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The FLINTSTONE seen fitting out at the Sembawang shipyard in Singapore

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The 1972 built **ARCO HUMBER** seen in IJmuiden enroute Amsterdam – Photo : [H.Blomvliet](#) ©

Norwegian Trade Minister meets with Havyard in Brazil

The Norwegian Trade Minister Trond Giske visited Brazil last week and paid a visit to Havyard South America Ltda's office in Rio de Janeiro.

The company's General Manager Kjell-Peder Overvåg showed Mr Giske around the office and described Havyard's efforts in Brazil. The Minister was introduced to various Havyard ship designs including **Seven Havila**, a Havyard 858 DSV that last week won the prestigious OSJ Support Vessel of the Year 2011 in London. **Source : Offshore Shipping Online**

Blue Star Line' largest unit in service

Blue Star Line A/S', Fåborg, largest vessel now has entered into service. The anchorhandler **Blue Alfa**, which was purchased from the Italian operator Augustea Offshore, has been refitted at Esbjerg for twelve months. The **Blue Alfa** left for Ijmuiden, Holland, to pick up a barge and head for the German sector of the North Sea, where the units will be used for installing wind turbines. **Blue Alfa** was built by Frederikshavn Værft in 1981 as **Mærsk Detector** and was sold to Italy in 1992. The vessel has a bollard pull of 102 tons and is powered by a double MaK-plant developing 6,620 kW. Blue Star Line A/S was founded in 2004 by Tom Hald, and is currently employing 70 people on six ships. **Source : ShipGaz**

Two virgins and a chaperon ?



Cosco's **Xiang Yun Kou** seafastening her first cargo – Sea Truck Group's "**Jascon 25**" and new build "**Jascon 31**" at West Jurong 26th February. **Photo : Nigel Groves ©**



The Famous Royal Couple, Prince William and Kate Middleton Launch A Lifeboat!

Since Prince William and Kate Middleton has gone public with their engagement, they are now the worlds most famous engaged couple! It comes as no surprise that the entire world is watching their every move!

The couple doesn't seem to mind the media frenzy surrounding their engagement and soon to be Royal wedding taking place April 29, 2011. The couple seem happy to be sharing their love for one another with the entire world! On their first joint appearance since announcing their engagement last year, Prince William and Kate Middleton decided to launch and dedicate a lifeboat! This famous beautiful couple turned up in Trearddur Bay, Wales on Thursday, bearing a bottle of the most expensive champagne to add to the celebration of launching a lifeboat and looked so in love while doing it!

As 2,000 locals stood dockside to watch the royal couple, many couldn't help but to comment on Kate's evolved trendy style. A smiling Kate, 29, looked as happy as a kid in a candy store and as beautiful as the sun setting over water! Kate was super-chic: wearing a flattering feather hat made by Viven Sheriff and a three-quarter-length beige coat that looked amazing on her!

Both Prince William, 28, and Kate Middleton, 29, sang both the English and Welsh national anthems – and Kate knew both by heart! Eye witnesses told USMagazine.com that she looked amazingly beautiful while singing the anthems. The world is enjoying everything about this couple because they are truly in love! Princess Diana would be so happy for her son and glad that he has found his true love. I can't wait to see them wed in April because they are truly a match made in heaven! **Source : Current-Movie-reviews**

Empty liferaft found in Ross Sea



Debris and an empty life-raft have been found in the Ross Sea, north of Antarctica's Scott Base, in a continuing effort to find a missing Norwegian yacht with three men aboard. The Rescue Coordination Centre in Wellington, which is conducting the search for the steel yacht **Berserk**, says the Sea Shepherd boat Steve Irwin located the wreckage.

Photo: Sea Shepherd

The life raft was found yesterday and it has been confirmed as coming from **Berserk**. "The life raft has

a torn canopy and is missing its first aid kit and survival knife," the centre says. "However, there is no sign that the life raft has ever been occupied. "Evidence also indicates it has floated free from the vessel and not been released manually."

A sea boat and helicopter from the **Steve Irwin** continued to search the area until nightfall yesterday, with refuelling assistance from McMurdo Station for the helicopter search. No further trace of the missing vessel or the men has been found.

The **Steve Irwin** will search the area surrounding Franklin Island at the head of McMurdo Sound this morning as soon as day breaks around 8am. Water temperature in the area is near-freezing, with ice forming, putting survival times at mere minutes. The rescue mission was launched after RCCNZ picked up a signal from a distress beacon registered to the **Berserk** about 5pm on Tuesday. The yacht's position at that time was 33 kilometres north of Scott Base. The initial search was conducted by the navy offshore patrol boat **HMNZS Wellington** which was forced to pull out when a huge storm hit the area. **Source : Stuff.co.nz**



Seen at Oranjestad roads the '**STATIA RELIANT**' heading for a job on the oil terminal of St.Eustatius.

Photo : Bernt Koning ©

China sends frigate to shield Libya evacuation

China has sent a naval frigate to protect ships evacuating thousands of Chinese citizens from Libya, state media said Friday. The frigate, deployed on anti-piracy escort duties in the Gulf of Aden, set off for Libya after reports that at least 12,000 of the 33,000 Chinese citizens in Libya had been evacuated by early Friday after a week and a half of anti-government protests and deadly clashes between demonstrators and security forces. Vice Foreign Minister Song Tao said Friday that China still 'faces challenges' in evacuating its remaining stranded citizens, the official China Daily and other media reported. The first chartered flight from Cairo to Beijing brought back 224 Chinese citizens early Friday and a second flight was scheduled to arrive in the Chinese capital later in the day with 227 evacuees on board, Song told reporters.

About 1,000 Chinese citizens arrived in Tunisia via road Thursday and 2,000 more were en route to Tunisia, reports said. Two passenger ships chartered by the Chinese embassy in Greece also reached the Greek island of Crete Thursday with more than 4,100 Chinese citizens on board.

Another 2,100 Chinese citizens were expected to arrive in Malta Friday aboard a chartered passenger ship, state media said. Chinese officials said they had chartered two more passenger ships in unnamed Greek and Italian ports, the newspaper said. Vice Premier Zhang Dejiang, the lead official for the Chinese evacuation, promised this week that the government would send chartered flights, state-owned ships and fishing boats operating near Libya if necessary. The China Daily on Wednesday quoted Chinese diplomats in Libya as saying 'dozens' of Chinese citizens had been injured in the recent violence in Libya, including at least 15 who were hospitalized. Most of the Chinese in Libya work in the rail, telecommunications, construction and oil sectors, the newspaper said. **Source : monsterandcritics**

GREEK BULKER PIRATED IN NORTH ARABIAN SEA

At 06h06 UTC (09h06 LT) on 28 February, the Bulk Cargo Carrier **MV DOVER** was pirated in position Latitude: 18°48N Longitude: 058°52E - approximately 260 nautical miles North East of Salalah in the Norther Arabian Sea of the Indian Ocean. NATO and EU NAVFOR confirmed the seajacking. The Panama-flagged, Greek owned vessel was en rout from Port Quasim (Pakistan) to Saleef (Yemen). And is having a crew of 23 (3 Romanian, 1 Russian and 19 Filipinos). There is presently no communication with the vessel and no information regarding the condition of the crew. The **MV**

DOVER was registered with MSC(HOA), and was reporting to UKMTO. The Pirate action group with their launch vessel is still in the area. **Source : ECOP Marine**

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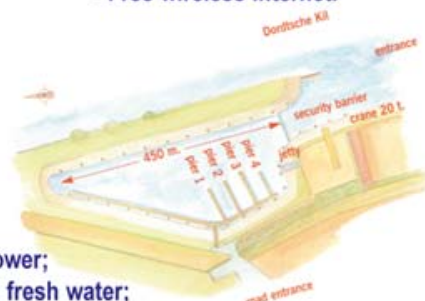
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The **HAPPY BUCCANEER** seen turning around last Saturday after discharging the slewing unit at the Sembawang shipyard before the offloading of the crane boom - **Photo : Bart Klos ©**

Cameron takes charge of Libya evacuation

The prime minister is presiding over efforts to rescue the British nationals remaining in Libya, after returning from his trip to the Middle East. David Cameron chaired a national security council meeting before holding a meeting of Cobra, the Cabinet's emergency committee. A second Royal Navy ship, **HMS York**, has been dispatched to international waters off Libya as a result. Mr Cameron returned from his Middle East trip yesterday after being let down by his Cabinet, in particular by foreign secretary William Hague. The PM was forced to say he was "incredibly sorry" last Thursday for the difficulties encountered in evacuating Britons. Last Thursday over 350 British nationals were finally

evacuated from five flights departing Tripoli. That followed an initial delay in arranging them and then further problems caused by technical faults and airlines refusing to make the trip.



Friday lunchtime Mr Cameron was attempting to present an image of a government completely in control of the situation.

"We will do everything we can today and tomorrow to help those people and planning is under way to do just that," he said.

"In the last 24 hours there have been six flights that have left Libya and that is good, and there will be more on the way if necessary.

"**HMS Cumberland** has now come out of Benghazi, bringing many, many British citizens out of Benghazi and we have also helped citizens of 25 other countries. I have also asked **HMS York** to go into the area

and help out if necessary. "But I would say that people do need to leave now and that is the message that I give very strongly to British citizens in Libya." **HMS Cumberland** sailed from Benghazi with 207 passengers on board, around 68 of whom were British.

Passengers boarded a further charter flight this morning in Tripoli. It remained on the runway for several hours, however, only departing at 16:30. Thirty-four Britons, 18 Canadians and 27 nationals were on board. The security situation at the airport has deteriorated in recent hours, raising questions about how easy it will be for the remaining Britons to escape from the fighting. One further charter flight will depart from Tripoli on Saturday.

A US ferry with 49 Brits on board finally left Tripoli harbour, after enduring over a day of delays because of bad weather conditions. "The security and wellbeing of British nationals is our absolute priority," the Foreign Office said in a statement issued this afternoon. "We are doing all we can to get them out of Libya, drawing on both military and commercial assets, as well as working with international partners."

Concerns remain about up to 170 British oil workers trapped in remote camps in the Libyan desert, however. A special forces unit is believed to be in preparation for a rescue attempt, although commanders will be reluctant to commit to the move until the last possible moment.

Mr Cameron added: "For those in the desert, we will do everything we can and we are active on that right now to help get you out." Around 50 other British nationals are believed to still be in the capital, Tripoli, where Muammar Gaddafi continues to fight deepening resistance to his rule. He has already lost control of much of the west of Libya but remained defiant, addressing a crowd of supporters in Green Square as dusk fell.

Britain and the US are set to lead efforts to pursue "possible multilateral measures" on Libya, including at the UN human rights council on Monday, Downing Street said. Asset seizures, travel bans, sanctions and investigations into crimes against humanity are all being pressed by Britain. "People working for this regime should remember that international justice has a long reach and a long memory and they will be held to account for what they do," Mr Cameron warned.

Sky News alleged that Foreign Office officials in Tripoli had offered airport authorities bribes in order to secure the departure of British citizens. The Foreign Office categorically denied the claim, however, insisting that its payments were for services such as aircraft handling. "In the current situation, these fees have increased," a spokesperson said.

"Like those countries and carriers, we have had to pay them - the alternative being to leave hundreds of British nationals stranded in Tripoli. Paying charges levied by the authorities at a foreign airport is not bribery."

Labour leader Ed Miliband voiced his own criticism of the government's handling of the situation yesterday, when he said that ministers had "taken their eye off the ball". "I don't think the Conservative-led government was sufficiently focused on this," he added. Britain's struggles over a few hundred of its citizens are nothing compared to the much larger challenges faced by many other countries. Beijing is attempting to extricate its 30,000 citizens from Libya. There are 60,000 Bangladeshis and 30,000 Filipinos in the country, the AFP news agency reported. It said Germany had sent three warships, Russia three planes and Greece three troop transport aircraft to rescue their respective citizens.

Source : politics.co.uk



Loaded on 25th February at Motril, Spain the **Kugira Dock** on the **Teal** with destination Brasil

Photo : Fop Leder ©

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Quang Ninh looks to improve safety of boats on Ha Long Bay

The People's Committee of northern Quang Ninh Province is considering tightening regulations for boats staying overnight in Ha Long Bay, with vessels not meeting standards banned from operating, said deputy chairman of the committee Dang Huy Hau.

The regulations will clearly define the number of lifejackets on board, minimum motor power, and captain's qualifications. Hau said that local authorities had inspected 135 of the 151 tourism ships staying overnight on the bay. All of the inspected ships had the correct permits for over-night stays and most of them met safety regulations. However, some of fire fighting equipment and pumps on some boats did not meet the necessary capacity. Some boat cabins were in poor condition and lacked lifejackets, he said.

The remaining 16 ships will be checked in the next ing days. "Local authorities will establish a specialised team to regularly supervise all vessels spending nights on the bay," said Hau. Tourists, especially foreigners, will receive safety information. The committee will also redefine safe anchorages.

"We will limit the number of vessels spending nights on the bay to about 50 a night," said Hau. Reducing the density of ships will make inspections easier, and help keep maintain a safe distance between ships, he said. Hau added that after the fatal sinking that left 12 tourists dead on February 17, the number of tourists visiting Ha Long Bay had remained unchanged, and many tourists, including foreigners, were still happy to stay overnight.

At present about 400 ships operate on the bay and about 150 ships anchor overnight with more than 1,200 tourists, according to initial statistics provided by the committee. **Source : Vietnam News Service**

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Silversea's **SILVER SPIRIT** seen moored in Geelong 26-02-2011 – Photo : Andrew Mackinnon ©



Reders willen nu gewapende beveiligers

Door Hans Heynen

Nederlandse reders willen een direct ingaand gedoogbeleid voor de inzet van bewapende private beveiligers om schepen en bemanningen te beschermen tegen piratenaanvallen. 'We kunnen niet wachten tot de officiële wetgeving rond is. De situatie verslechtert met de dag', zegt adjunct-directeur en woordvoerder **Arnold van der Heul** van **Kahn Scheepvaart** en **Jumbo**, exploitant van 14 zware-ladingschepen. 'We moeten nu de mogelijkheid krijgen om onze schepen effectief te beschermen.' De gedoogregeling moet voor alle Nederlandse zeeschepen gelden, vindt Van der Heul. 'Niet alleen voor zeer kwetsbare schepen, zoals de door Joris Voorhoeve voorgezeten AIV Commissie Vrede en Veiligheid adviseert', zegt Van der Heul. 'Reders moeten zelf kunnen bepalen of ze hun schip beveiligen. Er is geen duidelijke definitie van zeer kwetsbare schepen. Je kunt er schepen die langzamer dan 10 mijl varen onder laten vallen, maar er zijn zat schepen aangevallen die 12 of 14 mijl voeren. Pas wanneer een schip sneller dan 18 mijl vaart wordt die kans echt klein.' Van der Heul wijst erop dat werknemers, dus ook zeelieden, recht hebben op een veilige werkplek. 'De Arbowet verplicht reders daarvoor te zorgen, maar de regering maakt dat onmogelijk. De regering wil tot nu toe geen militairen op onze schepen plaatsen en verbiedt ons zelf gewapende beveiligers in te zetten. De

Commissie Voorhoeve vindt dat niet netjes en wijst in haar rapport op het recht op zelfverdediging, waarbij in extreme gevallen extreme middelen mogen worden gebruikt.'

Gedragscode

Te gedogen beveiligingsbedrijven zouden een met de Zwitserse overheid opgestelde internationale gedragscode moeten onderschrijven, de Code of Conduct for Private Security Service Providers (CoC). De in Genève opgestelde gedragscode is 9 november 2010 door 58 beveiligingsfirma's ondertekend. De code bevat regels waaraan beveiligingsfirma's zich moeten houden en omschrijft onder welke voorwaarden bewakers wapens mogen dragen en gebruiken. De Commissie Voorhoeve noemt de code in haar rapport een voorbeeld voor Nederlandse wetgeving op dit gebied. 'Ook het maken van rapportages van geweldsincidenten en het vastleggen daarvan met (helm)camera's vinden wij geen probleem. We zijn mans genoeg om daarmee om te gaan', stelt Van der Heul, die niet verwacht dat het snel tot ernstige incidenten zal komen. 'Er is nog nooit een beveiligd schip aangevallen en gekaapt.'

Lapmiddelen

Toegestane afschrikkingsmiddelen, zoals schrikdraad, geluidskanonnen, laserstralen of waterkanonnen zijn volgens Van der Heul niet afdoende. 'Die vertragen het aan boord komen van piraten meestal alleen maar. Ook citadellen zijn niet meer voldoende. In de Golf van Aden is zo'n afsluitbare gepantserde ruimte zinvol. Mariniers kunnen daar meestal binnen enkele uren te hulp schieten en het schip schoonvegen. Op de Indische Oceaan is dat niet het geval. Wij hebben nu één schip uitgerust met een waterjet en onze schepen hebben veilige schuilruimtes. Onder de kranen loopt, onder het hoofddek, een lange gang die met zware deuren kan worden gesloten. Maar de vraag is hoe lang je het in zo'n citadel uithoudt en communicatie met de buitenwereld houdt. Piraten beschikken bovendien vaak over granaten die een gat in een tank kunnen branden en binnen een zware drukgolf te veroorzaken. Daar is geen safe room tegen bestand. De gekaapte **Beluga Nomination**, waarbij drie bemanningsleden zijn gedood, had ook een citadel. Het dichtstbijzijnde marineschip lag echter 1000 mijl verderop. Toen mariniers aankwamen om het schip te ontzetten hadden piraten de citadel al opengebroken met een snijbrander.'

Piraten opereren op de hele Indische Oceaan, tot de punt van India in het oosten en Mauritius en Madagaskar in het zuiden. Jumbo Shipping neemt reizen naar diverse bestemmingen in dit gebied al niet meer aan, zoals naar de Seychellen. 'Dan moet je heen en terug door piratengebied. Dat is bloedlink. Piratenexpert Peter Prins van de Koninklijke Vereniging Nederlandse Reders (KvNR) wil liever een snelle wettelijke regeling. 'Een aanpassing van de wapenwet kan gewapende beveiliging mogelijk maken en dat is hard nodig. Het geweldsmonopolie ligt nu bij de piraten. Een tijdelijke gedoogregeling is een optie, maar levert meer risico's op. Bijvoorbeeld wanneer er slachtoffers vallen en het openbaar ministerie de kapitein gaat vervolgen. Aan de andere kant wordt gewapende private beveiliging op Franse en Engelse schepen al in stilte gedoogd. Ook Spanje heeft een regeling.' Steeds meer verladers eisen intussen gewapende beveiliging om hun goederen te beschermen, wat reders dwingt tot omvlaggen. Reders die zonder beveiliging dit gebied doorkruisen moeten dure Kidnap & Ransom- en Loss of Hire-verzekeringen afsluiten, om bij een kaping losgeld- en inkomensverliezen vergoed te krijgen.

'Wanneer jullie ons nodig hebben zijn we er niet', zei US Navy kapitein Chris Chambers vorige maand op een voor reders georganiseerde bijeenkomst in Singapore. De stafchef van de Combined Maritime Forces van de Verenigde Naties raadde ze aan zelf maatregelen te nemen. 'Ik was daar en in Amerika ben je inmiddels bijna strafbaar wanneer je geen gewapende beveiliging aan boord hebt', zegt Van der Heul. Dat je ook zonder vuurwapens piraten van je af kunt houden bewees de bemanning van een tanker van Vroon onlangs. Een via een ladder naar boven geklommen piraat werd opgehouden door prikkeldraad. Terwijl hij met zijn Kalasjnikov wild om zich heen schoot, bekogelde de bemanning hem met zware sluitingen, waardoor hij van de trap af stortte. Source : **Schuttevaer**

Ship ready to deploy if spill duty calls

Ninety-three miles off the Louisiana coast, in this azure-blue block of the Gulf of Mexico, Tony Owen manages a floating oil-production facility in 2,500 feet of water. His 30-man crew works around the clock aboard the **Helix Producer I**. More than just a ship, **Producer I** is an engineering feat of steel, hydraulics and high-tech monitoring that safely pumps 15,000 barrels of oil to the surface each day, flares off the attendant natural gas and cleans up the crude enough for transfer to a refinery back on land.

The company Owen works for, Houston-based **Helix Energy Solutions Group**, says the ship also is ready for double duty as part of a rapid-response team that could be dispatched to any Gulf disaster like last year's catastrophic BP spill and contain it in a fraction of the time. The **Producer I** and another Helix ship, the **Q4000**, were among many vessels that responded to the BP spill. Under the coordination of Clean Gulf Associates, a New Orleans-based oil spill response cooperative, Helix is working with about 20 oil companies eager to resume deep-water Gulf drilling, on hold

since BP's Macondo well blew out last April. Helix believes its Fast Response System should help those companies satisfy more stringent permitting requirements enacted after the spill. "The system is ready to go today," spokesman Cameron Wallace said Thursday during a tour of the ship. And, he added, "The bottom line is, the industry has got to get back to work."

Helix officials said they have a meeting today with Interior Secretary Ken Salazar and other top federal officials to discuss the technology. Another coordinated effort called the Marine Well Control System, led by Exxon Mobil Corp. and including several oil majors, says it also has demonstrated that the industry is prepared for permitting to resume.

Producer I would be a major part of the Helix response. Although it is actively working in the Gulf now, processing oil from four subsea wells in the **Green Canyon 237** lease, Owen said the ship can unhook from a well it's working in 45 seconds and be ready to pull away within three hours and set sail for a disaster site, where it would meet up with the **Q4000**.

Once a ruptured well was capped and reopened for controlled production, the **Q4000** would pump oil to Producer I, which would process the oil for transport. Wallace said Helix is capable of capping a wellhead in 5,600 feet of water, then capturing and processing up to 10,000 barrels daily while flaring 15 million cubic feet of gas - which he said should assure the government that it's OK to start issuing permits again.

"That's where we are right at this moment," he said. By the end of March, he said, the company will be able to operate at a depth of 8,000 feet and process up to 55,000 barrels per day while flaring 95 million cubic feet of gas. Owen said he and Helix learned many important lessons during last year's Gulf disaster. The company signed a contract to help BP on June 12 and processed its first oil from a giant cap over the wellhead July 12 - three days before the company closed valves on the cap and stopped the flow altogether.

During those 30 days, he said, the company had to design, fabricate and implement a containment system practically from scratch. He and Wallace said the company has built on those lessons and could act much more quickly today. Wallace estimated the response system could contain a spill in as few as 10 days. "We learned a lot in the Macondo spill, and we took those lessons to heart. Obviously, we weren't where we needed to be in April," he said of the industry.

David Pettit, a senior attorney with the Natural Resource Defense Council, agreed that the Macondo disaster, ultimately, proved the industry has the technology to meet a catastrophic spill. But he insisted that the industry must be able to do it faster than it did last year. "Is there any way to speed that up?" he asked.

The team aboard the **Helix Producer I** is unequivocal that the answer is yes. **Source : Houston Chronicle**



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Somalis accused of piracy are charged in South Korea

Prosecutors in South Korea have charged five Somali men suspected of being pirates with attempted murder. The charge can carry a sentence of life in prison, or death; lesser charges such as maritime robbery were also brought against the men. The Somalis were seized when South Korean special forces stormed a cargo ship that had been hijacked by pirates last month. The ship's captain was shot during the rescue; eight pirates were killed. The Busan prosecutor's office said that Captain Seok Hae-gyun had suffered a life-threatening wound from a pirate during the raid on the South Korean-owned [Samho Jewelry](#) on 15 January. He is in a serious but stable condition. "When the commandos launched their raid, Captain Seok was lying on the floor," prosecutor Jeong Jeom-Shik told reporters, adding Seok was hit by stray bullets from the commandos after being critically injured. Malaysia has also sought to bring pirates before the courts, laying charges earlier this month against seven Somali pirates. The US has sentenced a Somali pirate to nearly 34 years in prison; Germany and Spain have also put alleged Somali pirates on trial. The Gulf of Aden, between Yemen and Somalia, is one of the world's busiest shipping routes and has become a hotspot for pirate attacks. Forty-nine ships were hijacked in the area in 2010, and Somali pirates are currently reported to be holding 31 ships, with more than 700 crew on board. **Source: BBC News**

Global maritime industry airs urgent need for qualified seamen

Filipino seamen, especially Ilonggos, are urged to fill the global shortage of qualified seafarers. Stein Eriksen, President of the Philippine-Norway Business Council said there is a bigger opportunity for qualified Filipino seafarers as the world's shipping industry is facing a looming global shortage. He said over 90 percent of goods transported worldwide are on board vessels of any kind and the demand continues to increase every year. The task of transporting these goods is undertaken by an estimated 1.3 million seafarers currently sailing across the seas. "Imagine the world without shipping and seafarers," Eriksen said, even as he emphasized that there is a current shortage of 50,000 qualified seafarers worldwide and this number is expected to double by 2015. Eriksen noted that the Philippines is the leading supplier of seafarers. Of the estimated 1.3 million seafarers in the world, Filipinos account for more than 350,000. There are also approximately 20,000 Filipinos on board Norwegian-owned ships. Along with other representatives of the 16 member companies comprising the Norwegian Shipowners Association (NSA), Eriksen was tendered dinner by the John B. Lacson Foundation Maritime University (JBLFMU), Asia's first maritime university based here.

During the dinner, Eriksen and his confreres underlined the "increased pressure to get qualified seafarers" with the global financial crisis gradually easing off. He pointed out that even during the period when some 30 percent of total vessels worldwide were not sailing, there was a shortage of from 27,000 to 30,000 qualified maritime officers. Also, Eriksen pointed out that the biggest shipping organization of cargo owners in the world, the Baltic and International Maritime Council (BIMCO), in a survey undertaken in 2010, also indicated an "increased shortage of seafarers in the next years until 2015, even as in the next three years, up to 8,000 ships to be built, opening job opportunities for some 80,000 seafarers. He said of the estimated 1.3 million seafarers, 350,000 are Filipinos and of this number, around 5,000 to 6,000 are active sailing officers. However, he added that there is a need to increase the number of officers in the next years. Eriksen, who is also managing director of the Norwegian Training Center in Manila, challenged Philippine maritime schools to raise its academic standards for its graduates to be highly qualified in the international shipping industry. He noted that there are 95 maritime schools taking in some 60,000 to 65,000 students but only 5,000 of these maritime students who enroll annually are qualified to work in international ships and become officers. "There are many seafarers. What the industry needs are qualified seafarers," Eriksen stressed. To address this problem, the JBLFMU has a strict screening policy regarding students enrolling in maritime courses. "We have increased the passing rate for enrollees to 70%," said Dr. Mary Lou Lacson Arcelo, JBLFMU chairperson.

Source: Manila Bulletin

NAVY NEWS

Indonesia To Get Brunei Patrol Ships

Brunei plans to grant Indonesia patrol vessels [KDB Waspada](#) and [KDB Pejuang](#) for military training as part of efforts to promote the expansion of defence ties. Deputy Minister of Defence Dato Paduka Hj Mustappa Hj Sirat said that various programmes on Brunei-Indonesia defence ties would be carried out.

"**KDB Waspada** and **KDB Pejuang** are still in operation, possibly in April ...these will be delivered to Indonesia to be used as (military) training vessel for the Indonesian Navy (TM AL)," Dato Paduka Hj Mustappa told The Brunei Times prior to joining a morning walk with His Majesty the Sultan and Yang Di-Pertuan of Brunei Darussalam and Indonesia President Susilo Bambang Yudhoyono at the Tasek Lama Recreational Park.



Maintenance checks and operation trainings need to be done before the vessels are handed over to Indonesia, he said.

His Majesty's Government and Indonesia signed a Memorandum of Understanding (MoU) on Defence Cooperation on April 10, 2003. The MoU was recently ratified by Indonesia's parliament. "There will be a joint committee to discuss how to further expand the defence cooperation between the two," he said.

Brunei and Indonesia are also planning to carry out joint training for its military forces as well as their special forces. Moreover, there is a plan to send Brunei's military personnel to study at the Defence University in Indonesia this year.

Asked how many military personnel Brunei is expected to send, Dato Paduka Hj Mustappa said, "We need to look at their qualifications." Indonesia's Vice Minister of Defence Lieutenant General TNI (Rtd) Sjafrie Sjamsoeddin said five slots would be open for Bruneians to pursue a degree at Indonesia's Defence University. "In conclusion, this year we will take the opportunity to implement various cooperation that we need to carry out," Sjafrie said.

Meanwhile, number of programmes that both parties have implemented are exchange visits of top-notch military officers as well as attending courses at the National Resilience Institute (Lemhanas) in Jakarta, and Brunei's Joint Staff Course and Executive Development Programme. He went on to say that this year the Royal Brunei Armed Forces (RBAF) will be celebrating its 50th anniversary. Part of activities lined up for the celebrations are the Brunei International Defence Exhibition (BRIDEX), the Brunei International Tattoo and the Fleet Review.

Indonesia's Sjafrie said President Yudhoyono would instruct the TNI Army Chief to actively participate in the Golden Jubilee of the RBAF and order the Indonesia Minister of Defense to take part in BRIDEX. **Source : The Brunei Times**

Father of Soviet submarines dead at 91

Sergei Kovalyov, the father of the Soviet Union and Russia's nuclear submarine programme, has died at the age of 91 in his native Saint Petersburg, his colleagues said on Friday. A towering figure in the secret world of strategic arsenals, Kovalyov is credited with designing 92 types of submarines at a time when Moscow and Washington fought a bitter war for supremacy of the world's seas.



He began his career in 1948, working at first on the design of a revolutionary S-99 model that became the fastest submarine in the Soviet Union's nascent naval forces. Kovalyov began designing his first nuclear-powered ballistic missile submarine in 1958, the same year he was appointed in charge of the Soviet Union's entire strategic naval forces programme.

In a congratulatory message issued on Kovalyov's 90th birthday, President Dmitry Medvedev called him "a designer who has made an outstanding contribution to the development of the national ship building industry."

Most recently, Kovalyov was involved in designing off-shore oil and natural gas production platforms, an industry vital to Russia's efforts to develop the energy reserves trapped off its Pacific coast. **Source : Hindustan Times**

SHIPYARD NEWS



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Bluewater's **GLAS DOWR** seen during preparations at the Sembawang shipyard in Singapore for her next assignment

Photo : Piet Sinke ©

Korea targets green ships market

South Korea will spend 300 billion won (\$266.1 million) over the next 10 years to develop technology for low carbon 'green' ships in a bid to reclaim its status as the world's leading shipbuilding country from China.

The ministry of 'knowledge economy' said in a recent statement that two-thirds of the total investment would come from the government and the remainder from the private sector, in anticipation that the world's shipbuilding market would turn to energy-efficient, low-carbon vessels. South Korea is going after China, which won the title of world's largest shipbuilding nation last year thanks to aggressive financing and price competitiveness. Korea's seven big

shipyards, led by Hyundai Heavy Industries, have set a 2011 target of \$50.9 billion in orders, 35% more than total actual orders last year, the ministry added.



The **VOLVOX DELTA** seen in drydock on Eldock in Durban RSA - Photo : Willem Kruk ©

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**NOL expects a 6% growth in demand
for boxships in 2011**

Singapore-based Neptune Orient Lines (NOL), ranked 7th global shipping company in the world by volume of transported containers, expects a 6-percent increase in supply and demand for containers in 2011, the Group's CEO Ronald Widdows told in an interview with Reuters. He also announced the company's plans to increase the NOL's fleet.

Mr. Widdows did not give the exact number of newbuilds, along with 10 boxships to be delivered in 2013-2014. In 2010, NOL ordered 10 vessels with a capacity of 8,400 TEUs each, and signed a letter of intent to build another two vessels with a capacity of 10,700 TEUs. Neptune Orient Lines (NOL) is a transportation company specializing in container shipping worldwide. NOL Group operates, through its APL division, a modern fleet of 145 container ships of total capacity of 585,000teu, which is among the top 10 in the world. The average age of APL ships is nine years.

Source : Portnews



The **SEAWELL** seen at the Tyne bound for A&P, Hebburn yard with thruster problems - Photo : Kevin Blair ©

German moves on low sulfur fuel

Representatives from the two main German based Baltic ferry companies, TT Lines and Scandlines met with Government members to try to get the SO2 emissions limits changed. At present extremely expensive distilled 0.1% sulfur content fuel is required together with scrubbers. The ferry companies feel that enforcing this ruling would increase their costs to a point that the majority of the traffic would revert to the roads. Together with their Scandinavian neighbors they feel that the original proposal, namely using 0.5% sulfur content fuel, would give absolutely adequate and feasible results. Source : hl-live.de



The **CITO** seen leaving the IJmuiden locks enroute Kolding at the Rijksbinnenhaven - Photo : Marcel Coster ©

Aban joint venture in contract for early redelivery of drill ship

Aban Offshore, which provides offshore services to the oil sector, said on Friday its joint venture, Venture Drilling AS, has signed an agreement for early redelivery of a drill ship to its Russian owner.

Venture Drilling is an equal joint venture between Aban's unit Sinvest AS and Petroliia ASA. It will receive a cash amount of \$138 million which covers the purchase price for all equipment onboard, said the statement to the stock exchange. Through a settlement, the drillship **Valentin Shashin** has been redelivered to owner

Arktikmorneftegazrazvedka on Feb 24. The drillship had been on a bareboat charter from the Russian firm. At 11:06 a.m., Aban Offshore shares were up 0.97% at 539 rupees in a firm Mumbai market. **Source : DNA India**

Propulsion details of the Maersk Triple-E Class 18,000TEU Container ships

The Maersk Triple-E will be the world's largest container vessel class yet the propulsion system is remarkable for its relatively small size and high efficiency. Contrary to postulations in earlier studies for this size of vessel, it does not require the monster 18 cylinder engine with propeller of record breaking proportions. The adoption of a twin skeg propulsion system with two engines driving two propellers heralds a new era in container ship design producing the vessel's world record efficiency.

In keeping with the present and future economic and political climate, Maersk have paid very much attention to the "Green Credentials" of this ship. They have resisted the opportunity to go for a faster ship of 25+ knots, with ever larger engines but instead aimed at a top speed of 23 knots, some two knots slower than the Emma Maersk PS Class. The lower speed of Triple-E means a lower total power requirement of around 63 MW, considerably less than the 80MW of the PS Class. The lower speed also introduces the opportunity of using an engine with a lower rpm, such as the recently announced MAN B&W G series of ultra long stroke engines.

Not only does the G series have a lower specific fuel consumption, it allows the use of a higher efficiency larger diameter propeller. A vessel of this size using a single large diameter propeller would run into draft restrictions that are overcome with the adoption of a twin screw solution. The Triple-E will use two four bladed propellers of 9.8 m diameter, compared to Emma's single six bladed propeller of 9.6 m diameter. This twin propeller arrangement produces greater total thrust than the single propeller and with fewer blades creates less resistance. The estimated net benefit for Triple-E is a four per cent energy saving over the PS class single screw propulsion system.

Source: Maritime Propulsion

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G E Shipping takes delivery of new building Kamsarmax Dry Bulk Carrier

The Great Eastern Shipping Company Ltd. (G E Shipping) took delivery of its new building Kamsarmax dry bulk carrier "**Jag Aarati**". The vessel of about 80,700 dwt was built at STX Offshore & Shipbuilding Co.Ltd, South Korea. With the induction of "**Jag Aarati**", the Company's fleet stands at 33 vessels, comprising 27 tankers (10 crude carriers, 16 product tankers, 1 LPG carrier) and 6 (1 Capesize, 1 Kamsarmax, 1 Panamax, 2 Supramax, 1 Handymax) dry bulk carriers with an average age of 10.0 years aggregating 2.57 mn dwt. The Company's current new building order book

comprises of 7 vessels aggregating 1.23 mn dwt (3 tankers aggregating 0.95 mn dwt & 4 dry bulk carriers aggregating 0.28 mn dwt). **Source:** Great Eastern Shipping Company Ltd

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Nordic LNG has signed a contract with the Dutch shipping company **Anthony Veder** covering the transportation of LNG from the production plant at Risavika, Norway. The plant has an estimated output of 300,000 tons of liquefied natural gas a year. **Anthony Veder** will be operating the LNG carrier **Coral Methane**, 7,400 cbm, until a new LNG carrier is delivered.

Photo : Huug Pieterse ©
www.shipspotters.nl

The Dutch owner has been "commissioned" by Nordic LNG to build a new LNG carrier for delivery at the end of 2012. The vessel will be built at Meyer

Werft in Germany. The new vessel will be built specially for Nordic LNG's small-scale LNG concept. It will have a length of 156 metres, a beam of 22.7 metres and a cargo capacity of 15,600 cbm. Nordic LNG is jointly owned by I.M Skaugen and Skangass. **Source :** ShipGaz

THE CAT is Chinese

Bay Ferries' previous Bar Harbor - Yarmouth catamaran **THE CAT** has reportedly been sold to China, and has already passed the Panama Canal on her delivery trip. The Incat-built wave-piercer left Bar Harbor in January. She was withdrawn from the Bay of Fundy service in 2009, when Nova Scotia Government ended its subsidy. According to AISlive, the vessel's next stop is in Honolulu. **Source:** ShipPax


Suezmax ready for Arctic route

A Sovcomflot vessel will this summer be the largest tanker ever to sail the Northern Sea Route with condensate to Asia. Last year, Russia's Sovcomflot sailed the tanker "**Baltika**" with condensate from Murmansk to China via the Arctic. The voyage was the first time a high-tonnage tanker sailed the route.

This summer, Sovcomflot will send an even larger tanker, a so-called Suezmax vessel, reports TANKEROperator. Such vessels can be up to deadweight of about 240,000 tons. Russian independent gas producer Novatek says it plans to ship six to eight 72,000 tonnes condensate cargoes via the Arctic route in 2011. Saving time and fuel-costs is the main argument for sailing the Northern Sea Route as the Climate Changes makes the route more accessible for commercial shipping from northern Europe to the markets in Asia. **Source : BarentsObserver**



Above seen the **Super Servant 4** busy loading Yachts in Port Everglades on February 25th, 2011
Photo : Rich Fontaine ©

An offshore oil rig is shown in the water, with its complex structure and cranes visible against a clear sky.

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WWL increases N.America-Oceania service

WWL has added one more sailing to the North America to Oceania trade, to a total of four sailings a month, the company's press release said.

The sailing will call at the ports of Baltimore, Savannah, Panama, Auckland, Brisbane, Port Kembla, Melbourne and Fremantle.

Wallenius Wilhelmsen Logistics was founded in 1999 through a merger of Sweden's Wallenius Lines and Wilhelmsen Lines of Norway. Now WWL is engaged in handling and shipping of cars, trucks, heavy equipment, rail cars, power generators, mining equipment and yachtes worldwide. **Source: 2wglobal.com**

BC Ferries reduces losses in Q4 2010

British Columbia Ferry Services reported a net loss of CA\$12.4 million (US\$12.6 million) for the three months ended December 31, 2010, compared to a net loss of CA\$20.4 million in the same quarter last year. The current year third quarter results included a one-time gain of \$9.3 million from the sale of the company's former head office building. Net earnings for the nine-month period ended December 31, 2010 were \$42.8 million, up from \$40.2 million for the same period in the previous year.

For the three months ended December 31, 2010, total revenue increased by \$2.4 million to \$162.3 million compared to the same period the year prior. Total revenue for the nine months ended December 31, 2010, increased \$8.6 million to \$598.6 million. **Source : Baird Online**

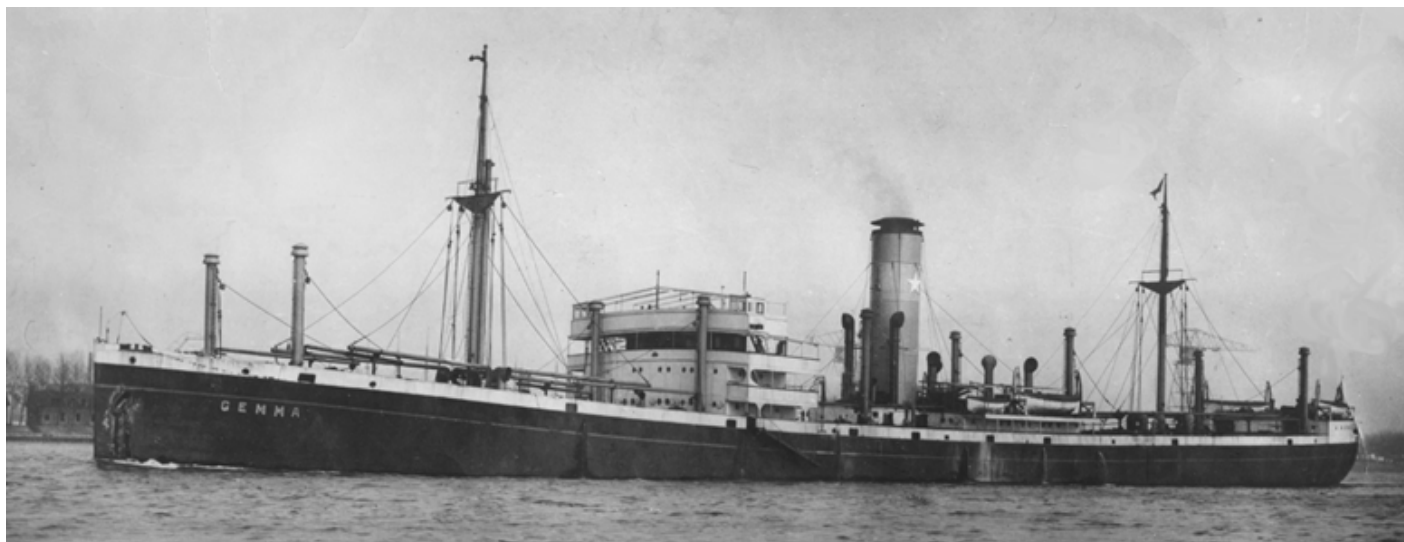
MARITIME ARTIST CORNER



Latest watercolour made by **Hans Breeman**, showing the mv **Zaanland** of the "Koninklijke Hollandse Lloyd" for sailing from Amsterdam to South America. The vessel is seen here in Amsterdam harbour together with one of the classical tugs from "Goedkoop" which became a part of "Bureau Wijsmuller". That company also ended up in the Maersk organisation under the name "Svitzer". Notice also the wooden wheelhouse on the **Zaanland** giving the vessel its classical appearance.

www.hansbreeman.nl

OLDIE – FROM THE SHOEBOX



Above seen the s.s. **GEMMA**, just departed from Rotterdam on her way to sea on the New Rotterdam Waterway passing the city of Schiedam. The date of this photo is 16 March 1923. Mostly ships came inward to Rotterdam in a full and down condition, but this case she left Rotterdam with a full load of coal for Leghorn (Livorno) Italy.

Photo coll. Capt. Frank Haalmeijer

The **GEMMA** was delivered on 14 February 1922 to her owners Van Nievelt, Goudriaan & Co's Steamship Company of Rotterdam. Her maiden voyage was from Schiedam to Baltimore in ballast and on the way back she had a full load of grain.

- In her career she regular served as charter with the Holland – East Asiatic Line of the VNS for some years.
- In 1931 she was sold to her charterers VNS and they renamed her **SEROOSKERK**, still flying the Dutch flag.
- In 1934 her bowsection was rebuilt as a Mayer bow and her engines were boosted up in power till 5000 HP for a service speed of 14,5 knots. In the engine room were steamturbines installed, built by British Thomson – Houston Co. Ltd,
- On 26 November 1942, during the war, she sailed from Loch Ewe in convoy ON149 southbound with destination Cape Town, but on the last moment she was diverted to Saldanha Bay. Her ETA was 30 December 1942.
- She never reached this location and later came the message, that she was torpedoed on 6 December 1942 in position 41 N and 41 W by the German **U-155**. All persons onboard (84) lost their live and nobody survived the attack.

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.... PHOTO OF THE DAY



Photo made from the inside of the pedestal of the **5000 tons HUISMAN crane** onboard the **BOREALIS** just prior the installation of the 1124 tons Slewing unit by the sheerlegs **ASIAN HERCULES II**

Photo : Bart Klos ©