



Sailors' Society



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The MSC LINZIE seen in Antwerp – Photo : Stan Muller ©

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The **NIRINT EAGLE** seen departing from Rotterdam – Photo : [Henk van der Heijden](#) ©

Hellas: Ship owners absent from ship investing in the past week

Despite the positive comeback of dry bulk freight rates, as evidenced by the course of the Baltic Dry Index, Hellenic ship owners have been absent from the new building, as well as the secondhand vessel markets this past week. still, the week ended with 20 sales reported in the secondhand, as well as the demolition market, but this, according to Golden Destiny's weekly report, suggest a 125% negative weekly change, with the overall market sentiment for bulk and tanker sector being in the doldrums, except for containers. After all, capesize spot rates are still well below break-even levels, as a result of newbuilding deliveries piling the market since the beginning of the year. According to Golden Destiny's report, "overall the buying interest has been weakened not only for bulk carriers but also for tankers this week with some sales circulated in the market committed to seller's subjects. Secondhand asset prices seem to be under pressure but buying activity in the bulk carrier sector has still not resumed at robust pre Chinese New Year levels with investors adopting "wait to see approach" as there are expectations for a further correction downwards in asset prices. The S&P momentum in the bulk carriers sector has been on the low edge the last two weeks with only one vessel reported to have changed hands signalling a weekly drop of 75%" said the Piraeus-based shipbroker.

In the secondhand market, 10 vessels reported to have changed hands this week equalling a total amount of money invested of around \$386,300,000, with three transactions reported on private terms. In terms of reported number of transactions, the S&P activity has been marked with an 67% negative w-o-w change, while is up by 67% comparable with previous year's weekly S&P activity when 31 vessels induced buyers' interest. In terms of invested capital, the container sector appears to be the most overweight with a notable enbloc resale of two container units of 13,100 TEU for around US\$ 310,000,000.

The report also said that in the newbuilding market, offshore business goes from strength to strength with more orders reported every week. A notable offshore order of this week has been placed by the Dutsch heavy lift specialist **"Dockwise"** to build the world's largest heavy lift transporter for \$240 mil. In the container market, post panamax orders continue their tally with MSC placing four 8,800 TEU units in Hyundai Heavy Industries of South Korea after Bernhard Schulte and Offer Brothers contracted similar sized units last week. It seems that the recovery in container trade has buoyed the sentiment of investors in the industry due to the remarkable rebound of Far East – Europe trade route throughout 2010 year.

"On the other hand, the investment plans in the bulk carrier sector seems to weaken from week to week as only 4 kamsarmax vessels reported on order this week by Mitsubish Corp of Japan and offshore sector seem to be the most overweight in terms of invested capital. The week ended with 15 units reported on order, equaling a total invested capital of around \$809 million, 8 transactions reported on private terms, with the ordering activity in the bulk carrier sector posting a 76% decline from previous week's activity. Overall newbuilding business reminds the activity of two week's before when only 2 units were contracted in the bulk carrier sector and containers were in the spotlight. Greek investors appear to be still absent from the newbuilding business while at similar week in 2010 were very active in the bulk carrier sector as 72% of the total transactions reported then were placed by Greek owners" reported Golden Destiny. Meanwhile, in the demolition market, Indian scrap prices have fallen below \$500/ldt as too much tonnage seems to have poured in the industry with Pakistan adjusting its rates to the lower scrap levels of its rival. On the other hand, China topped in as an active player after the end of its festivities not only in terms of volume of transactions but also in scrap rates.

However, India still grasps the lion chare of this week's demolition activity with China to follow and Pakistan still looking for tonnage. Bangladesh is still out of the game but hopes have been raised recently for reopening of the market since government's decision to place Chittagong's ship scrapping activities under the supervision of country's Ministry of Industry. The prolonged period of poor freight market for large size bulkers is been reflected in the demolition activity as again this week a capesize reported to have headed to the scrap yards for \$465/ldt in China The week ended with 10 vessels reported to have been headed to the scrap yards of total deadweight 460,379 tons. In terms of reported number of transactions, the demolition activity has been marked with a 29 % negative w-o-w change with bulkcarriers and liners being the most popular scrap candidates. In terms of scrap rates, the highest scrap rate has been achieved this week by India for a MR tanker vessel of 50,860 dwt built 1983 for \$492/ldt asis including bunkers remaining on board. At a similar week in 2010, 12 vessels were reported for scrap indicating a negative yearly change 16% in terms of reported number of transactions while scrap rates were ranging \$350-\$360/ldt for dry and \$380-\$400/ldt for wet cargo» concluded the report. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Shades of Napier Earthquake when HMNZS Canterbury in Lyttelton when Quake struck.

History repeated itself 80 years apart in an erie coincidence when the Navy Vessel **HMNZS Canterbury** was in Lyttelton Port on an exercise when the Earthquake struck Christchurch.



It was in the same stuation when the **HMS Veronica** was tied up in Ahurii Port when the Earthquake demolished napier in "February" 1931.

Crew from the **Veronica** were amongst the first to deliver help in Napier and were the main communication link between Napier and the outside world .

Navy and army Personnel from **Canterbury** were among the first to give help in Christchurch and were a vital communications link in the first few hours while the City was cut off from the outside world by damage from the deadly quake. The wharf the **Canterbury** was tied up to was also damaged in the quake.

The **Canterbury** was the centre of attention in Napier during last weeks celebration of the Art Deco festival and in particular rembered Veronicas contribution to the Hawke's Bay. Source : **Hawke's Bay News**

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70,000 seafarer jobs seen in coming years

Filipino seafarers will find greater opportunity as tens of thousands of seafarer jobs will be available in the next few years. Stein Eriksen, managing director of the Norwegian Training Center-Manila of the Norwegian Ship Owners Association, said more quality seafarers would be needed as the global economy starts to recover from the financial crisis that crippled businesses in 2008. "There will be greater opportunities and Filipino seafarers should grab these opportunities," Eriksen said in a press conference at the John B. Lacson Foundation Maritime University (JBLFMU) on Sunday to launch the highlight of Iloilo's Paraw Regatta festival. He said the shortage of seafarers could reach 90,000 by 2015. At least 20,000 Filipino seafarers were working onboard Norwegian vessels at one time and nearly a third of the world's 1.3 million seafarers were Filipinos, said Eriksen. Iloilo is considered the country's seafarer capital because it produces the most number of seafarers each year. Eriksen said there was a shortage of qualified seafarers before the financial crisis but this was reduced when the maritime traffic dropped due to the economic downturn.

However, Eriksen said the gradual recovery of the global economy resulted to the construction of more ships, which would require the hiring of officers and crew.

Ole Stene of the shipping firm Aboitiz-Jepsen said around 7,000 to 8,000 ships were expected to be built globally within the next three years. "These ships would need from 70,000 to 80,000 officers alone," Stene said in the press conference. Eriksen, also president of the Philippine Norway Business Council, said that while Filipinos were among the top and most sought after seafarers by ship owners, "there is a need to attract more young people to join the

seafaring industry not just as a job but as a career.” The Philippines would continue to be among the main sources of seafarers globally but there was a pressing need to produce quality seafarers who could meet the international standards and compete with seafarers from other countries, he said. Eriksen said only a fraction of at least 60,000 graduates of 96 maritime schools in the Philippines meet the qualifications required by international shipping firms.

He said 15 to 20 maritime schools in the country would be sufficient if these produce quality graduates. “We have many seafarers but what we need are ‘qualified’ ones,” he said. He said the government and maritime schools should focus on improving the quality of graduates to ensure that they could avail of the job opportunities.

The monthly salary of seafarers hired by foreign-owned vessels ranges from a low of P40,000 (crew and lower rank officers) to a high of P500,000 (top officers). JBLFMU Chairperson Mary Lou-Lacson-Arcelo, said their school has raised its minimum acceptance standards to ensure that those who enroll in their schools were among the top high school students. JBLFMU is the first maritime university in Asia and is among the top producer of seafarers. Seafarers are among the top earners for the country with foreign remittances reaching \$2.461 billion in 2010, 11.31 percent more than the \$2.211 billion recorded in 2009, Sen. Edgardo Angara said in an earlier interview. Angara, who authored Senate Bill No. 2062 (Magna Carta for Filipino Seafarers), said that while demand was still high for Filipino seafarers, only one of four are in the officer class. There is also stiff competition coming from China, Ukraine, India, Indonesia, Poland and Greece. **Source: Philippine Daily Inquirer**



Above seen the 12,094 GRT **MARIA I** in Dominica, built in 1981 as the 150.0 mtr long **Nauticas Mexico** at the **IHC Merwede shipyard** in Holland, was an unique merchant-cum-training vessel built for the Mexican Ministry of Communications and Transport. The ship is fully equipped to provide 200 marine cadets with hands-on training. On board there are classrooms, practice rooms, a duplicated bridge and engine room simulators. **Photo : Poul Sanderse**

Greenpeace raises ship financing, one fork at a time

Want to help Greenpeace fund the construction of the new Rainbow Warrior? Buy a fork for EURO 1 or a washing machine for EURO 750 or a GPS for EURO 4,000.

Greenpeace International is taking a novel approach to raising funding for the construction of the new ship, which is under construction at Fassmer Shipyard in Bremen, Germany. It announced that it would sell over 400,000 items onboard the new **Rainbow Warrior**. The items along with the item price and quantities are listed on a website. By the way, all the forks have been sold out.

So why the novel financing approach? Greenpeace fundraiser Anita Lee explained, "As Greenpeace does not accept corporate or government funding, this allows us to maintain an independent voice, but means we are totally reliant on support from individuals. This is why we are always looking for new, creative to generate contributions, like this new **Rainbow Warrior** sale." All of the items, of course, will remain onboard the ship when it sets sail sometime in the

fall of this year. The donors instead will receive a certificate of purchase and their names will be included on a dedication wall in the **Rainbow Warrior's** conference room. Donors will also be allowed to write their own dedication message to the website's virtual ship.

What is particularly interesting about the website, <http://www.greenpeace.org/anewwarrior>, is that you can also see the construction progress on the ship and take a 3D virtual tour of the ship.

The ship will be a sailing vessel, but also have the option to switch to diesel-electric propulsion. Plans are to have the 57.8-meter ship completed and ready for Greenpeace's 40th anniversary on Oct. 14, 2011. The new **Rainbow Warrior** will be used in the organization's efforts promoting renewable energy, as well as in campaigns against what it determines as illegal fishing and environmental crimes. **Source : MarineLog**

		
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HAL's AMSTERDAM VISITED SYDNEY



Hal's **AMSTERDAM** seen departing from Sydney escorted by the replica of the **DUYFKEN**

Photo Top : Ian Edwards – www.shipphoto.com.au

Photo below : Robert Vlaardingebroek ©



The original "Duyfken", a Dutch ship under command of [Captain Willem Janszoon](#) sailed from Indonesia and discovered Australia 1606. www.duyfken.com

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55 ships need icebreakers assistance in the eastern part of the Gulf of Finland

As of 7:00 am (MT), Feb. 21st there are 55 cargo ships expecting icebreaking assistance in the eastern Gulf of Finland, The Port Authority of Big Port St. Petersburg said. Twelve ships are subject to ice restrictions.

Besides, 25 vessels are expecting arrival at the Big Port St. Petersburg. Overall, there are currently 87 cargo ships in the eastern part of the Gulf.

The ships are being escorted by 12 icebreakers of Rosmorport. In addition, the Atomflot's nuclear-powered icebreaker Vaigach (from Murmansk) and the Captain Dranitsyn icebreaker (from the Antarctic) have been en route to beef up the fleet of icebreakers operating in the Gulf of Finland. **Source : PortNews**

Ice hampers oil spill clean-up



Oil caught in ice and booms full of lumps of ice hampers clean-up works after ship grounding in Southern Norway.

The Icelandic-owned 17,000-dwt cargo vessel **GODAFOSS** ran aground and immediately started leaking oil Friday around the scenic islands of Hvaler on Norway's southeast coast. It was unknown exactly how much oil was on board the ship, but estimates were as much as 800 tons.



Norwegian and Swedish coastal administration services placed a series of booms around the area to contain the spill, but oil has already reached land on several places, Teknisk Ukeblad writes. Ice, fog and temperatures down to -20°C make the clean-up work difficult. Much of the oil spill is caught in very thin layers in ice, making it almost impossible to gather. Ice is also drifting into the oil spill booms, filling them up.

In addition, the low temperatures constitute an extra challenge for the personnel's health and security.

Above seen **Godafoss** being discharged, her containers are being collected by the VSM managed vessel **Kristin D**.
Photo's : Paul van Buuren ©



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Radioactive container in Genoa feared as ticking 'dirty' bomb

A HIGHLY radioactive container was discovered in the Italian Port of Genoa, raising fears it may be nuclear bomb ready to explode if opened, reports London's International Freighting Weekly. "The container is very nearly glowing with Cobalt-60; its contents are unknown and there is no game plan for its disposal. I wouldn't go near it," said Joe Alioto, vice president of VeriTainer, a container scanner manufacturer of St Helena, California some 50 miles north of San Francisco. The radioactive box has been in Voltri Terminal complex since July, but authorities were undecided of whether to open it by robot or remove it by barge. It has since been isolated by other containers filled with stones and water. It is understood that further tests this week concluded that the box contained a small but powerful source of radiation.

Mr Alioto said it was likely that the container had been tampered with between Adjman in the UAE and Jeddah on the Red Sea. The container is said to have come from Sun Metal Casting in Adjman in the UAE, and was supposed to be carrying 18 tonnes of copper for a customer north of Genoa. It came through Jeddah and transshipped via Gioia Tauro to Genoa where it sat on the dock for days before a check found it to be highly radioactive. **Source : Schednet**



The **Grand Voyager**, homeport Madeira seen preparing for the cruise season in Motril, Spain

Photo : Fop Leder ©

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Springer van Zwijndrechtse Brug



Om 8:30 uur werd 'KNRM reddingstation Dordrecht' gealarmeerd voor een 'drenkeling bij de Zwijndrechtse Brug' waarop werd uitgevaren met de reddingboot 'DRB – 49' van de KNRM.

Foto: brandongevallen.nl - Mark-Jan de Wit

Aanvarend werd al snel duidelijk dat er een man op reling van de Zwijndrechtse brug had gestaan en mogelijk was gesprongen. Ter plaatse werd een zoekactie opgestart samen met Brandweer, Rijkswaterstaat en Politie. De duikers van de Brandweer kwamen aan boord van de 'DRB – 49' waarna de reddingboot voor anker ging voor een duikinzet . Op de wal werden ondertussen

natte voetsporen aangetroffen, een omstander had ondertussen gemeld dat deze een man in drijfnatte kleding zag lopen. De Politie is polshoogte gaan nemen waarna de zoekactie op het water werd gestaakt.



Breaking Promises

Hopes that the Bangladeshi shipbreaking market would resume this week have been dashed, with the High Court postponing the hearing once again to February 27. While the industry is seen as important to the local economy, delaying tactics by the authorities can be seen as a way of avoiding a decision so as not to upset either side, reports GMS Weekly. A decision is seen as more likely now however, that the Bangladeshi Prime Minister has involved herself in the proceedings. **Source : ShipTalk**

NAVY NEWS

Imdex Asia returns in May

More than 85% of total available space already taken up at biennial show

IMDEX Asia 2011, the international maritime defence show, has seen more than 85 per cent of its total available space of 14,000 square metres in covered gross area taken up - three months before it is due to kick off. 'Asia Pacific is a region with burgeoning demand for the best technological solutions in maritime defence sector,' said Jimmy Lau, managing director of Singapore Airshow & Events (SAe). 'The vast amount of support from our exhibiting partners is extremely encouraging as they recognise the business opportunities presented by Imdex Asia. We are looking forward to be their conduit to grow their business here.' The biennial show, which is in its eighth installment, will run from May

18 to 20 at the Changi Exhibition Centre. SAe acquired the show last year and is organising it with the support of the Republic of Singapore Navy.

It will involve more than 100 exhibiting companies with big-name marques like Lockheed Martin, ST Marine and ThyssenKrupp Marine. First-time exhibitors include MJP Waterjets, General Dynamics Canada and Brody Flow Control.

In conjunction with Imdex Asia 2011, two other events - the International Maritime Security Conference (IMSC) and the Naval Technology Seminar (NTS) - will be held. NTS 2011 - to be held on May 20 at the Changi Exhibition Centre - is organised by SAe with the support of the Defence Science & Technology Agency, the Republic of Singapore Navy (RSN), the Ministry of Defence and other government-linked research institutions. This year, the seminar will be themed, 'Enabling Technologies, Advanced Capabilities' and will focus on future developments in naval defence. It will feature a full day of technical sessions, ranging across a diverse range of topics with 16 speakers.

IMSC 2011, the biennial event jointly organised by SAe and S Rajaratnam School of International Studies and with the support of the RSN, will run on May 19. It will discuss pressing maritime security and safety issues that plague the Asia-Pacific region today. **Source : BusinessTimes**



Painting made by maritime artist **Rob Andrew** of the **VOS CANNA** in action - www.robandrew.co.uk

SHIPYARD NEWS

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HHI eyes on naval sector

Korea's Hyundai Heavy Industries (HHI) is entering into the naval ship market of North Africa. "The Middle East and North African countries are very interested in defense improvement, so we will stretch out a very aggressive new order activities in this market based on our building abilities for eco-friendly and economically efficient naval ships." one senior official from Hyundai said during a naval industry exhibition. Hyundai is the only one attended this exhibition among its compatriots with its seven kinds of naval ships . **Source : Seatrade Asia**



Above seen 'mt **Cappadocian** for regular maintenance in drydock at the Van Brink yard. The **Cappadocian** is commercially managed by North Sea Tankers www.northseatankers.com .'

Photo : Jeroen Leenderts - www.yoroen.com ©

Samsung to build wind farm installation vessel for Swire Pacific

The Swire Blue Ocean parent company, Swire Pacific Offshore Operations (Pte) Ltd., recently placed an order with Korea's Samsung Heavy Industries (SHI) to construct for a 161m, jackup type windfarm installation vessel. Being built to Germanischer Lloyd class, the vessel will be delivered in June 2012. The contract contains an option for a second vessel for delivery in 2013. The Swire Blue Ocean vessel design is an advanced specification focusing on safety,

efficiency and reliability. The 160.9m x 49m vessel offers a significantly improved operating weather window, crane capability of 1,200 tonnes, DP2 station keeping, a transit speed in excess of 13 knots at 90% MCR, single berth accommodations for 111, and the ability to operate in water depths of up to 75 meters, a wind speed of 20 meters per second and significant wave heights of 2.5 meters. With a usable deck area in excess of 4,000 m² and a total jackable weight of not less than 8,400 metric tonnes, the vessel offers great flexibility in the carriage and installation of offshore wind foundation and turbines of all types and sizes.

"The Swire Blue Ocean vessel is an important and timely innovation for the industry as it moves into deeper waters and more challenging operations," says Lars Blicher, General Manager and Director, Swire Blue Ocean A/S, Greve, Denmark. "With more than 30 years' offshore experience and a strong commitment to safety, Swire comes to the market confident they will deliver the high quality product, performance and service levels that offshore wind customers are looking for." **Source : MarineLog**

ADNOC set to order a bunch of boxships

Abu Dhabi's state-run oil company Abu Dhabi National Oil Company (ADNOC) is planning to build up to fifteen 2,500teus boxships. The oil company intends to order these 2,500teus in some Japanese, Korean and European yards, the total contracts value is more than \$650m. Japan and Korea's major shipbuilding giants like Mitsubishi Heavy Industries, Mitsui Engineering & Shipbuilding, IHIMU, Hyundai Heavy Industries, Daewoo Shipbuilding & Marine Engineering, STX Offshore & Shipbuilding and other European yards are mentioned to build the newbuildings. **Source : Seatrade Asia**

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Birds-Eye view of the **CSCL ZEEBRUGGE** off Rotterdam – **Photo : Rik van Marle ©**

Teesside Strives to be Top UK Renewable Sector Hub

Chain Reaction, the cluster of organisations representing Teesside's growing renewable energy sector and its associated supply chain, held a strategy meeting in Middlesbrough to discuss key issues and determine how the group should develop moving forwards. The Cluster, consisting of senior level representatives from TATA, NOF Energy, EIC, JDR Cables, Heerema, Narec, CTC Marine, as well as others, met at PD Ports head office to network and meet with Hartlepool MP Iain Wright, as well as hear a presentation from The Crown Estate. Iain Wright MP said: "Offshore wind energy generation aims to deliver a quarter of the UK electricity needs by 2020. I think this industry will provide the main source of employment and prosperity for Teesside, and Hartlepool in particular, for the next fifty years, but we have to grasp the challenges and opportunities now. We can only achieve this goal through collaboration with private industry and public bodies and I therefore welcome the economic benefits and potential for new jobs that the Chain Reaction cluster could bring to our area." Adrian Fox, supply chain manager for The Crown Estate, who presented at the meeting said: "The Crown Estate welcomes the recent commitments by several WTG manufacturers to locate on the east coast of the UK and see this as the starting point for a number of key decisions happening in the coming months. We are hopeful that the Tees Valley will be seeing its share of the potential business." Paul Barker, Business Development Director at PD Ports, commented: "Chain Reaction is an important collective voice, with members acknowledging that we need to work together to make our goal a reality. Teesside has the ideal skills, infrastructure and heritage to make this a success, as well as a deep sea port so critical to the huge-scale engineering required for off-shore wind developments." **Source: PD Ports**



The **BLACKBIRD** seen approaching the IJmuiden locks – Photo : Simon Wolf ©

Berlian Laju Tanker Gets \$685 Million Loan From Six Banks

PT Berlian Laju Tanker, the Indonesian shipping company, received commitments from six banks for a \$685 million term loan. The facility, Berlian Laju's largest ever, is secured by 43 ships and has a maturity of five years, according to a Singapore stock exchange statement. It also includes a debt service coverage covenant which is based on cash flows and "liquidity amount, allowing the company enhanced flexibility." Berlian Laju, based in Jakarta, has \$2.27 billion of bonds and loans maturing before the end of 2017, according to data compiled by Bloomberg. Proceeds of this facility will be used to repay debt and fund three ships under construction. The loan will help trim Berlian Laju's debt payments by \$166.9 million over the next three years, "increasing liquidity and the company's debt service coverage ratio significantly." It will also fund 81 percent of the company's new building capital requirements in 2011, the

statement said. DnB NOR Bank ASA, Nordea Bank AB, Standard Chartered Plc, ING Groep NV, NIBC Bank NV and BNP Paribas SA are the lenders, according to the statement. **Source : Bloomberg**



Above seen the loading tower of Exxon Neftegas Ltd in De Kastri Russia (near Sakhalin). - **Photo : Haye Rondaan ©**

Revenue down, offshore business offers comfort for GE Shipping

A decent show in the offshore business segment has set off the weak performance of the shipping business in the December 2010 quarter for Great Eastern Shipping Ltd (Gesco) to some extent.

That hasn't, however, enthused the Street. Analysts have revised their earnings estimates downwards for FY11 and FY12 after the disappointing financial results. They are now pencilling in the oversupply of ships and the resulting weakness on freight rates and utilization levels in the foreseeable future. For the quarter, revenue from the shipping business was hit primarily on account of a decline in revenue days and, to an extent, due to lower rates. Shipping business revenue declined sharply by 27% on a year-on-year basis to Rs435 crore and accounted for 67% of the total revenue compared with 75% in the December 2009 quarter. The remaining revenue came from the offshore business, which increased by 4%, helped by a greater number of operating days. The profitability of the offshore business was far more robust than that of the shipping business.

Operating performance improved as overall costs fell more sharply, especially repairs and maintenance of fleet and rigs, direct operating expenses and hire charges. Operating profit margin thus improved by more than eight percentage points to 36.4% from 28.2% in the same period last year. This operating margin does not include the forex impact and gain on sale of ships. Strong operating performance and a 3-4% decline in interest and depreciation costs led to 24% growth in net profit to Rs117 crore. Gesco has decided not to proceed with the issue of shares of its subsidiary, Greatship (India) Ltd, and has withdrawn the draft red herring prospectus (DRHP) filed with the Securities and Exchange Board of India (Sebi), citing "prevailing market conditions". This withdrawal "is expected to impact the valuation multiple for the company. We were expecting re-rating in offshore business with valuation of Rs195 per share," wrote analysts from Antique Stock Broking Ltd in a note to clients last week. Gesco's share has underperformed this fiscal and declined by 6% to Rs276 per share compared with the 1% improvement in the BSE 200 index on the Bombay Stock Exchange. In the near future, there is little reason for that trend to change, given the muted shipping environment. Having said that, the company's offshore business should continue to compensate the underperformance in the shipping business, at least to some extent. **Source: Live Mint**

Azerbaijan prepares for dredging operations at new port

Dutch company Van Oord will conduct dredging in the area where a new international sea port will be situated in Alat, Azerbaijani Deputy Transport Minister Musa Panahov said in an interview posted on the ruling New Azerbaijan Party's website. Preparatory work started this year, said local news sources. According to the minister, Van Oord and OJSC Azerkorpu won the tender for dredging the entrance channel for the new port in preparation for construction work.

Dutch company Royal Haskoning developed a master plan for the new port, which will be built in three stage and completed by 2015. [Source : Dredging News Online](#)

Dredging needed to boost economic development at Calabar port

Port World reports that the Nigerian Ports Authority (NPA) is working with the state government to make Calabar Port Complex one of the busiest ports in the country. The NPA says dredging at the port is essential to boosting economic development and that a dredging project would complement expansion of facilities at the port. "The dredging of the channel and the expansion of facilities at the port will make Calabar Port one of the busiest ports in the country," a port official said.

The Nigerian State government said it would support NPA and said it looks forward to working with the state and seeing Calabar Port Complex become one of the busiest ports in Nigeria. [Source : Dredging News Online](#)



The [HANOVER TRADER](#) (ex [Hellespont Credo](#)) seen enroute Amsterdam – [Photo : Marcel Coster ©](#)

Subsea 7 wins contract from Chevron for work in Gulf Of Mexico

[Subsea 7](#) has announced the award of an engineering and installation contract from Chevron USA Inc for the Tahiti Phase 2 development in the Gulf of Mexico. Subsea 7's workscope is to install one 7.5in x 13,000ft long flexible riser, one 4in x 4,500ft long umbilical, five rigid well jumpers, 10 electrical flying leads (EFL) and seven steel flying leads (SFL). Subsea 7 will also transport the flexible riser from Le Trait, France to the Gulf of Mexico. The engineering work will commence immediately at Subsea 7's Houston office. Installation of the flexible and umbilical will take place in the third quarter of 2011 with the five well tie-ins occurring through to mid-2012. Subsea 7 will be utilising [Seven Oceans](#) (pipelay), [Skandi Neptune](#) (construction/flexlay), and [Ross Candies](#) (light construction/IMR) vessels for the installation. [Source : Offshore Shipping Online](#)

VOS Venturer delivered

Vroon Offshore has announced that on February 10th the company took delivery of its latest newbuild, [VOS Venturer](#). [VOS Venturer](#) is a field-support vessel, built at the [Astilleros Zamakona Shipyard](#) in Spain. The vessel

is the newest addition to Vroon's growing fleet of modern vessels providing a range of emergency response capabilities and cargo support for the offshore industry. Prior to being phased into the VOS fleet, **VOS Venturer** visited Guernsey for a familiarisation call with representatives of Deeside (Guernsey) Limited. Source : Offshore Shipping Online

Sydney Harbour welcomes cruising royals



Photo : Ian Edwards – www.shipphoto.com.au ©

Thousands of glassy-eyed dreamers were up early Tuesday to witness the luxury liners **Queen Mary 2** and **Queen Elizabeth** rendezvous for a regal entry at dawn into Sydney Harbour. Jealous retirees were out to waive to the lucky 4,600 passengers aboard and the 2,200 crew looking after them. Hundreds of boats escorted the Cunard Line ships into the waterway for a rare dual stopover.



The **QUEEN ELIZABETH** seen in Sydney – Photo : Captain H.J. (Dick) den Brinker ©

Singapore's total 2010 trade rises 21pc to US\$708 billion

THE value of Singapore's trade amounted to S\$902 billion (US\$708.28 billion) in 2010, an increase of 21 per cent after a 19 per cent contraction in 2009 when the total trade value stood at S\$747 billion. A government statement attributed the expansion in external trade to a rise in both exports and imports. Exports were up 22 per cent while imports grew 19 per cent in 2010.

It also said the increase in external trade was "due to an increase in both oil and non-oil trade. Oil trade rose 31 per cent in 2010 after the previous year's decline of 31 per cent. Non-oil trade grew by 18 per cent in 2010, after the decrease of 15 per cent in 2009." Non oil domestic exports (NODX) grew by 23 per cent last year due to higher sales of both electronic and non-electronic NODX.

It said NODX to all markets expanded in 2010, with the biggest contributors being the European Union, up 31 per cent; China, up 31 per cent and Hong Kong, up 36 per cent. Non oil re-exports (NORX) soared by 18 per cent last year, after 2009's decline of 16 per cent, on the back of higher re-exports of both electronic and non-electronic NORX.

In 2011, total trade is projected to grow by between eight and 10 per cent, from the previously forecast of growth of between six and eight per cent. NODX is also expected to expand by between eight and 10 per cent. In the fourth quarter of 2010, Singapore's total external trade expanded by 12 per cent compared to the same period a year earlier after the previous quarter's growth of 18 per cent. The value of total trade reached S\$231 billion in the fourth quarter, lower than the previous quarter's achievement of S\$234 billion. Total exports and imports grew by 14 per cent and 9.7 per cent, respectively. **Source : Schednet**



The **F.D. INDOMITABLE** seen discharging deck cargo at the Total gas production platform K5A

Photo : Sjoerd de Roos ©

Gdansk terminal sees 1 mln tonnes oil shipment in March

Poland's Gdansk-based oil terminal Naftoport expects to see about 1 million tonnes of oil shipments in March, with half of it scheduled for transit, Naftoport head Dariusz Kobierecki told Reuters. In February Naftoport expects shipments to reach some 1.5 million tonnes, Kobierecki added.

"We already have 800,000 scheduled for March, out of which half a million is scheduled for transit," Kobierecki said. "I would expect more ships to come in March, so 1 million tonnes is reachable."

So far shipments this year were similar to levels in 2010, Kobierecki said, but it would be hard to repeat last year's all-time-high result. "I don't think we can do it, but at the moment it is hard to predict how the entire year will look as most of the shipments are carried out on short notice," Kobierecki added.

In 2010 oil shipments to Gdansk rose to an all-time-high of 14 million tonnes, with 8 million tonnes sent for transit from Russia. Earlier in February sources told Reuters loadings out of Russia's top Baltic port Primorsk were expected to jump in March by some 14 percent. **Source : PortNews**

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Fugro Galaxy due to be delivered shortly

Towards the end of 2010, the survey vessel **Fugro Galaxy** was launched at Fassmer Shipyard in Bremen in Germany.

The vessel is the second in Fugro's planned newbuild Fugro Standard Survey Vessel (FSSV) fleet and is due to be delivered by the end of February 2011. At 65m overall and accommodation for 43 in single and double cabins she will be a comfortable and spacious vessel on which to work and is fully capable of worldwide operations.

The suite of survey equipment will include Kongsberg EA400 single beam echo sounder and EM710 multi-beam echo sounder, Edgetech dual frequency 4200 digital sidescan sonar, new generation Topas PS 40 parametric sub-bottom profiler, Hydrosience SeeMUX seismic recording system, with an energy source of up to 970 cu and a HiPAP 500 USBL system. The vessel will be fully networked to provide plug-and-play interconnectivity and have Fugro's dual DGPS high precision Navigation systems. Geotechnical and ROVSV duties can also be undertaken. The specially designed hull form, resilient engine mounts and rudder propeller design maximise station keeping and navigational control, ensure acoustically quiet running at survey speeds and keep the vessel's carbon footprint to a minimum.

Fugro Galaxy will have the same advanced diesel electric propulsion system as **Fugro Searcher**. Based on three 910kW gensets driving two rudder propellers. Dynamic positioning (DP1) enables the vessels to remain static over a designated spot or follow an ROV on survey work, while bow thrusters assist manoeuvring and station keeping.

Fugro Galaxy will be operated by Fugro Survey Ltd of Aberdeen **Source : Offshore Shipping Online**

Lagos ports record 190 vessels in one month

It is a season of harvest of heavy ship and cargo traffic for terminal operators and shipping companies at the nation's seaports with a total of 190 vessels expected this month from Lagos ports alone, Allfrica reports. According to the Shipping Positions from the Nigerian Ports Authority (NPA) covering Apapa and Tin Can Island ports, 138 vessels have either berthed or being expected between the first week of February and February 27, for Apapa alone. The Shipping Position for Tin Can Island Ports showed that 52 vessels have either berthed or also being expected from the seaport during the same period.

Prominent among the imports are 49 tanker vessels that are either discharging or expected with petroleum products in the two seaports. A breakdown showed that Apapa has a record of 37 tanker vessels, while Tin Can has 12 vessels with petroleum products. Among the petroleum products are aviation fuel (Jet A1), diesel, (AGO), fuel (PMS), base oil and kerosene, with PMS dominating the import.

Other consignments indicated by the Shipping Positions include rice, fish, used vehicles, coal, coastic soda, bulk wheat, bulk sugar and general cargo. It was gathered that many of the vessels spend about two weeks before leaving the port, a development which industry stakeholders described as not the best if Nigeria hopes to be the hub of shipping activities in the West African sub-region.

The Shipping Position showed that 22 tanker vessels are awaiting berth, after arriving the Lagos territorial waters since February 1. The implication of a ship spending so long a time before discharging her cargos is that importers have to pay more the shipowners have a way of building whatever is lost in terms of ship turnaround into freight. Some factors, including lack of adequate cargo handling equipment and space could be responsible for the delay. **Source : PortNews**

Maersk Line launches direct service to Europe from India

Container shipper Maersk Line said it has launched a new service from south and east India to north Europe.

The service, ICON (India, Colombo, north Europe) will have a direct, dedicated and fast coverage from Chennai to north Europe, a company release said here. The ICON service will deploy 7x3,400 TEU vessels and operate with the following port rotation -- Chennai-Colombo-Salalah-Zeebrugge-Felixstowe-Rotterdam-Bremerhaven-Salalah-Colombo - it said.

Maersk Line Managing Director (India and Sri Lanka) Rizwan Soomar said, "With excellent transit times from Chennai to Felixstowe (UK), this is a fast product and well-suited for all our customers in time-sensitive industries like apparel and retail.

This also addresses our customers' long-standing demand for a direct product from south India to Europe, which helps in achieving better efficiency in supply-chains and reducing overheads for our customers." The service also boasts of carrying special hanging garments containers to ensure garments arrive in good condition, ready to place directly into retail outlets.

The service will also provide a wide coverage of the Scandinavian and Russian markets via Bremerhaven, Germany, the release said, adding the first vessel from Chennai is scheduled for March 14. **Source : PortNews**

.... PHOTO OF THE DAY



Above seen the **Seven Pacific** approaching the **Seven Oceans** offshore Angola. Both offshore vessels are built at the IHC Merwede Shipyard in Holland - **Photo : Capt. Jan Willem Razenberg - Master PLSV Seven Oceans ©**

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