels began dredging the Caribbean end of the San Juan River, intruding into Costa Rican territory. Costa Rica has protested to the international court of justice in the Hague, which is now considering its judgement. Building another canal here would cost billions: an impossible dream. But the imperial battle over trade routes is far from over. Source: **Guardian**

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The Lafarge tug, **CAPTAIN COOK**, seen on the north arm of the Fraser River, Vancouver, B.C. February 19, 2011

Photo : Mike Zelt ©

## Murmansk Seaport cargo volume rises by 18.4% to 1,158m tons

The volume of cargo handling by JSC Murmansk Commercial Seaport (MCS) in January 2011 amounted to 1 million 157.5 thousand tons, a 18.4-percent increase compared to the same period of 2010, the company's press service said. Coal exports rose by 18%, the volume of pellets soared 60%, nickel – by 82%, ISO containers increased by nearly twofold. In January, MCS handled 40 ships and 15,495 railcars. A 50-percent decline in transshipment of apatite concentrate was due to fluctuations on the global market of fertilizer.

MCS' subsidiary Agrosfera demonstrated in January a 17.6% growth to 112,900 tons. The company handled 4 vessels (vs 3 ships in 2010) and 1616 conventional railcars (221 cars more). Consolidated turnover of the companies reached 1, 270,400 tons of cargo.

OJSC Murmansk Commercial Seaport was founded in 1994. MCS is operates 17 berths of total length of about 3 km. The berths depths allow handling vessels with draft of 15.5 m and length of more than 265 m. Last year, MCS handled more than 12.8 million tons. **Source : PortNews**

## **OLDIE – FROM THE SHOEBOX**



**FRANÇOIS TIXIER** – About two weeks ago the old coastal steamer **LITTLE EVY** (Clippings nr 2011-35) was in the Oldies. It is an interesting history of this ship, Last week **Capt. Frank Haalmeijer** received from a newsclippings reader a very nice picture of the same ship. The above photo shows the **FRANÇOIS TIXIER**, when she was manoeuvring on the river Odet in Bretagne. This river is about 56 km in length from Bénodet (Atlantic mouth) and narrow ending near the town of Quimper. In the background the twin towered cathedral of Quimper.

**Photo from Maurice Voss - coll. Capt. Frank Haalmeijer**

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



The icebreaker **SAINT PETERSBURG** seen alongside the **STELLA POLARIS** to help the vessel which was stuck in the ice to get clear.

**Photo : J.E. Heidema - Ch.Off. Stella Polaris ©**