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**FARSTAD's LADY CHRISTINE seen anchored at Selat Pauh anchorage (Singapore)**  
**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



## MARITIME LUNCH IN BUENOS AIRES



### In Buenos Aires, Argentina, there are also Dutch shipping lunches!

On February 23rd there we had a very good attendance: from left to right: **Eduardo Vreugdenhil** (Agents Turner); **Paul Braeken** (Delta Dock Terminal and container repairs Flowbox); **Anton Zuidwijk** (Stevedores Murchison); **Arie Kok** (Ballast Nedam, visitor from Holland); **Niek Boot** (tugs Satecna Costa Afuera); hidden in the back: **Simon Boon** (also visiting, Ballast Nedam); **Henk Kwint** (ex-Seatrade Argentina); **Jos Steeman** (Vopak), **Guido van den Berg** (Boskalis) and finally **Paul Louer** (Riovía/Boskalis). Our regular participant **Jan Kok** was regrettably unable to attend this time.

Behind us: the grill on which the outstanding, oversized Argentine steaks we had were prepared.

## Crude tanker rates fall for 6th day

Earnings from shipping Middle East crude oil to Asia, the world's busiest route for supertankers, fell for a sixth day after demand was met to haul February cargoes. Daily returns from the benchmark Saudi Arabia-to-Japan voyage

retreated 20 per cent to US\$23,459, according to the London-based Baltic Exchange. Earnings are at the lowest level since Feb 8 and down 51 per cent for the current run.

'The steam went out of the VLCC market as soon as charterers completed their February programmes,' Oslo-based Fearnresearch said in a report on Wednesday. 'With charterers in no apparent rush to commence placing March stems in the market, rates have been moving downwards,' it said, referring to cargoes for next month.

Charter rates on the benchmark route fell 5.3 per cent to 63.53 Worldscale points, according to the Baltic Exchange. The points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates.

Daily returns from suezmax tankers that haul one million barrel cargoes, half as much as very large crude carriers, fell 19 per cent to US\$16,460. Returns from aframax tankers that carry 650,000 barrels jumped 40 per cent to US\$12,481, the highest level since Dec 24. **Source : Bloomberg**



The largest container vessel which ever visited the port of Hamburg until now is the **CSCL STAR**, above is seen the **CSCL STAR** during her maiden call last week - **Photo : Hans Schaefer ©**

## China could fund as much as \$10 billion of ship acquisitions by Hellenic ship owners

In yet another landmark arrangement between the two nations, Hellas and China agreed this week to further enhance their already close partnership in the maritime field and in particular in the areas of port construction, shipping and marine technology. The pledge was made during a meeting between Chinese Vice Premier Zhang Dejiang and Greek Minister of Maritime Affairs, Islands and Fisheries Ioannis Diamantidis. Zhang said the two countries have carried out good cooperation in these areas, which is in their common interest. He hoped the two sides would strengthen exchanges and deepen cooperation in these areas.

Diamantidis said Greece attached high importance to its relationship with China. The Greek government and the shipping sector want to maintain close cooperation with the Chinese side, and consolidate their substantial cooperation in harbor construction and marine technology, he said.

After the meeting, reports emerged which were later confirmed that Chinese banks may provide Hellenic ship owners with as much as \$10 billion in financing, to purchase vessels built in China, already the biggest shipbuilding nation. Among the banks expected to participate are Bank of China, China Development Bank and Export-Import Bank of China, while funding terms will be very competitive. It should be noted that in October of 2010, Chinese Premier Wen Jiabao, said in a visit in Athens, that a \$5 billion fund would be set up just for this particular reason, i.e. facilitate the sale of Chinese-built ships to shipowners from Hellas, who are already building more than 300 vessels in China. That is an offer to support the purchase of Chinese ships by Greek shipping companies," said Wen at a joint press conference with his Greek counterpart George Papandreou. According to George Xiradakis, managing director of Piraeus-based consultancy XRTC, who advised on the deal, one of the shipping agreements which was back at the time made public, involved the delivery of a VLCC tanker and is the first Greek-Chinese shipping deal to be entirely financed by a Chinese

bank. It will be financed by China Development Bank and involved Hellenic company Cardiffe Marine, Mr. Xiradakis said.

In this week's meeting between Ioannis Diamantidis and Cosco's head, Captain Wei Jiafu, it was agreed that Cosco would further invest in Piraeus, while investigate suggestions and ideas for common-interest investments in the fields of ports, shipbuilding and logistics. But, it seems almost certain that Cosco, unless otherwise indicated, isn't expected to take part in the much-delayed tendering award for the construction and concession of the country's first intermodal terminal near Piraeus. Should this be confirmed, it means that the Piraeus Port Authority (OLP), which has already expressed its interest to take part in the process, would have to look elsewhere for partners to bid for the project. Another important development to be noted, was Cpt. Jiafu's and Cosco's commitment that it would charter out the Hellenic-owned vessels currently built in China. Although, it's not yet certain as to which vessels and most importantly at what rates, those charters will be forged, it's a clear indication that the Chinese are seeking to alleviate Hellenic fears about the future, in terms of competing with Chinese ship owners for cargoes coming and leaving the Asian powerhouse.

Under previous arrangements made back in October and reiterated this week, China and Greece will set up a centre to look at ways of saving energy and cutting greenhouse gas emissions in the merchant navy. According to Chinese Premier Wen Jiabao, "to modernise Piraeus, we have to make efforts to cut greenhouse gas emissions". Cosco, which won a concession to run two of the port's terminals in 2008, accounts for half of the port's commercial traffic. Wen said he had agreed with Greek Prime Minister George Papandreou to set up a "research centre devoted to the reduction of greenhouse gas emissions in the merchant navy." Cosco, which is Asia's third biggest container terminal operator has signed a 35-year concession to operate container handling Piers II and III in the port of Piraeus. The company plans to deepen its Piraeus investment to move 3.7 million containers a year by 2015.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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## "Monkey business" with magic pipe costs Cardiff Marine \$2.4 million

Cardiff Marine Inc, a Liberian-registered shipping company, was sentenced Wednesday in federal court in Baltimore after pleading guilty to a felony violation of the Act to Prevent Pollution from Ships. The company admitted falsifying records of illegal discharges of oily waste from the **M/V Capitola**, making false statements to the Coast Guard and other acts of concealment. U.S. District Judge Marvin J. Garbis sentenced Cardiff to pay a \$2.4 million fine and serve three years probation, subject to an environmental compliance plan that includes audits by an independent third party auditor.

According to court documents, the investigation into the **M/V Capitola** was launched on May 3, 2010, at the Port of Baltimore, after a crew member informed a clergyman, who was on board the Capitola on a pastoral visit, that there had been "monkey business in the engine room," which involved a "magic pipe."

The magic pipe proved to be a bypass hose that allowed the dumping of waste oil overboard, circumventing pollution prevention equipment required by law. The crew member asked the minister to alert the Coast Guard and to pass on a flash drive bearing video taken in the ship's engine room. That triggered an inspection of the *Capitola*, and, ultimately, to Wednesday's guilty plea.

An investigation confirmed that there had been an illegal discharge system on the *Capitola* as depicted in the whistleblower's video. It showed a black hose tied in several places to overhead piping in the *Capitola*'s engine room. The hose connected one of the vessel's waste oil tanks to a valve that opened directly to the ocean.

During its inspection, the Coast Guard interviewed members of the *Capitola's* engine room crew, including the whistleblower. Three of these crew members had served on the *Capitola* for more than six months and during that time had witnessed multiple occasions when a hose was used to discharge the waste oil, sludge and water that had accumulated in the separated oil tank overboard, as directed by a senior engineering officer. None of these illegal discharges were recorded in the Oil Record Book, as required by law.

Investigators also learned that there had been a document called the Daily Sounding Record on the *Capitola*, and that it had tracked how much waste oil, sludge and bilge water was in each waste tank, on a daily basis. This record would have been useful during the Coast Guard's inspection of the *Capitola* in that it could have shown when the levels of the waste tanks changed, which could be compared to entries in the Oil Record Book. Sudden, unexplained drops in the measurements could have indicated specific dates when wastes were discharged overboard. The Daily Sounding Record was not produced to the Coast Guard. The senior engineering officer who kept these records told the Coast Guard that the only record of waste tank levels that he had were undated scraps of paper in his office.

Cardiff Marine Inc. released a statement saying that it is its "policy to operate vessels under its management in compliance with MARPOL and other applicable international and domestic requirements. Despite Cardiff Marine's longstanding policies requiring full compliance, certain crew members aboard the *M/V Capitola* unfortunately disregarded these policies and discharged oily water and oil residues, but did not record those operations in the ship's Oil Record Book.

"Because under U.S. law Cardiff Marine is vicariously liable for violations committed by crewmembers of the ships under its Shipmanagement, on February 23, 2011, Cardiff Marine pled guilty to two charges - failing to maintain an accurate oil record book in which all operations were accurately recorded and obstructing the U.S. Coast Guard's MARPOL investigation. Based on the recommendations contained in the plea agreement, the court ordered Cardiff Marine to pay a \$2.4 million fine and implement an Environmental Compliance Plan to strengthen the company's commitment to environmental compliance in every phase of its operation.

"We are pleased to bring closure to this investigation against our company, and we look forward to strengthening Cardiff Marine's commitment to environmental compliance," stated Mr. Koukoulas, acting General Manager. "Cardiff Marine will implement the agreed upon Environmental Compliance Plan that is comprehensive and rigorous. The changes that we are implementing based on what we learned from this investigation support our goal to provide quality service to our customers while helping to protect the marine environment." **Source : MarineLog**

## Pirates attack MSC's boxship south of Oman

The 13,800teu container ship *MSC Kalina* came under attack of pirates to the south of Oman in the Indian Ocean, who approached the ship in a boat and opened RGP and assault rifles fire, Trade Winds reports. The mixed crew of 23 (nationals of Italia, Bangladesh, Croatia, Montenegro, Slovenia and Indonesia) is reportedly safe. Just two hours later another vessel, the 52,400dwt *Great Legend* was attacked by five pirates in the same area, the news agency said.

## Maersk slows down tankers

Maersk Tankers is taking slow steaming to a new level on its VLCCs with speeds as low as 8.5 knots – something that no other tanker owner has done, the company has claimed. The company said that it had taken a hard look at bunker consumption, which for example, on the VLCCs makes up about 85% of the voyage costs.

By slow steaming, the company had significantly improved earnings over the past 18 months, compared to competitors. Ballasting at 8.5 knots – compared to the normal 14-16 knots - saved about 50% in bunker costs on the ballast leg and removed \$400,000 on the bunker bill for a standard round voyage. However, it also added another 11 days to the voyage, but as Maersk Tankers' CEO Søren Skou commented in a recent interview: "What it effectively

means is that on an Arabian Gulf to Japan or China voyage the fuel savings will pay for the additional days. It doesn't really cost you to extend the time the voyage takes and you are doing something good for the environment."



The **MAERSK BORNEO** seen enroute Amsterdam – Photo : Simon Wolf ©

Long term, Maersk Tankers regarded the market as fundamentally sound, but short term it will be turbulent. The total VLCC fleet will grow by 60 vessels in the coming 12 months and even with oil demand back to at historical high levels, this will be a challenge. Maersk said that this move in reality is rather simple: super slow steaming requires engine load to be decreased down to 10%, which is equivalent to 50% speed. This procedure was approved by the two main producers of VLCC engines, Wartsila and MAN B&W and only required a few precautions, the company explained. "For Maersk Tankers this is really a no-brainer. We have operational knowhow and experience to super slow steam and in the current market it can make the difference between making a profit or taking a loss", said Claus Gronborg, head of crude at Maersk Tankers. **Source: Tanker Operator**



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## NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor de De Ruyter lunch, wat tevens een uitstekende plaats is om te netwerken. Daar er veel meer Nederlanders in Singapore zullen zijn door de WORK BOAT ASIA show is dit de ideale kans om kennis te maken met andere Nederlanders uit de Maritieme industrie in het Verre Oosten.

De lunch is in de TRADEWINDS BAR van de Hollandse Club in Singapore op :

**vrijdag 4 maart 2011**  
**tussen 12:00 en 14:00 uur**

22 Camden Park  
Singapore 299814  
Tel : +65 6464 5225

[www.hollandseclub.org.sg](http://www.hollandseclub.org.sg)

*De lunch word deze maand gesponsord door:*  
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Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar [clubderuyter@gmail.com](mailto:clubderuyter@gmail.com) zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en natuurlijk heerlijke sate ☺ gemaakt moet worden

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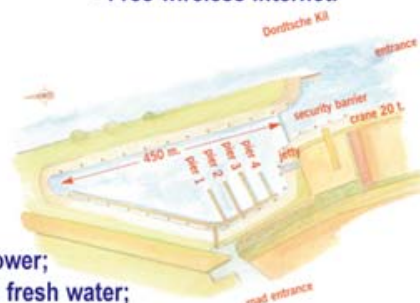
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## Pirated and abandoned Cargo & Passenger-Vessel located

A maritime surveillance plane found the MV **ALY ZOULFICAR** (aka Ali Zoulficar, aka Zouflicar) still drifting on the open sea and it seems that the people are still on board. A rescue mission was now sent from Madagascar, which hopefully will bring good news, but so far it is not known if all the passengers and crew survived the ordeal. Capt. Rolland Rasolofonirina, who heads the National Maritime Operations Centre of Madagascar and is the coordinator of the national focal point for anti-piracy, said four spotter planes were being used in the search, which found nothing on Wednesday, but then a maritime surveillance plane located the vessel.

Two Somali, a Tanzanian, a Malagasy and a Comorian crew-member accompanied by the Comorian captain of the vessel, had come to Madagascar by a skiff, left the others on the ship without any communication or fuel and are detained in Antsiranana for further investigation. So far no information has transpired about the remaining 20 other passengers, five crew and possibly five Somalis still on the drifting vessel. Since the Comoros-flagged motor vessel was, according to the master, taking on water, time is still of the essence, to rescue the remaining 30 souls.

Source : ECOP Marine

## **NAVY NEWS**

### **Northrop Grumman Delivers U.S. Navy's Newest DDG 51 Class Destroyer, William P. Lawrence (DDG 110)**

The U.S. Navy accepted Northrop Grumman Corporation's latest Aegis guided missile destroyer in a ceremony held on the fantail of the Navy's newest ship. **William P. Lawrence (DDG 110)** is the 28th DDG 51 Class destroyer built at the company's shipbuilding operations in Pascagoula.



"We are here today celebrating the culmination of 175 weeks of hard work and dedication from thousands of shipbuilders, teammates and shipmates," said George Nungesser, program manager of Northrop Grumman Shipbuilding's DDG 51 program. "This ship went to sea as the most complete DDG to-date. To the officers and crew of DDG 110, the shipbuilders will always be watching you and supporting your success. We wish you fair winds and following seas." **William P. Lawrence** will be commissioned later this year in Pensacola, Fla.

"This ship was the most complete going to trials and it by far performed the best during those trials," said U.S. Navy Capt. Bill Galinis, supervisor of shipbuilding, Gulf Coast. "Across the board, this ship scored 15 to 20 percent higher than any of the previous DDGs. And that speaks volumes for the work that was done by the Shipbuilding/Navy team."

U.S. Navy Cmdr. Thomas R. Williams, is the ship's first commanding officer and will lead a crew of over 300 officers and sailors. The 510-foot, 9,500-ton **William P. Lawrence** has an overall beam of 59 feet and a navigational draft of 31 feet. Four gas-turbine propulsion plants will power the ship to speeds above 30 knots.

"The story of Adm. Lawrence is inspiring," said Cmdr. Williams. "It inspires me and my crew to strive for greatness every day. When we leave this shipyard, we don't know what the world has out there, but I know this ship is our home. This is the Navy's best crew. And we won't let down the shipbuilders, the men and women of Northrop Grumman, and the American people when we leave the shipyard. We will never ever give in. "

DDG 110 honors the late Vice Adm. William P. Lawrence, who spent nearly six years as a prisoner of war in North Vietnam. He later served as superintendent of the U.S. Naval Academy.



The newest Military Sealift Command (MSC) dry cargo and ammunition ship **USNS Washington Chambers (T-AKE 11)** exits San Diego Bay to complete sea trials before delivery to the MSC Feb. 23. Washington Chambers and its crew of civil service mariners and Navy Sailors will play a crucial role delivering ammunition and other supplies to Navy ships at sea, allowing them to remain underway and combat ready for extended periods of time.

**Photo :**  
courtesy of General  
Dynamics/Released

## SHIPYARD NEWS

<p><b>MEET TOS</b> </p> <p> <b>at Singapore from 1<sup>st</sup> till 3<sup>rd</sup> March</b></p>	<ul style="list-style-type: none"><li>• Global Ship Delivery</li><li>• Crewing Solutions</li></ul> <p><b>www.tos.nl</b></p>
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## Oceanco Starts Outfitting its 85.6m Superyacht, the Y708

Three months after the successful delivery of the 86 meter **Seven Seas**, Oceanco loaded its latest custom superyacht, the 85.6 meter Y708, into its shed for the finishing phases. Oceanco collaborated with its exclusive Dutch hull-builder Zwijnenburg as well as Aluship Technology to build the steel hull and aluminum superstructure respectively.

Y708's sleek silhouette, possessing the smooth exterior lines by Igor Lobanov, compliments her projected modern interior design by Alberto Pinto. In addition to Oceanco's in-house build and engineering team, the interior construction benefits from the partnership with renowned Northern-European interior specialists.

Along with living and entertaining spaces, the accommodations afford the owner of Y708 two private connected decks: one comprises a sumptuous master stateroom with exterior balcony, a fully equipped gym, an exclusive hammam and beauty salon. The other is his private sun deck, with whirlpool and sun loungers. In addition to the master stateroom, there are six luxury cabins: two VIP suites with private balconies and four spacious doubles. Y708, characterized by sophisticated styling, exemplifies Oceanco's dedication to continuous research in design and innovation. Y708 will feature the Environmental Protection notation from Lloyd's Registry that serves as a mark of environmental quality.

Oceanco continues to distinguish itself for the highest production standards and the most impressive objectives in terms of performance, technology, styling and quality. Y708 is scheduled to be completed by November 2012.

**SPECIFICATIONS :** Length Overall : 85.6m / 280.8ft    Beam Overall : 14.20m / 46.6ft    Materials : Steel (hull); Aluminum (superstructure)    Engines : 2 x MTU 20V 4000 M73L    Maximum Speed : Approximately 20 knots  
Exterior Designer : Igor Lobanov    Interior Designer : Alberto Pinto    Builder : Oceanco    Naval Architecture : Oceanco / Azure    Delivery : November 2012



The **HERMES** seen at the slip at the Van Os shipyard in Yerseke – **Photo : Willem Kruit ©**

## **Hanjin Cancels \$101m Boxship Contract**

Hanjin Heavy Industries & Construction has cancelled a \$101m newbuild contract for one containership from an unnamed ship owner.

The contract, which was received on 3 March 2005, was shelved because the ship owner failed to pay the deposit. The South Korean shipyard has resold the cancelled ship to a third party, according to [asiasis.com](#). Hanjin previously cancelled a deal for three 6,500teu boxships, costing \$99m each, with Greek ship owner Danaos.

**Source: Ship Technology**

## **Northrop Grumman Cuts Steel for Second Gerald R. Ford-Class Aircraft Carrier**

Northrop Grumman Corporation cut one of the first pieces of steel for the second ship in the **Gerald R. Ford class**, **CVN 79**, during a ceremony at the company's Shipbuilding sector in Newport News. Rear Adm. Michael McMahon, program executive office for Aircraft Carriers, said CVN 79 will soon have a name and a crew and will be a great ship. He also recognized the shipbuilders from Newport News and said, "While the carriers are recognized as a national asset so too is this shipyard and the shipbuilders that are in this yard." The Newport News shipyard is performing this

work under a construction preparation contract that allows for engineering, planning, long-lead time material procurement and initial manufacturing to begin before the full construction contract is awarded.

"The U.S. Navy must be ready to respond to the challenges that lay ahead," said Rep. Bobby Scott (Va-3). "To ensure the Navy's future readiness, shipbuilding must remain a top priority of our national defense strategy."

Full construction of the yet unnamed CVN 79 is anticipated to begin in late 2012 with delivery to the U.S. Navy scheduled for 2020. Construction is currently underway on the first ship of the class, **Gerald R. Ford (CVN 78)**, with about 25 percent of the structural units already in dry dock.

"Having two carriers under construction within a five-year period is the kind of stability that we all benefit from -- the Navy, the shipbuilders, our suppliers and our country," said Matt Mulherin, vice president and general manager for Northrop Grumman Shipbuilding. "It allows for the most efficient flow of the workforce from one ship to the next, and facilitates a learning curve. This stability is key to cost efficiency and to the health of our industrial base." Ceremony attendees included Navy and government officials, and the Newport News employees building the carrier.

Rep. Rob Wittman (Va-1) thanked the shipbuilders for the work they were doing on CVN 79. "The men and women that serve can't do their duty without the great ships that you all put underneath them and the great quality of work that goes on here."

The **Gerald R. Ford class** will continue the legacy of highly capable U.S. Navy nuclear-powered aircraft carrier ship platforms. Enhancements incorporated into the design include flight deck changes, improved weapons handling systems and a redesigned island, all resulting in increased aircraft sortie generation rates. It will also include new nuclear power plants, increased electrical power generation capacity, allowance for future technologies and reduced workload for the sailors, translating to a smaller crew size and reduced operating costs for the Navy. "To the shipbuilders that are here today, I hold you in very high regard," said Rep. Scott Rigell (Va-1). "From one American to another, thank you. Thank you for what you're doing. Thank you for producing such fine vessels for our young men and women to serve on that keep us safe around the world."

## **ROUTE, PORTS & SERVICES**



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## **SCI plans to invest \$1 bn in new ships every year**

State-run Shipping Corporation of India (SCI) is planning to invest \$1 billion (Rs 4,500 crore) every year to acquire new ships. The company is likely to exceed its fleet capacity by over 10 million deadweight tonnage (DWT = the total weight of the ship, including the cargo, crew and fuel).

Speaking to Business Standard, SCI Chairman and Managing Director S Hajara said this year, the corporation's overall fleet capacity will exceed six million DWT, while in the next five to seven years, the capacity will exceed 10 million DWT. Commenting on funding the proposed expansion, Hajara said 20 per cent of the funds would come through internal accruals and the remaining 80 per cent through debt, which will be mainly raised in international markets. Indian banks do not have an appetite to lend to the sector, he said. SCI owns 76 ships (5.1 million DWT), besides manning 60 vessels (0.2 million DWT). Acquisitions would add another 1.7 million DWT to the existing fleet. **Source: Sify**

## WORLD LARGEST MAST CRANE SEEN GETTING SHAPE

In Yesterday's clippings a photo was used with the 1100 tons pedestal for the 5000 TON **HUISMAN OFFSHORE MAST CRANE** onboard Subsea 7's **BOREALIS** which was lifted by the Sheerlegs **ASIAN HERCULES II** from BigLifts **HAPPY BUCCANEER** at the Sembawang shipyard in Singapore



Last Saturday morning it was the turn for the **1124 ton** (in weight) slew section, the Sheerlegs **ASIAN HERCULES II** after installing the rigging lifted this section smoothly from the **HAPPY BUCCANEER**



After the lift the section was prepared for the fitting at the pedestal





Herewith I would like to thank, **Capt Frans** and the crew of the **HAPPY BUCCANEER**, the **HUISMAN team**, and the **SUBSEA 7 team** for their hospitality during the operation, **Capt Frans** thanks for the lunch onboard, and specially I would like to thank **Capt Meer Mamood** of the sheerlegs **ASIAN HERCULES II** for borrowing the workboat to take some photos, during the lifting operation, it was a nice and interesting day, the crane boom with a weight of 760 ton was scheduled for Sunday followed by the final lift, the mast on Monday. **All photo's : Piet Sinke ©**

See more High Resolution photos of this operation in the Maasmond Maritime Flickr photo album, just click [here](#)

For more details of the 5000 ton's HUISMAN CRANE see :

[http://www.huismanequipment.com/documenten/products/5000mt\\_hlmc.pdf](http://www.huismanequipment.com/documenten/products/5000mt_hlmc.pdf)

## APM Terminals profit up 60pc as Yantian sales offset global loss

MAERSK's terminal operator, APM Terminals, year-on-year profit increased 60 per cent to US\$793 million against \$494 million earnings posted in 2009, drawn on revenues of \$4.3 billion with no growth from one year to the next.

The profit gain was attributed to the sale for \$423 million of its stake in China's Yantian terminal, opposite Dalian on the other side of the mouth of the Bohai Sea, also known as the Gulf of Chilhi. APM Terminals increased throughput two per cent to 31.5 million TEU from 30.9 million TEU the year before, falling behind market growth by 13 per cent. Volume was up seven per cent, figures that included discontinued operations at Oakland, Savannah, Yantian, Kaohsiung, Voltri and Dunkirk.

Maersk Group units contributed to 44 per cent of the container volume, up from 41 per cent the year before. Construction of a terminal in Cai Mep, Vietnam, is near complete, and operations are to commence in early next year, said the company.

APMT also expanded and upgraded the Suez Canal Container Terminal in Port Said, Aqaba Container Terminal and facilities in Lagos and Luanda. It also signed deals to start terminals in Santos, Brazil and Monrovia, Liberia. The Santos terminal is scheduled to commence operations next year and with a 2.2 million TEU annual capacity. **Source :** Schednet

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## Hanjin Shipping takes delivery of two new containerships

South Korea-based Hanjin Shipping has taken delivery of two 8,600TEU class containerships named **Hanjin Hamburg** and **Hanjin New York**.

The new vessels are the second and the third of the series of five 8,600TEU class ships received from Hyundai Samho Heavy Industries. These vessels are known to be equipped with a fuel-efficient and eco-friendly engine that can reduce fuel consumption and CO2 emission. According to Hanjin Shipping, the vessels will be deployed in the carrier's PSX (Pacific South Express) service soon after the delivery, at the end of January 2011. W.W. Lee, deputy president and chief executive of container business unit at Hanjin Shipping commented, "We are confident that the deployment of these large, state-of-the-art vessels will improve schedule reliability and enhance our customer service. We are now in the process of establishing an optimum fleet portfolio by investing in various sizes of containerships ranging from 4,000TEU to 10,000TEU. We will certainly continue with these efforts to strengthen our presence as the world's leading shipping carrier." **Source: Datamonitor**

## India: Rise in average turnaround time at ports a cause for concern

The average turnaround time of major Indian ports has risen to 4.38 days in 2009-10 compared with 3.87 days in the previous year, undermining the competitiveness of Indian ports and is a cause of concern, the Economic Survey 2010-

11 has said. The average turnaround time in major Indian ports was 4.38 days in 2009-10 and was relatively higher in some ports like Paradip, Kolkata, Vizag and Kandla it said, while noting that the turnaround time of Singapore is less than a day. The cause of further worry is the rise in average turnaround time and the average pre-berthing time, and the fall in average output per ship-berth-day in 2009-10, it added. Besides, the average pre-berthing waiting time has also increased in 2009-10 to 11.67 hours from 9.55 hours last year, the Survey said.

The pre-Budget Survey noted that the average output per ship berth day has gone down to 10,168 tonnes in 2009-10 compared with 10,473 tonnes in the previous year. As one of the remedial measures, the Economic Survey has called for following a holistic approach for improving the infrastructure and services at ports through modernisation of the systems using latest technology. The facilities at existing ports with regard to cargo handling, stevedoring, pilotage services, bunker services and warehousing facilities need to be upgraded, the Survey said, while calling for paying special attention on strengthening the facilities for handling crude oil. India has 13 major ports that carry about 67 per cent of the total traffic and 200 non-major ports, of which 66 handle traffic. It also called for increasing the drafts available at the Indian ports and providing different levels of tariff for different types of vessels or for different cargoes, to attract mother ships to berth at the Indian ports. The many port charges in India need to be reduced as they are higher than in many other countries due to inefficiency of ports and inclusion of unrelated costs like pension and other contribution to labour in port services, the Survey said. About the Indian shipping sector, the Survey said due to tonnage tax regime introduced by the Government in 2004-05 has boosted the growth of Indian fleet and tonnage. The Indian fleet presently stands at 10.16 million gross tonnage and 1,040 ships as on January 1, 2011, it said. It, however, noted with concern that the average age of Indian fleet has increased to 18.3 years in 2009 from 15 years in 1999 and emphasised there is an urgent need to increase the shipping fleet for a country of India's size.

Source: PTI



The **PRINCESS SEAWAYS** seen arriving back in IJmuiden in her new DFDS house style colours

Photo : Joop Marechal ©

## Earnings rise but port says trading outlook uncertain

Port of Tauranga lifted half-year net profit 23 per cent to \$28.4 million, as trade volumes in the six months to the end of December rose 18 per cent from a year earlier. Revenue rose 38.5 per cent to \$92.8 million, with export volumes up 13 per cent and imports up 29 per cent from a year ago. Notable cargo increases included fertiliser up 150 per cent, stock feed supplements up 74 per cent, log exports up 15 per cent, and container numbers up 23 per cent, the port said yesterday. Chairman John Parker said the trading outlook was uncertain and it remained difficult to accurately forecast the remaining half of this financial year. At this stage, a full year result in the range of \$53 million to \$56 million was expected.

"We expect improved confidence to remain in the dairy sector [positively impacting on fertiliser and stock feed supplement imports] and also in log exports, with log volumes being driven by strong demand from China, which is expected to continue. However, we expect the domestic economy to be slower to recover."

During the half-year, railed container volumes between Tauranga and inland port MetroPort Auckland rose 56 per cent.

Ship departures increased 12 per cent compared to the earlier corresponding period. An interim dividend of 10c per share is to be paid.

**PORT OF TAURANGA** - \* Revenue: \$92.8m, up 38.5 per cent - \* Profit: \$28.4m, up 23 per cent

Source : NZPA

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The **ILE DE RE** seen arriving in Melbourne 26-02-2011  
Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## CMA CGM suspends cargo bookings to Libya

CMA CGM has halted all reefer and hazardous cargo bookings to Libya after the closure of the country's ports, reported London's International Freighting Weekly. "CMA CGM ships' calls at Libyan ports, Benghazi, Misurata, Khoms and Tripoli are temporarily suspended," said the company in a statement. While the French carrier has not stopped accepting general freight bookings, it warned: "Under such circumstances, the group is not in a position to guarantee transit times to Libya," said a company statement.

"For all cargo destined for Libya - and while the Libyan ports remain closed - the group has decided to use its storage capacity in Malta," a spokeswoman said. Malta is only 12 hours away from Libya. This change allows the carrier to resume cargo delivery when the situation improves.

If the ports remained closed in Libya, the company said it would tranship cargo to Gioia Tauro in Italy and it wait for the reopening. CMA CGM, represented by a third party agent OSCL in Libya, has set up an emergency response team to monitor the situation round the clock. **Source : Schednet**

## Hamburg Sud christens newest 7,100-TEU box ship



HAMBURG Sud has held a naming ceremony for the 7,100-TEU newbuilding, the **Santa Isabel**, in Singapore as part of a customer event. She is the second ship in a series of 10 identical box ships.

These vessels will be the largest built so far for the carrier, and each is fitted with 1,600 reefer plugs.

Built at the Daewoo Shipbuilding & Marine Engineering shipyard in South Korea, the company took delivery of the vessel at the end of last year. She has since been deployed on the ocean liner's service between Asia and South Africa/South America east coast (New Good Hope Express). **Source : Schednet**

## Floating Oil Platform is Held Firm by Back-Up Lines Made with Dyneema®

Ropes made with Dyneema®, ultra-high molecular weight polyethylene (UHMWPE), are being successfully used to secure rigs, Mobile Offshore Drilling Units (MODUs), Buoyant Turret Mooring (BTM) systems and similar constructions in the offshore oil and gas industry. Users are finding them invaluable when original equipment steel wire rope (SWR) and chains that secure mooring legs break or suffer damage. The back-up lines made with Dyneema® are installed as a safety feature until regular maintenance can be carried out.

Dyneema® manufacturer DSM Dyneema cites the example of the Chinese Floating Production, Storage and Offloading vessel (FPSO), the NanHai KaiTuo. The vessel operated in the Xijiang Oil Field at the mouth of Pearl River about 130km from Hong Kong in the South China Sea. The oil field is operated by ConocoPhillips and the China National Offshore Oil Corporation, CNOOC.

An inspection of the NanHai KaiTuo by an ROV (Remotely Operated Vehicle) found broken wires on two of the SWR mooring legs of its BTM system. SBM Services, a service provider to the offshore industry, was requested by ConocoPhillips to design and supply a back-up system consisting of a special connector to fit a positively buoyant back-up line made with Dyneema®. Installation of this back-up system was required in case of a SWR failure in one of the damaged composite anchor legs.

The back-up system is designed to be capable of retaining the FPSO in position and maintaining production, gaining time for ConocoPhillips to mobilize the required vessels and equipment to replace the broken wire leg, in case one of the wires fails due to its reduced strength. SBM Services verified that the connector and the back-up line in its new configuration could withstand a load of 580 tonnes, the maximum likely in the event of a broken leg.

Bexco nv, a Belgium-based rope manufacturer, designed and manufactured the back-up line with Dyneema®. Lines made with Dyneema® were selected in preference to SWR and other synthetic materials because of its high strength and low weight. The 1000-tonne MBL (Maximum Break Load) line consists of parallel laid cores of Dyneema® SK78

yarn protected by a polyester cover. It was designed for a minimum of one year under full load. Performance is not affected by sea water, nor does it rot.

For ConocoPhillips, the main reasons for choosing lines with Dyneema® were its low weight, neutral buoyancy and high durability and strength compared to alternative synthetic materials. Furthermore, the ability to do the installation job quickly played a role in the decision making process. Installation of the back-up lines was carried out by divers, because an ROV would not have been able to get close enough to the wires to perform the action. The buoyancy of the lines meant the divers could do their job in a fast and safe manner.

ConocoPhillips used the lines for 15 months to its complete satisfaction, before the **FPSO NanHai KaiTuo** was decommissioned during 2010. The lines are now in storage, ready for further use if necessary. **Source: EMG.**



The **INDUSBANK** seen moored in Bonaire – **Photo : Jan Mostert ©**

## Rowan again eyes LeTourneau spin-off

Rowan Companies, Inc. is again talking about spinning off its LeTourneau and land rig businesses.

Rowan reported results for the three months ended December 31, 2010, that saw net income of \$57.3 million or \$0.45 per share, compared to \$60.8 million or \$0.53 per share in the fourth quarter of 2009. Revenues were \$458.8 million in the fourth quarter of 2010, compared to \$399.8 million in the fourth quarter of 2009. For the year ended December 31, 2010, the company generated net income of \$280.0 million or \$2.36 per share on revenues of \$1.82 billion, compared to net income of \$367.5 million or \$3.24 per share on revenues of \$1.77 billion in 2009.

Matt Ralls, President and Chief Executive Officer, commented, "Our contract drilling operations provided solid results in the fourth quarter, exceeding consensus expectations primarily due to continued success in managing our costs. Similarly, our manufacturing results were above expectations, with the out-performance again led by the mining products group. We expect demand for our mining products to continue to strengthen in 2011.

"The current jack-up newbuilding cycle appears to be gaining momentum, with several contractors ordering new higher specification jack-ups in response to increasingly demanding drilling requirements. Rowan's strategy has been to stay at the front of this trend, with six high-spec jack-ups delivered over the past year, three more scheduled for delivery in 2011 and an industry-leading share of the high-spec jack-up market going forward. We expect LeTourneau's drilling products segment, which has been experiencing an increase in jack-up inquiries and quotation activity, to benefit from this trend through new kit and equipment package orders.

"We have repeatedly stated that our strategy is to separate LeTourneau from Rowan when suitable market conditions exist. We believe favorable conditions now exist and expect to begin a process soon to either spin off or sell our manufacturing operations. Likewise, the land rig market in the U.S. has been strengthening, particularly for more capable land rigs like those that characterize the Rowan fleet, and we expect to begin a process to monetize this business in the near future as well. As always, we will look at all alternatives for both businesses with the objective of maximizing shareholder value." **Source : MarineLog**



The 1989 built **ADMIRALENGRACHT** seen departing from Willemstad (Curacao)  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

## **Sovcomflot takes into operation six shuttle tankers**

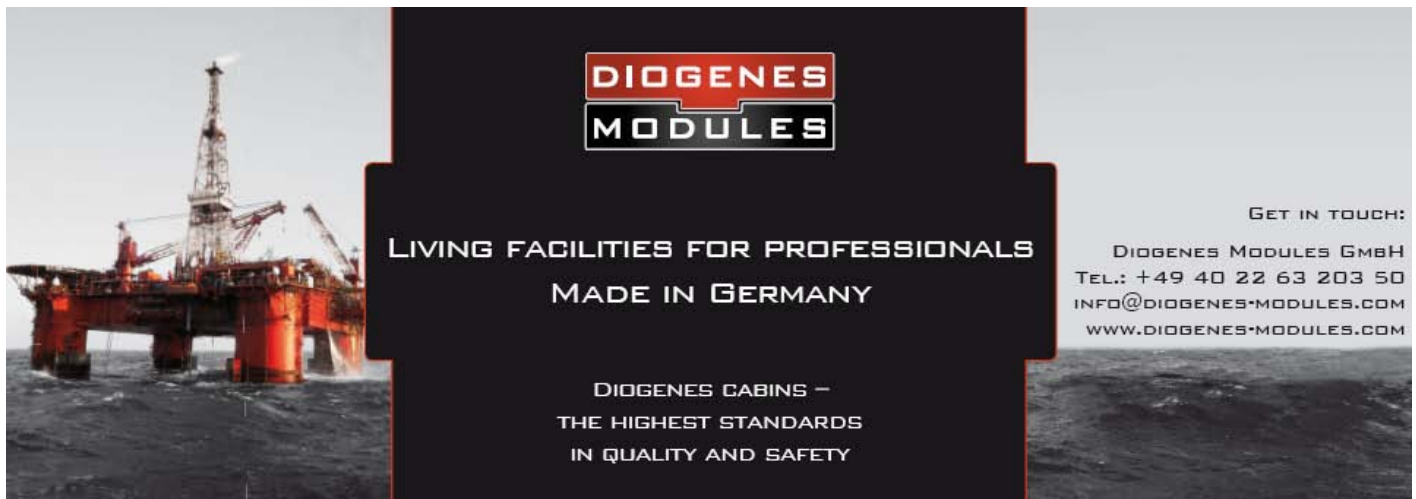
Sovcomflot Group during the period from February 11 through February 24, 2011 took delivery of all six aframax ice-class tankers, acquired from Primorsk International Shipping Co., Sovcomflot press service said.

According to Sovcomflot's Board member Sergey Popravko, the process of acceptance of the shuttle oil tankers was quite normal "according to a previously developed by UNICOM and agreed with the charterers' plan. The transfer of ships did not affect anyhow oil transportation from the ports of De Castries and Prigorodny. The tankers successfully continue smooth operation in line with the current time charter agreements".

Since early February the company's fleet has been increased by 7 vessels with a total deadweight of more than 736,000 tons.

JSC Primorsk Shipping Company (Primorsk International Shipping Ltd., PRISCO) sold 6 tankers to Sovcomflot that are currently engaged in shipping of crude oil from the oil fields in the northern part of Sakhalin Island. The transaction terms are confidential.

Sovcomflot Group (SCF), founded in 1995, is one of the largest Russian shipping companies. The Group operates a fleet of 153 ships of total 11.77 million DWT. The average Sovcomflot's tankers fleet age is about 7 years. The Group ranks first global company in the segment of commodities carriers, and second in the segment of Aframax tankers. The Group's newbuilds orders includes 18 vessels of total deadweight of about 1,95 million tons. **Source : PortNews**



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## Two 13,100-TEU ships for Rickmers to join Maersk fleet



THE Rickmers Group has announced the naming of two more 13,100-TEU ships at Hyundai Heavy Industries shipyard in Ulsan, South Korea. The newbuildings, the **Leo Rickmers** and **Scorpio Rickmers**, will come into service for their charterer Maersk Line, which will rename the vessels, the **Maersk Edmonton** and the **Maersk Elba**.

**Photo : The Motorship**

They are part of a series of eight 13,100-TEU ships that have been chartered for a 10-year-period to Maersk Line. Four similar sister ships were delivered last summer. With the delivery of these two 13,100-TEU vessels, the shipowner's

fleet has grown to 116 units, a company statement said. With a length of 366m and a breadth of 48.2m, these ships will be capable of navigating the "new" Panama Canal, after its completion. Propulsion is by a Hyundai-Wärtsilä diesel engine, which gives a max service speed of 24.3 knots at an output of approx 68,000kW. The main engine is also able to run at considerably lower output and speed, making "slow steaming" possible. Furthermore this reduces both CO<sub>2</sub> and SO<sub>x</sub> emissions to a minimum. **Source : Schednet**

## Rolls-Royce wins £50m deep water anchor handling equipment contract

Rolls-Royce, the global power systems company, has been awarded a contract by STX OSV Trading to supply technologically advanced anchor handling systems. The equipment will be installed on three vessels operated by offshore services company Norskan for use in deep water oil and gas fields off the coast of Brazil.

The contract is valued at over £50 million and includes the supply of a range of innovative Rolls-Royce technologies.

Arne Tande, Rolls-Royce, Senior Vice President - Offshore Deck Machinery, said: "The focus of oil and gas exploration and development is moving towards deeper water. Rolls-Royce is particularly well positioned in this sector, supplying world leading technology that enables companies to operate safely in challenging conditions. This contract demonstrates that our safety-critical technology is trusted to deliver when it matters, ensuring that offshore companies can fulfil their demanding missions."

The anchor handling technology being supplied includes a unique rope tensioner system, which enables the safe transfer and storage of rope that connects anchors many thousands of metres below sea level.

The contract also features Rolls-Royce's specialist winches, which are designed for the manoeuvre and installation of torpedo anchors. At up to 130 tonnes each, torpedo anchors penetrate the seabed, giving a secure fixing for the heavy-duty mooring lines used to keep oil platforms in position. The powerful winches are each capable of handling anchors at depths of approximately 3,000 metres. Delivery of equipment, to the STX OSV Niteroi shipyard, will begin in 2012. **Source: Rolls-Royce.**



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## Foreign cruise ships keep visiting Halong

Foreign cruise ships have continued bringing tourists to the World Heritage-listed Halong Bay since the sinking of a local tourist boat that killed 12 people a week ago. According to Saigontourist Travel Service Co., the country's leading tourism company, the international cruise ships Costa Classica and Princess Daphne will cruise to the bay.

The **Costa Classica** with around 2,150 people on board, mostly from China and Hong Kong, on Thursday anchors in the bay in Halong City, Quang Ninh Province. Passengers will tour the bay and go shopping before leaving for Hong Kong this afternoon.

The ship has several times visited the country. It arrived in the bay three days after the Truong Hai 06 boat incident in which 11 international tourists and a local tour guide are drowned while they were sleeping.

The **Costa Classica** will be back to the country one more time for a six-day, trans-Vietnam journey. The **Princess Daphne** of Portugal with 500 Australian cruise passengers on board will arrive in HCMC on Friday, and other destinations will be Nha Trang, Danang and Halong Bay. It will be in Vietnam for seven days.

Saigontourist has reported it would serve around 12,300 international cruise passengers in the first two months of this year. **Source : The Saigon Times Daily**

## MARITIME ARTIST CORNER



Another Maritime Artist is the Dutch citizen **WILLEM EERLAND** who made the above painting of the AHT **JANUS** of Harms Bergung, see more of **Willem's** work at [www.tableau-maritimecards.nl](http://www.tableau-maritimecards.nl)

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



The 1124 tons slewing section for the 5000 ton's HUISMAN crane seen getting installed at the pedestal onboard the **BOREALIS** in Singapore.

Photo : Piet Sinke ©