



Sailors' Society Asian Challenge

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The Belgian flagged **SMIT TIGER** is replacing temporarily the Smit operated **FAIRPLAY 24** in the port of Rotterdam which is in dry-dock at present for maintenance

Photo : Jan Verhoog ©

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Above the **Solitaire** and the **Matador 3** seen in the Caland canal Rotterdam. **Matador 3** is lifting Solitaire's pipe transfer crane due to a maintenance job. **Photo : Arjen Perdok ©**

Somali pirates were rushed by Special Forces when gunfire was heard, officials say

Dramatic details emerged Tuesday morning about the attempt by U.S. Special Forces to try to rescue a Southern California yachting couple and another couple taken hostage by Somali pirates. The pirates were in radio contact with the U.S. guided missile destroyer **Sterett**, the closest U.S. ship, when gunfire was heard.

As a U.S. Special Forces team -- Navy SEALs -- rushed to board a yacht hijacked by Somali pirates, a rocket-propelled grenade was fired by the pirates at the [Sterett](#) . All four hostages had been shot by the pirates and killed, officials said. Adm. Mark Fox, the commander of U.S. naval forces in the region, said he had no details of the negotiations with the pirates and declined to comment when asked if the U.S. had planned to prevent the hostages from being taken ashore if the yacht reached Somalia.

After the grenade was fired at the **Sterett**, several pirates came on deck with their hands raised, as if trying to surrender, Fox said. The gunfire erupted on board almost immediately. But U.S. officers said it was not known whether the hostages had made an escape attempt or whether disagreements among the pirates prompted the firing.

"I can presume inside the vessel there was a lot of small-arms fire," Fox said, but he noted that the Special Forces team did not have to fight its way onto the yacht. As the Special Forces team cleared the vessel, it discovered two pirates who already were dead. Another two were killed by U.S. personnel, one by gunfire and one by a knife, Fox said.

The American boaters who were killed were Jean and Scott Adam of Southern California and Phyllis Mackay and Bob Riggle of Seattle. None of the U.S. forces were injured. The four ships that had been shadowing the **Quest** were the carrier **Enterprise**, guided missile cruiser **Leyte Gulf**, and guided missile destroyers **Sterett** and **Bulkeley**. The four were in the region to support anti-piracy efforts and missions involving the wars in Iraq and Afghanistan, according to U.S. Central Command. The bodies of the Americans are now aboard the **Enterprise**.

The U.S. is part of an anti-piracy coalition based in Bahrain with ships from several countries. Piracy off Somalia's east coast has plagued shipping for several years, with ships held for ransom.

In late 2009, U.S. officials noted that the pirates extended the range of their attacks to the Gulf of Aden between Yemen and Somalia's north coast. The pirates are also ranging farther out to sea, 600 miles in some cases.

Source : latimesblogs.latimes



The **LONDON TRADER** (ex Hellespont Creation) seen departing from Rotterdam – Photo : [Frits Janse](#) ©

Sailors' Society Asian Challenge

London Offshore Consultants Ltd Pte (LOC) has entered one team from our Singapore office into the **Sailors' Society Asian Challenge**. This year the Challenge will be to climb to the summit of Mount Kinabalu, located on the North Eastern part of Borneo, Malaysia. (4,095m above sea level) Mount Kinabalu is the tallest mountain in South East Asia and ranked on place 20 in the list of the worlds highest mountains.

Together with another 41 teams, each of three people from across the shipping industry we will climb to the summit on 9 and 10 April 2011. With the heat and cold, sun and rain, oxygen and lower oxygen levels, this will not be an easy task!

Our team will be represented by: **Olof Koning** (team captain), **Rutger Bierman** and **Sazid Karim**. Our goal is to climb to the summit and return safely, during this climb we like to generate financial donations for the Sailors' Society.

The **Sailors' Society** is an international charity that provides a personal lifeline for seafarers all over the world, providing welfare and support for merchant seafarers and their families, around the world. Their Port Chaplains visit thousands of ships every year, directly addressing the needs of seafarers, irrespective of a person's belief or nationality. The Sailors' Society operates in 30 countries and 100 Ports. This Society wants to expand its web of services and to maintain the existing facilities. Without your donation the Sailors' Society would not be able to function and sustain the essential work.

So, be generous and hopefully your arms are not too short or your pockets too deep.

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LETTER RECEIVED FROM NEWSCLIPPINGS CONTRIBUTOR ALAN CALVERT FROM CHRISTCHURCH

Hi everyone, thank-you all for your concerns for our welfare here in Christchurch.



The damage in the city centre is extensive with many buildings destroyed. The port town of Lyttelton has suffered major damage to its main shopping area and many homes have been damaged. The port itself has suffered some damage to its infrastructure but we are waiting for more details to come thru once they have completed assessments.

I have only just had power restored to my home this afternoon and telephones last night so have only just been able to send out this short e-mail. Both my own home and that of my mothers have been damaged. Mine is not to major but my mothers has lost another couple of brick walls and the house appears to have twisted on its foundations. It is still ok for her to live there but repairs will be major.

Either later tonight or tomorrow I will send a more detailed message from here of how things are.

In the meantime thank-you again for your thoughts and best wishes - **best regards...Alan Calvert**



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

Pirates to pay part of ransom money to terrorist organization

GAC Protective Solutions says a maritime security alert has been issued for Somalia following a development in the relationship between pirate syndicates and radical Islamist organization al-Shabaab. The U.S. has designated al-Shabaab as a Foreign Terrorist Organization under Section 219 of the Immigration and Nationality Act and as a Specially Designated Global Terrorist under Section 1(b) of Executive Order 13224 (as amended). Pirates in the harbor town of Xaraardheere have agreed to pay 20 percent of their ransom money to al-Shabaab in exchange for being allowed to use the town as a base for their activity, says GAC Protective Solutions. This cooperative relationship may not last, given that the two groups are ideologically opposed to one another. Furthermore, the agreement only came about after pirate syndicate leaders were captured by al-Shabaab, which indicates that it was not based on a particularly solid foundation and may not last for very long. The monetary relationship between the two sides is not likely to last. The town has previously been contested by groups such as Hizb ul-Islam and pirates will still be able to operate further north if they are forced to leave the area. **Source : MarineLog**



Above seen the crew of the Salvage tug **TTB SALVOR** after completion of some safety drills & training last week



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AP Moller-Maersk back in black, posts US\$5 billion profit

DANISH transport giant AP Moller-Maersk Group has posted a 2010 profit of US\$5 billion, erasing a \$1.31 billion 2009 loss, which was its first since World War II. "Container activities delivered a profit of \$2.6 billion for 2010," said a company statement, adding that it was a "dramatic improvement" over 2009 and even bested the \$205 million profit made 2008, considered a stellar year.

Said group CEO Nils Andersen: "Our people have done a truly great job. Even if markets improved strongly in 2010, container rates and volumes were only at par with 2008. This means significant profit improvements stem from our own efforts. We can be very satisfied with the result."

In general, the gain was attributed to better container rates and volumes, reduced costs per unit and high oil prices, which contributes to Maersk revenues because of its oil interests. Mr Andersen said 2010, unit costs were reduced by four per cent - excluding bunker costs - but bunker consumption was reduced by an additional 10 per cent.



The **SAFMARINE BENGUELA** seen anchored off Vitoria – Photo : P.Hagenaers ©

In 2011, Maersk Line aims at winning back the market share it lost in 2010, but "not through rate dumping, but by delivering a superior product as regards reliability, availability and customer service", said Mr Andersen. Recently, Geneva's Mediterranean Shipping Company (MSC) has become the world's biggest container shipping line, replacing Maersk Line in No 1 spot, but when taken together with other Maersk container assets, Safmarine and MCC, the AP Moller Maersk Group still tops the international container league tables.

Maersk Oil made a \$1.7 billion 2010 profit compared to \$1.2 billion 2009 profit, almost entirely attributable to a 29 per cent increase in oil prices. Oil production declined, but the company said it was making investments to replace oil reserves.

In the last two months, it invested \$2.4 billion in oil fields in Brazil, \$1.2 billion in new drilling rigs and \$1.9 billion in containerships. "We see strong potential in growth markets, where the number of middle-income consumers is booming. In 2011, we will focus the main part of our attention and investments in these markets, where we already have a strong presence," Mr Andersen said. **Source : Schednet**



Capt Jan Mourik, above seen onboard the **SMIT JAPAN** made his last trip last week and started his retirement
Photo : Kees Torn ©

Wereldhavendagen thema 2011

'De haven smaakt naar meer'

De haven smaakt op vele manieren naar meer. Met smaak wordt het culinaire aspect van de haven naar voren gehaald. De levensmiddelen die als half- of eindfabricaat via de haven van Rotterdam de consument bereiken zijn ontelbaar. De voedselproducten, kruiden, specerijen etc., worden in Rotterdam aan- of doorgevoerd, op- en overgeslagen en/of verwerkt tot voedingsmiddelen. Naast het culinaire aspect van de haven, leggen we ook een koppeling naar de culinaire historie van Katendrecht. Honderd jaar geleden kwamen de Chinezen voor het eerst naar Rotterdam en vestigden zich op de Kaap. De smaak van China werd toegevoegd aan de Nederlandse keuken. De traditionele aspecten van de Chinese cultuur maar ook het moderne China zullen niet ontbreken in de programmering van de Wereldhavendagen in het kader van de viering van 100 jaar China in Nederland. 'Smaakt naar meer' verwijst tevens naar de behoefte aan kennis en ontplooiing, groei en ontwikkeling, vooruitgang en innovatie. De aanleg van Maasvlakte 2 is een project waarbij de behoefte aan groei van de haven op een duurzame en vooruitstrevende manier gerealiseerd wordt. 'De haven smaakt naar meer' staat ook voor de algemene promotie van de haven. Als een

bezoeker, student of werkzoekende eenmaal de haven heeft geproefd, is de haven een aantrekkelijke plek om in te werken, wonen en recreëren. **De haven van Rotterdam, een 'smaakmaker' van wereldniveau!**

Kick-off Wereldhavendagen 2, 3 en 4 september 2011

Dit jaar vond de kick-off van de Wereldhavendagen al begin februari plaats. Hiermee is er voor zowel de deelnemers als voor de organisatie van de Wereldhavendagen een goede voorbereidingstijd naar het evenement toe. Hans Magito, voorzitter van het bestuur van de Wereldhavendagen, opende het programma van deze middag met een welkomstwoord en blikte terug op 2010 waarbij een aantal klinkende cijfers konden worden genoemd (zie kader onder). Hierna introduceerde hij het bestuur van de Wereldhavendagen en de sprekers van deze middag. Aansluitend presenteerde Sabine Bruijninx, manager van de Wereldhavendagen, het thema voor de Wereldhavendagen 2011 'De haven smaakt naar meer'. Ze lichtte dit verder toe met ideeën over de invulling van het programma binnen dit thema en het programma voor 2011. Tevens benadrukte ze de samenwerking met Rotterdam Martitiem weekend, het jongerenprogramma op de vrijdag en stelde het complete team van de Wereldhavendagen voor.

Ruud Hardenbol, Kolonel der Mariniers en Commandant Van Ghentkazerne, hield ter afsluiting een presentatie over de Koninklijke Marine, partner van de Wereldhavendagen, waarin veiligheid en onderdelen van de geplande eenheden voor 2, 3 en 4 september werden uiteengezet.



The **BLUE ALFA** seen in the port of IJmuiden – **Photo : Joop Marechal ©**



Seaman sues employer for \$1.25 million after tripping

A seaman is suing his employer for \$1.25 million after he tripped and injured his right shoulder. Anthony E. Main filed suit against Enterprise Marine Services on Feb. 9 in federal court in New Orleans. The accident occurred on Oct. 9, 2009 as Main was employed as a tankerman on the M/V **Saint Crispin**. He states he suffered severe, painful and disabling injuries to his right shoulder after he tripped over fuel lines.

He accuses the defendants of negligence for placing the fuel lines across a walkway without wiring or contrasting color scheme, failing to place the fuel lines in a safe location and failing to maintain the gear box on EBS-1. Main states he was also injured on March 21, 2010 as he was manually pulling lines due to inoperable vessel winches. He claims he suffered disabling injury to his right shoulder and spine.

The plaintiff is seeking \$1.25 million in damages for physical and mental pain and suffering, physical scarring, disability, loss of wage earning capacity, medical expenses, maintenance and cure, attorney's fees, court costs and interest. Main is represented by Paul M. Sterbcow of Lewis, Kullman, Sterbcow & Abramson in New Orleans and Matthew D. Shaffer of Schechter, McElwee, Shaffer & Harris in Houston. **Source : The Louisiana Record.**

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NAVY NEWS

Iranian warships to dock in Syrian port, sources say

Two Iranian warships which this week became the country's first to sail through the Suez Canal since 1979 are to dock at the Syrian port of Latakia, 600 kilometres from the canal, a Lebanese security source said Wednesday.

The Iranian ships were heading for a training mission in Syria, the source said. It would mark the first time in years that Iranian naval vessels have docked in a Syrian port. But the Israeli daily Maariv reported Wednesday that the warships were carrying missiles, arms, ammunition and night-vision goggles to the militant Lebanese Shiite movement Hezbollah.

Speaking about the warships' scheduled passage through the canal, Foreign Minister Avigdor Lieberman last week told a conference in Jerusalem that it was 'a provocation which proves that the Iranians' self-confidence and chutzpah (audacity) are growing by the day.'

A high-ranking Israeli official, speaking on condition of anonymity to the daily Yediot Ahronot, said on Tuesday that under international law, the Iranians had the right of passage through the international waterway. **Source : Monsters and Critics**

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UK Deploys Type 42 Destroyer to South Atlantic

The UK Royal Navy has deployed the Type 42 destroyer **HMS York** to the South Atlantic to carry out maritime security patrols around the British South Atlantic Islands, including the Falklands and South Georgia.



The warship has undergone considerable maintenance over the past few months and has been fitted with two new Rolls-Royce gas-turbine engines. The destroyer has been equipped with the Sea Dart missile system. On completion of duties in the South Atlantic, **HMS York** will undertake a number of regional engagement visits in South America, the Caribbean and the US.

The destroyer is slated to arrive at East Cove Military Port on East Falkland, South Atlantic, in mid-March 2011 and is scheduled to return to the UK in July 2011. **Source : naval-technology**

US Navy Warship Completes Final Contract Trials

The US Navy's fifth San Antonio Class amphibious landing platform dock (LPD), **USS New York (LPD 21)**, has successfully completed final contract trials in Norfolk, Virginia, US. The final contract trial was conducted by the US Navy board of inspection and survey (INSURV), which included a series of post-delivery test and trials of the ship and its major systems to demonstrate its operational capability.

INSURV officials said the ship had made improvements across several systems and is ready for sustained combat operations. The San Antonio Class provides the US Navy and the US Marine Corps with modern, networked, survivable, and sea-based platforms that can operate with 21st-century transformational platforms.

The ships incorporate both a flight and well deck to accommodate CH-46 helicopters and MV-22 Osprey tilt-rotor aircraft, and to launch and recover landing craft and amphibious vehicles. The LPDs will functionally replace over 41 amphibious ships that include four LPD, 36 LSD, LKA 113 and LST 1179 classes of ships. **Source : naval-technology**

SHIPYARD NEWS



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Above seen "MACUBA" cargo vessel belonging TOM WORDEN, Germany, under damaged crane repairs works at CERNAVAL Shipyard in Algeciras, Spain. **Photo : David North ©**

Sembcorp Marine posts record profit of S\$860m for 2010

Shipyard group Sembcorp Marine made a record profit of S\$860m last year. Net profits for the shipyard were up 23% in 2010 despite turnover falling 20% to S\$4.55bn, Seatrade-asia reports. "The lower turnover was attributable mainly to lower progressive revenue recognition for the rig building, ship conversion and offshore projects as well as lower variation order settlement in 2010 versus 2009," Sembcorp Marine said. The shipyard group has a S\$4.8bn orderbook with deliveries through the second half of 2013. **Source : PortNews**

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Wilhelmsen Ships Services supports dredging for Gorgon project

Logistics Week reports that Wilhelmsen Ships Service is providing a range of support services to the Gorgon project, Australia's largest ever oil and gas project. Services include the importation of dredgers and project cargo shipments. The company is also providing agency and logistics support to the offshore accommodation vessel MS Finnmarken which houses a 350-strong workforce for the project.

Operated by Hurtigruten, the Finnmarken is a Norwegian owned cruise vessel, whose on board residents are mainly dredging crew. The vessel is moored near to Barrow Island which is the site of the Gorgon Project's gas plant construction. The key advantage of accommodating the workers offshore is that it reduces the environmental impact of the project by removing the need to accommodate these workers on Barrow Island itself, which is a 'Class A' nature reserve.

"Wilhelmsen Ships Service is providing a wide range of capabilities across all of our business streams," explains Nicholas Berry, Account Manager for Wilhelmsen Ships Service in Australia. "Supporting the Finnmarken is the most significant ongoing work we've had on the project to date."

The scope of work handled for Hurtigruten by the company includes making advance arrangements for berthing, unberthing and arranging timely booking of port services to optimise berthing and sailing windows. Wilhelmsen Ships Service also appoints linesmen and any other port services as required, assists with Customs, quarantine and security requirements, and arranges and liaises with surveyors as required by the customer, including P&I surveys.

Wilhelmsen Ships Service additionally books stevedore labourers and liaises with stevedores during discharge operations, and ensures payment of port disbursements and arranges rental of equipment required by Hurtigruten from third party suppliers.

The company obtains and arranges safe dispatch of stores and supplies, effects repairs and engages third party contractors. It also arranges delivery of cash to the Master when required and sees to crew change assistance for the Hurtigruten crew and ensures a smooth delivery of spare parts on board, including its clearance and transportation. Coordination of bunkering operations is also handled by Wilhelmsen Ships Service.

The Gorgon Project is developing the Greater Gorgon Area gas fields, located about 130 kilometres off the north-west coast of Western Australia. It includes the construction of a 15 million tonne per annum LNG plant on Barrow Island and a domestic gas plant with the capacity to provide 300 terajoules per day to supply gas to Western Australia.

Gorgon LNG will be offloaded via a four kilometre long loading jetty for transport to international markets. The domestic gas will be piped to the Western Australian mainland. Wilhelmsen Ships Service supplies Unitor marine products, technical services, ships agency services and maritime logistics. **Source : Dredging News Online**

Lyttelton Port mainly intact, most operations to be restored soon



Lyttelton Port says its facilities sustained further damage as a result of the latest Christchurch earthquake, but should have most of its operations running within 10 days. "Our clear focus is on ensuring that fuel and essential services will get through to Christchurch," said chief executive Peter Davie.

In a statement today the company said its berth had held up well, and expects berthing operations to resume in 48-hours, with a tanker scheduled for fuel discharge on February 26. The port's container operations were also largely left intact although in need of urgent minor work. Limited operations will be available in three to four days, with full operational capacity restored in 10-days. Deliveries have been halted for the next 24 hours.

General cargo operations were still being assessed with an update expected later.

LPC said it plans to correct misaligned containers at the CityDepot site with operations expected to be restored later today. KiwiRail, the national rail operator, said yesterday that the line between the West Coast and Christchurch is open and general freight services are expected to start today. However, the line to Lyttelton Port is still closed due to bridge damage at Heathcote. LPC shares fell 4.4 per cent yesterday to \$2.20, the lowest level since November 2008.

Source : NZ Herald

Libyan Ports Closed by Violence

All Libyan ports and terminals have been temporarily closed amid violence in the North African country, CMA CGM said on Wednesday. "CMA CGM ships' calls at Libyan ports, Benghazi, Misurata, Khoms and Tripoli, are temporarily suspended," the company said in a statement.

"Due to a general insurrection in some Libyan cities since last week, all ports and terminals are temporarily closed," CMA CGM said, adding that the company "is following with great concern the events" in Libya.

The company, which is represented by agent OSCL in Libya, created an emergency response team to monitor the situation. "CMA CGM continues to accept bookings to Libya, excluding reefer and hazardous cargo bookings that are temporarily suspended until further notice," the company said. **Source : The Journal of Commerce**



Seen on Gustavia Roads, St.Barths the 'REGATTA'. Photo : Bernt R.Koning ©

Port of Riga warns heavy ice conditions in the Gulf of Riga

There are heavy ice conditions unfavorable for navigation in the Gulf of Riga, where thickness of ice reaches 25-35 cm, the Port Authority reports. The Varma icebreaker and ice-class tugboats are tightly busy providing assistance to arrivals and departures of cargo ships at the port.

In mid-February, the Latvian media reported heavy ice conditions hinder ship calls at the port of Riga and that operation of only one icebreaker was not enough for ensuring smooth navigation.

Freeport of Riga is situated on both banks of the River Daugava (Western Dvina). The port encompasses 6.348 ha, 13.818-m waterline. Riga port can accommodate vessels with maximum draft of 12.2 m. The bulk of freight traffic passing through the port are transit cargoes (80%), shipped to / from the CIS countries. In 2010 cargo throughput of Port of Riga rose by 2.5% y-o-y, to 30,475 million tons. Source : PortNews

Tsakos Energy Navigation Announces Two-Year Time Charter Extension for Two Panamax Tankers:

Minimum \$22 Million in Revenues Over Charter Period

Tsakos Energy Navigation Limited announced two-year time charter extensions for two of its 2009 Korean-built panamax tankers, **Chantal** and **World Harmony**. These fixtures will continue with the same charterer, a major South American state affiliated oil entity, at a minimum base rate with open upside for the Company. The renewed charters are now scheduled to expire in the third quarter of 2013. The gross revenues from the extension of these two charters, assuming only the minimum rate, are expected to be approximately \$22 million over the corresponding period.

"These extensions are evidence of our tested commercial strategy, of maintaining and developing long-term relationships with established end users," said Mr. Nikolas P. Tsakos, President & CEO of TEN. "For TEN, these flexible rates with open upside and downside protection, together with the capital gains generated from our continuous sale and purchase activity, should assist in narrowing the gap between our stock price and the real value of the Company," Mr. Tsakos concluded.



Above and below seen the new multipurpose containment barrier for use in the sea, lakes and rivers developed by "SPSP" Oficina Tecnica de Asesorias Maritimas. This barrier has a D 400mm x L 12.0 mts. a draft 70mm and 330mm freeboard to contain heavy oil (persistent), sea foam, carbon powder, synthetic and organic wastes. Also serves as support surface for hanging nets deep in recreational bathing areas and avoiding the jellyfish attack.

A OSR team of "SPSP" in the port Valparaiso, Chile moved a section of the new multipurpose containment barrier 12 mts. for installation in the Bay of Mejillones, Chile to contain sea foam. **Photo's: Jose I. Ramirez ©**



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TBS International Takes Delivery of Its Fifth Newbuild Roymar Class Multipurpose Tweendecker

TBS International plc announced yesterday that it has taken delivery of the newly-constructed vessel M/V **Comanche Maiden** from China Communications Construction Company Ltd./Nantong Yahua Shipbuilding Group Co., Ltd.

The M/V **Comanche Maiden** is the fifth in a series of six "Roymar Class" 34,000 dwt multipurpose tweendecker vessels that the Company ordered at a purchase price of \$35.4 million per vessel. This vessel, like her sister ships, has box-shaped holds, open hatches and fully retractable hydraulic tweendecks, is geared with 35 and 40 ton cranes combinable up to 80 tons, and has a modern fuel-efficient engine enabling the vessel to operate effectively at 15 knots. TBS expects to take delivery of the remaining vessel in the second quarter of 2011, and has in place the requisite bank financing for this vessel. With the delivery of the M/V **Comanche Maiden**, TBS's current fleet expands to 51 vessels with an aggregate of 1.55 million dwt, consisting of 29 tweendeckers and 22 handymax/ handysize bulk carriers.

Joseph E. Royce, Chairman, Chief Executive Officer and President, commented: "We are pleased to add the M/V **Comanche Maiden** to our operating fleet, thereby expanding our operational fleet to a total of 51 vessels. The delivery of this modern tweendecker vessel is in line with our goal to modernize our fleet. We continue to focus on delivering a quality service to our customers. "The TBS Five-Star Service consisting of Ocean Transportation, Projects, Operations, Port Services, and Strategic Planning addresses the various transportation needs of our customers and the addition to our fleet of these newly built Roymar Class Multipurpose Tweendecker vessels optimizes our operational capabilities." **Source: TBS International**

Port of Salalah poised for strong growth, says CEO

The Port of Salalah aims to capitalise on its strategic geographical location to consolidate its position's as the pre-eminent container transshipment hub on the Indian Ocean Rim. In comments to the Observer, Port of Salalah CEO Peter Ford (pictured) was upbeat in his assessment of growth prospects at the Sultanate's biggest and most successful container transshipment terminal operating on the country's southern coast.

While container traffic growth is essentially dependent on global economic trends, general cargo volumes on the other hand are projected to rise significantly on the back of increased economic activity in Dhofar Governorate, he noted.

Salalah's advantageous location abutting key maritime trade routes is at the very core of its robust appeal to major shipping lines, according to the CEO. "Salalah is located smack down in the exact right spot for East-west trade routes, and specifically for Asian and European strings as well. Not only are we in the right spot, but we also have the right infrastructure, the right support from the Omani government, and the expertise in management from APM Terminals."

Ford, who took over as CEO of Salalah Port last August, is a veteran of the shipping industry backed by more than 16 years of experience both on vessels and in terminal management. A graduate of the US Merchant Marine Academy as well as the Lloyd's Maritime Academy and holding a BSc in Marine Transport & Business and an MBA in Global Management, Ford is also a Magnum graduate of APM Terminals and has achieved certification in numerous management and port executive proficiencies.

Ford takes the helm of Salalah Port at a time when the company is preparing to embark on a new and energetic phase of its development and modernisation. The Ministry of Transport and Communications is overseeing the development of a dedicated General Cargo Terminal and liquid jetty within the port. The project entails the construction of 1,266 metres of new quay wall and the dredging of harbour basin in front of the General Cargo Terminal to a depth of -18 metres. The new General Cargo Terminal will also incorporate a liquid jetty suitably equipped to handle product tankers and other carriers that service the petrochemical projects either in operation or planned in the future at the nearby Salalah Free Zone. Initially, the jetty will primarily serve the methanol plant of Salalah Methanol Company which came into operation earlier this year.

A 20-year revised master-plan approved by authorities last year envisages a phased scale-up of the General Cargo Terminal's capacity to a whopping 40 million tons of dry bulk commodities and five million tons of liquid products annually. General cargo volumes handled at Salalah continue to grow by "leaps and bounds", says Ford. "That's good news for the southern region of Oman. You can tell by the cargo that's going in and out of Oman that the port is doing an excellent job."

Last year, Salalah Port was projected to handle more than 6.5 million tonnes through the general cargo facility, chiefly aggregates, limestone, cement and methanol. Food grains transhipped as part of United Nation's food aid programme are also part of a large and diverse portfolio of commodities handled at Salalah. The CEO also highlighted synergies between the port and the adjoining free zone development that give rise to significant investment and business opportunities with beneficial implications for both entities. "I think the port and free zone are linked inextricably," Ford explained. "It important to understand that without the port there's no ability to get goods in or out, so a free zone

then does not make any sense, and vice versa. At the same time, the free zone allows the port to continue to grow. It's a symbiotic relationship that has made good sense in many parts of the world, and Oman is no different. There are areas that I would like to see us pursue together, such as container value-added transshipment, similar to other free zones around the world, where raw goods come in from certain areas, get value added here in Oman, whether it is assembly or distribution, and so on, and then get shipped out again. Of course, there are also the usual free zone activities that will continue to grow as well."

Prospects for increased cruise traffic into Salalah are bright as well, the CEO points out. "We've have already had a significant number of cruise ships calling Salalah. Let's not forget -- Salalah is an absolutely gorgeous region rich in history. It makes good sense to bring in a cruise ship here. We have plans in the future development to put a cruise terminal in here to handle passengers better and make their visits to Salalah and Oman a more enjoyable experience."

Source: Oman Daily Observer



The **PRESIDENT HUBERT** seen with the **SEVEN SEAS** as seen from Heerema's **BALDER** off Angola

Photo : Balder Bridge team ©

Vaigach icebreaker reaches the Danish straits

Nuclear-powered icebreaker Vaigach has reached the Danish straits. The ship is now sailing with a speed of 8-13 kt in the Straits of the Great Belt (North Sea). Estimated time of arrival in the Gulf of Finland – 12:00 (UTC), 26 February 2011.

The icebreaker is bound for the Gulf of Finland from Murmansk to help 12 diesel-electric icebreakers of Rosmorport ensuring navigation in extremely heavy ice conditions in the area. Source : PortNews

Seaspan looks to order ten 10,000-TEUer for CSCL, Hapag charters

VANCOUVER based Seaspan Corp has entered into talks with Chinese and Korean shipyards about building ten 10,000-TEU vessels to be for delivered in 2013 and 2014.

Seaspan has 57 containerships in operation and 12 to be delivered through March 2012. It's newbuilding plan was revealed in a filing with the US Securities and Exchange Commission, to which it outlined intentions to charter the ships to China Shipping Container Line (CSCL) and Germany's Hapag-Lloyd.

"A letter of intent has not been signed between the parties and there is no assurance that Seaspan will enter into a letter of intent or complete the transaction," the company said, according to American Shipper. The ships "would have an innovative design that focuses on improving loadability and fuel efficiency," said the company statement. **Source :** Schednet

Port of Los Angeles 'Plugs In' Three Different Cruise Lines to Shore-Side Electrical Power

The Port of Los Angeles this month became the first port worldwide to provide Alternative Maritime Power™ (AMP™) to three separate cruise lines. In recent weeks, ships from Disney Cruise Line, Princess Cruises and Norwegian Cruise Line have all taken advantage of unique "AMP Mobile" technology developed specifically for the World Cruise Center.



"The use of AMP™ at our World Cruise Center reduces emissions not just at the Port but improves the quality of air throughout the Los Angeles region," said Mayor Antonio Villaraigosa. "The ability to adapt this technology to multiple cruise lines eliminates significant ship exhaust when cruise ships are at berth, and the AMP Mobile is another innovation that demonstrates our commitment to developing cutting-edge technology that can benefit port communities everywhere."

"As the State of California recognizes the environmental impacts of operations at California's major seaports, this program in particular deserves credit for its ability to sharply reduce ship emissions," added 55th District Assemblymember Warren T.

Furutani (D- South Los Angeles County), who encourages state funding measures to help ports install and deploy costly shore-side electric power infrastructure. "I'm committed to advocating in the Legislature to streamline regulations and funding so that we can clean our air and keep our ports competitive."

"I'm particularly pleased that Port engineers were the first worldwide who came up with a way to handle the challenges of adapting to the unique needs of multiple cruise lines with different power requirements at one cruise terminal," said Executive Director Geraldine Knatz, Ph.D. "This is another important tool we are using to grow in a diverse and environmentally responsible manner."

The Port of Los Angeles has three AMP Mobiles, which were designed for the World Cruise Center by Port engineers and Cavotec, a global engineering firm. With 100 feet of lateral movement capability and a remote-controlled arm to adjust the cable crane arm to changing tides and the location of power connections on cruise ships, the AMP Mobile versatility allows for a variety of cruise ship configurations.

The World Cruise Center is also the only port where two cruise ships can be connected simultaneously. Cruise ships utilize either 6.6 kilovolts (kV) or 11 kV electrical power distribution systems to plug into shore side power; the Port of Los Angeles can now accommodate either. Currently the power demand of the cruise ships calling the Port of Los Angeles is anywhere between 8 to 13 megawatts of power. A seven megawatt load is equivalent to producing enough electricity for approximately 1,000 homes.

The Port's AMP™ system installed at the World Cruise Center is capable of delivering up to 40 megawatts of power, with 20 megawatts of power delivery capacity to each of the two different ships. In 2004, the Port of Los Angeles was the first in the world to use AMP™ technology for in-service container ships. Three major container terminals currently have AMP™ capabilities and more are coming on line later this year.

The Port of Los Angeles is America's premier port and has a strong commitment to developing innovative strategic and sustainable operations that benefit the economy as well as the quality of life for the region and the nation it serves. As the leading seaport in North America in terms of shipping container volume and cargo value, the Port generates 919,000 regional jobs and \$39.1 billion in annual wages and tax revenues. A proprietary department of the City of Los Angeles, the Port is self-supporting and does not receive taxpayer dollars.

The Port of Los Angeles – A cleaner port. A brighter future.



Marine insurance for shipping firms set to rise this year

Marine insurance for shipping companies has increased significantly over the last year and it looks set to rise even higher this year. Analysts said that a typical bulk carrier valued at US\$50 million will now have to pay an estimated additional premium of US\$50,000 a month.

This is partly due to rising piracy risks and political unrest in the region. But analysts said the higher shipping costs would only be passed on to consumers and this would further add to their inflation woes. Analysts said the outlook for the shipping industry looks rough this year.

Marine insurers are charging shipowners, such as Rickmers Maritime, higher insurance premiums and this will raise shipping rates. Analysts said this is due to rising piracy risks globally. Thomas Preben Hansen, CEO of Rickmers Trust Management, said: "There is no doubt, (with) additional war-risk premiums, which (are) put in place in the piracy-prone areas, the typical container carrier is faced with up to 30,000 to 40,000 dollars additional premiums (when) going through the piracy area."

Analysts added that with the political uncertainty in Korea and unrest in the Middle East, the insurance premiums for ships will rise even higher this year. Teddy Tsai, deputy head of research at DnB Nor Bank, said: "Cargo cover will be influenced by higher events around the world. Last year, we saw things like the Korean missile test and things like that; some of these things can continue this year."

Shipping analysts added that Egypt's popular Suez Canal of the Red Sea is now considered a "higher risk area" by marine insurers. As the majority of trade from Asia to Europe passes through the Suez Canal daily, most Asian shippers will have to incur these higher insurance premiums.

A spokesperson for General Insurance Association of Singapore (GIA) said that there are two main types of marine insurance - cargo and hull insurance.

GIA added that piracy and hijacking risks would have a greater impact on hull than cargo insurance, and in general, ship owners have to bear the higher insurance costs. This is particularly so when the piracy involves the kidnapping of the captain and crew members for ransom.

However, shipping experts said that as shipping companies struggle to keep afloat and watch their bottomlines, they are unloading the bulk of these higher costs to their customers instead. Mr Hansen said: "Whether there is an increase in fuel cost or insurance cost, or charter rates, ultimately it will be priced in the freight rate and passed on the consumer. So our carriers, our customers are paying these additional premiums, for the trade on most of our ships."

As a whole, however, analysts pointed out that overall insurance costs for shipping companies are still relatively low at less than 5 per cent. Shipping analysts said that shipowners are passing the bulk of these increased costs to the shipliner companies, by charging them higher freight rates. These higher costs will eventually be absorbed by the average consumer on the street. **Source : Channel News Asia.**

Eurasia Canal project is delayed

Promotion of the construction project of the navigable canal connecting the Caspian Sea and the Azov-Black Sea basin (Eurasia Canal), has been postponed until Kazakhstan's cargo base is warranted, Russia's Deputy Transport Minister Viktor Olersky said in an interview with journalists, PortNews reported.

Mr. Olersky says: "To date, our colleagues from Kazakhstan could not confirm a sufficient volume of cargo transportation via the "Eurasia". Previously, they had planned crude oil shipments here, which will now be delivered through the pipeline. Therefore, there is no sense to invest huge money in the canal construction".

Over the past 3 year, cargo base of Kazakhstan has changed significantly. According to Kazakhstan officials, China is interested in shipping of transit cargoes via the Caspian Sea to Europe. However, Kazakhstan is not yet ready to provide information on volumes and types of cargoes.

The idea of the Caspian-Azov Sea canal had existed for over 80 years. Back in 2007, the then Russian President Vladimir Putin offered to revive the project. In 2009, the Eurasian Development Bank allocated a \$2.9m Credit Facility for assessment of two options: construction of a canal "Eurasia" or building the second Volga-Don canal. According to experts estimates, the draft Eurasia canal project might cost about 500 bn rubles. **Source : PortNews**

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Felixstowe tests deepwater berth with 14,100-TEU CSCL Star

HONG KONG's Hutchison-owned Port of Felixstowe, Britain's biggest container gateway tested its deepwater berths ahead of the arrival of ultra-large containerhips since extension of berths eight and nine to 730-metre quay lengths and 15 metres depth alongside.

Felixstowe received its first megaship, the 14,100-TEU [CSCL Star](#), on its maiden voyage, one of five to join the CSCL fleet in 2011, reported London's International Freight Weekly. It successfully performed a number of discharge moves on the vessel, measuring 366 metres long and 51 metres wide, with a maximum draft of 14.5 metres.

Hutchison Ports (UK) chief executive officer and terminal owner David Gledhill said, "There is an increasing trend towards ultra-large container vessels on many services operating between the Far East and Europe and it is essential the UK has the right facilities to accommodate these ships." The testing during the first phase of Felixstowe South development was vital to make certain new systems resilient before the terminal is formally opened, he added in a report from London-based Port Technology International news site.

The second phase will increase the port's deep-water container facilities to four kilometres of deep-water quays and annual capacity increase of 1.5 million TEU to 5.2 million TEU by 2016. [Source : Schednet](#)

Singapore launches seafarer training programme for harbour craft

The Singapore authorities have launched a new training programme to attract more people to take career as seafarers onboard harbour craft. The new Certificate of Competency (Special Limits) by the Maritime and Port Authority of Singapore (MPA), in collaboration with the National Trades Union Congress' (NTUC) Employment and Employability Institute (e2i) and the Singapore Workforce Development Agency (WDA). The 21-month course will seek to train people to work on the likes of passenger craft and bunker tankers.

"The new CoC (Special Limits) allows seafarers to enjoy the flexibility of serving shorter voyages while addresses the industry needs for more Singaporeans and PRs (permanent residents) to join the harbour craft industry," says Mr Lam Yi Young, chief executive of MPA. [Source : Seatrade Asia Online](#)

Thai bulk carrier firm to boost fleet size

Precious Shipping plans to have some 70 vessels in 3 years

Precious Shipping, the Thai operator of bulk carriers, plans to increase its fleet from 21 vessels to as many as 70 within three years and to lower operating costs by using newer ships. The Bangkok-based company will start buying new and second-hand ships this year to rejuvenate its fleet after selling older vessels during the global financial crisis, managing director Khalid Hashim said at a conference in Singapore yesterday.

'We have US\$140 million of cash on the balance sheet and, over and above that, we have US\$450 million of credit lines available to us,' Mr Hashim said. The company may buy about 30 second-hand ships, he said, and their cost is falling from US\$23 million 'towards' US\$18 million.

Precious, which has US\$367 million in loans maturing before the end of 2023, reported a 2010 full-year profit of 904.7 million baht (S\$37.7 million) last month, missing analysts' estimates of 910 million baht.

It has 21 ships on order from yards in India and four coming from a shipyard in China by 2014, Mr Hashim said yesterday. 'The Chinese ones are a re-sale from a seller who was having financial difficulties,' he said. Efficiencies gained from a younger fleet cut Precious's average daily cost of operating a ship to US\$4,725 last year from US\$5,040 in 2009, and costs may drop to US\$4,350 a day this year before reaching about US\$4,000 within three years, Mr Hashim said. [Source : Bloomberg](#)

MARITIME ARTIST CORNER



Fine drawing of the K-Sea tug **MARYLAND** by **Bob Mattsson** ©

OLDIE – FROM THE SHOEBOX



The **JOHAN VAN OLDENBARNEVELT** seen in Freemantle – **Photo : Freemantle Ports** © / coll **Gordy Ross**

The 186 mtr long **Johan Van Oldenbarnevelt** was named in honour of a sixteenth century Dutch statesman who was executed after being accused of treason by his political enemies.

The **Johan Van Oldenbarnevelt** was the largest diesel-powered ship ever constructed in Holland when she was launched on 3 August 1929. At that time, she provided accommodation for 770 passengers (in four classes) and 360

crew members. Despite an unfortunate beginning –colliding with a Dutch steamer on her maiden voyage – the **Johan Van Oldenbarnevelt** eventually became popular among Dutch immigrants to Australia.

The pride of the Dutch merchant fleet, she was a real luxury liner specifically built to serve the trade route between Holland and Indonesia (then known as the Dutch East Indies). But as the Second World War dawned, she was commanded by the British, and made several journeys to and from Australia, carrying troops to war. It was at this stage in her life that she acquired the nickname of the JVO, a popular title – particularly amongst English speakers.

In October 1945, the JVO was refurbished and returned briefly to her previous route between Holland and Indonesia, before joining the Australian migrant trade in 1950. With Indonesian independence declared in 1947 (leading to a decline in Dutch nationals travelling to and from the former colony) and Australian immigration at a high, the Nederland Line offered the JVO to the Dutch government for charter. She became an important and well-known part of Dutch-Australian immigration history, making a total of 44 voyages to Melbourne.

Her first immigrant journey departed Amsterdam on 5 September 1950, before arriving in Melbourne on 9 October. She made only two such trips before being refitted especially for the immigrant trade – increasing her accommodation to 1414 passenger berths in a single class – allowing her to carry almost twice as many as her original 770 passengers. In August 1958, her immigrant charter ended and she was again refitted for travel on a round-the-world service, the liner was decommissioned during 1963 and sold to the General Steam Navigation Company of Greece and renamed **TSMS Lakonia**. The liner fate was that she burned in a fire at sea 22-24 December 1963 and sank while under tow 29 December 1963

.... PHOTO OF THE DAY



A busy Rotterdam Botlek seen above – **Photo : Marijn van Hoorn ©**

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