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Number 062 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 03-03-2011**

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Mv Godafoss off loading containers to the Kristin D – Photo : Cor Wolthuis ©

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The **BBC Ems** arriving at Lyttelton from McMurdo Sound, Antarctica. A few weeks earlier the ship had loaded supplies in Lyttelton for the American and New Zealand research stations in Antarctica. On her return to Lyttelton she discharged some containers before sailing to Tauranga for bunkers. From there she was heading to Port Hunam, California to discharge the remainder of her cargo. **Photo : Alan Calvert (c)**

POSH Semco Re-floats When Others Fail...

In April 2010, a floating dock measuring 158 m x 30.2 m x 7 m and about 4,000 dwt broke into 2 sections and subsequently sank alongside a shipyard under 15m of water. The sunken dock deck was covered with over 400m/m of mud.

POSH Semco took over the contract in December 2010 after unsuccessful attempts by another salvor company to re-float the dock and subsequently abandoned the project.



Re-floating works in progress

POSH Semco after 63 days of preparation including underwater repairs to bulkhead / cutting / patching and carefully planned stages of dewatering operations, finally and safely re-floated the forward section of the sunken floating dock on Friday, 18th February 2011 and redelivered to its owners at a shipyard in southern Singapore. Preparation is now underway to re-float the Aft section. **Source : POSH-Semco**



Forward Section re-floated on 18th February 2011.

Fresh ultimatum from Somali pirates

Somali pirates who had hijacked **MV Suez**, a ship of Red Sea Navigation, in the Gulf of Aden have given five days ultimatum for the life of six Indians and four Pakistani if they didn't get \$ 2.3 million, informed United Nations Expert Advisor on Human Rights, Ansar Burney who claims to be in touch with the pirates for the release of the hostages.

While talking to TOI over phone from Karachi on Tuesday, Burney said that he was negotiating with the Somali pirates on humanitarian grounds for the greater interest of human dignity and to save the lives of six Indians and 4 Pakistanis. The pirates had earlier demanded \$5 million for the release of hostages, he added.

MV Suez with the flag of Panama was hijacked by the Somali pirates in the Gulf of Aden on August 2, 2010, with 6 Indians, 4 Pakistani, 4 Lankans and 11 Egyptians on board, said Burney. Pakistan's former Federal Minister for Human Rights and Chairman of the Ansar Burney Trust International, Burney, said that the condition of the hostages was

critical as they had been sailing in the Somali sea for past nearly eight months . "They were being given some boiled rice and fish by their captors", he said.

"They established contact with me on Tuesday and gave ultimatum for the hostages life if their demand was not met" said Burney, adding that earlier he had contacted them on Saturday for the release of crew members.

He said that Indian crew members were NK Sharma, Satnam Singh, Parshad Chohan, Sachin Padoran, John Rose Bisco and Ravinder Singh. **Source : timesofindia**



Vroon's **IMOLA EXPRESS** seen moored at the Pasir Panjang Terminal in Singapore – **Photo : Piet Sinke (c)**

Goede vertegenwoordiging van opleidingsinstituten op het Navingo Maritime & Offshore Career Event 2011.

Rotterdam, 1 maart 2011. De officiële inschrijvingsdatum voor het **Navingo Maritime & Offshore Career Event** op woensdag 20 april in het Beurs-WTC te Rotterdam nadert...namelijk **7 maart 2011**. Het is dit jaar goed om te zien dat er naast bijna 100 bedrijven er op dit moment ook veel opleidingsinstituten ingeschreven staan. Denk aan de zeevaartscholen Maritiem Instituut Willem Barentsz, STC, de Maritieme Academie maar ook Noordelijke Hogeschool Leeuwarden en Avans Hogeschool uit Den Bosch brengen hun opleidingen onder de aandacht.

De STC Group is dit jaar als hoofdsponsor aan de beurs verbonden, ze staan er met hun verschillende divisies te weten, SAIO, de B.V. en NMU. Bij navraag bij deze opleider komt er naar voren dat er onverkort steeds meer vraag naar maritiem personeel is. Het aantal opleidingen hiervoor groeit gestaag, maar er is meer nodig om aan de vraag te kunnen voldoen. Veel (de meeste) Nederlandse reders willen zeker goed opgeleid Nederlands personeel. De opleidingen van het STC, de Hogeschool voor de Zeevaart en de NMU staan zeer goed bekend. Opleidingen worden voortdurend aan de realiteit van de beroepspraktijk aangepast. STC maar ook de andere zeevaartscholen hebben dus altijd up to date opleidingen. Binnen het STC hebben ze hiervoor onder meer bedrijfstakcommissies waar leden uit de bedrijfstakken gevraagd en ongevraagd adviseren over het onderwijs en de link met de praktijk.

Volgens het STC is het belangrijk voor opleidingsinstituten om zich op MOCE te presenteren, omdat het een beurs is waar het bedrijfsleven en onderwijs elkaar ontmoeten. Het STC heeft niet de doelstelling om op deze beurs studenten binnen te halen, want daar is deze beurs niet voor bedoeld. Wel spelen naamsbekendheid en bekendheid met de

producten van het STC en STC B.V. een belangrijke rol. Bedrijfsopleidingen, trainingen en consultancy kunnen heel aantrekkelijk zijn voor marktpartijen en bezoekers aan de beurs.

Naast de eerder genoemde zeevaartscholen zijn er ook technische opleidingen aanwezig zoals die van Avans Hogeschool uit Den Bosch. Daar is afgelopen januari de minor Offshore Engineering & Automation door veertig studenten voor de derde keer succesvol afgesloten. Door de studenten wordt deze opleiding steeds meer als een landelijke opleiding ervaren. Afgelopen jaar kwam de helft van de studenten van andere hogescholen uit het land. Nu komen er wederom inschrijvingen van studenten uit het gehele land binnen voor de opleiding die op 1 september 2011 begint. De verwachting is dat er komend jaar zeker een vijftigtal studenten zullen inschrijven.

In deze opleiding participeren ruim twintig bedrijven. Alle colleges worden gegeven door medewerkers van deze bedrijven. Er worden veel actuele onderwerpen behandeld. Naast de traditionele onderwerpen wordt ook steeds meer aandacht besteed aan nieuwe technische ontwikkelingen die nodig zijn voor olie- en gaswinning op grote diepte, deepsea mining en het op zee plaatsen van windmolens. Avans is een relatief nieuwe opleider voor de offshore engineering branche. Alle bedrijven waarmee er in de opleiding mee wordt samengewerkt zijn op de beurs aanwezig. Avans is op de beurs aanwezig voor hun naamsbekendheid bij bedrijven en naamsbekendheid bij studenten. Daarnaast is het een handig platform voor persoonlijke contacten. Voor Avans is het daarom de meest interessante beurs in het jaar.

www.maritimeoffshorecareerevent.com

Op www.maritimeoffshorecareerevent.com vindt men meer algemene informatie en informatie over deelname, foto's van de afgelopen editie en de mogelijkheid tot voorregistratie. De beurs opent haar deuren van 11.00 uur tot 18.00 uur. De entree van de beurs is gratis. Media kunnen informatie downloaden vanuit het press center online.



The new **STENA TRANSPORTER** seen in Hoek van Holland – **Photo : Cees de Bijl (c)**

Effects of the Libyan crisis on the tanker market

While the current crisis in Libya, which has added another string into the Middle East's recent turmoils, is still escalating, tanker owners are baffled as to its repercussions to the tanker market. Analysts mention that it all comes down to the impact the crisis will have into the country's oil exporting terminals. According to a report from shipbroker Gibson, any interruption to normal oil supplies will bring benefits to the beleaguered tanker market, particularly with the

inducement of extra long haul barrels. Of course the knock on effect of high oil prices, at this particular time, could lead to devastating consequences for world economic recovery. Any further crisis anywhere in any oil producing region could have a catastrophic impact on the world's chances of a sustained economic recovery. Just yesterday, Reuters reported that crude oil shipments from Libya are at a virtual standstill as reduced production and bad weather hamper exports from the world's 12th largest producer. Quoting shipping sources, the agency said that Libya's Hamada oilfield has ceased production and the eastern fields of Sarir, Nafoora and Mislal are producing at about half their normal capacity, an official at a Libyan state-owned oil company said. Bad weather in the Mediterranean had meant at least four tankers carrying around 2.4 million barrels of crude oil were unable to either load or leave Libyan ports. "Only Es Sider is operating. In theory, Zuetina has reopened but nothing is loading," said an oil trader in the Mediterranean. The key export terminal of Marsa el Brega in the east, which is under rebel control, remained closed, the agency also mentioned.

Gibson's report also said that while OPEC member Libya is very much a minor producer at 1.6 million barrel/day (2% of world oil production), the major concern is not just the loss of the light sweet crude, but also the continuing effect on oil prices. "The latest crisis sent Brent prices spiralling last week to just above \$110/bbl, a 29 month high. Almost 80% of Libyan crude exports are destined for Europe, where the light sweet crude provides the base load input to refineries to make the much sought after low sulphur fuels demanded for consumption in European waters. It would be relatively easy for the OPEC cartel to pick up barrels from other member states and Saudi Arabia has already indicated that it would meet any supply shortfall. For the tanker market, any replacement barrels will be made up by more long haul cargoes from outside the region which could give support to the tanker market.

According to the IEA, storage tanks at working ports in Libya will provide oil onto tankers for the time being. However to make matters worse, bad weather has set in to the region which has added to the confusion. The majority of the country's oil industry, including the major export terminals, are based on the eastern side of the country and as such are currently in government opposition control. Many of the much needed foreign production and refinery workers have largely fled the country with the likely result that there will almost certainly be considerable loss in production even if there is a swift resolution to the crisis" said the shipbroker. In terms of market performance, it was said that the suspicion of VLCC Owners in the Middle East Gulf being more interested in banking the previous gains, rather than consolidating - or even pushing on - proved well founded, and a careful handling of the supply feed by Charterers led to more intense competition once again, and an inevitable rate slide. Levels currently stand at a lower WS 60 East and WS 38 West, but the huge increase in bunker prices is starting to make some Owners hold back from participating, and some upward readjustment is possible through next week. Suezmaxes kept a steadier line on moderate interest. The majority was short haul business, however, and proved merely sufficient to keep rates at around 130,000 by WS 87.5 East, WS 65 West. Aframaxes didn't see much - in fact it was very quiet. Rates hold on to an average 80,000 by WS 105 for Singapore mainly as a consequence of the rising cost base. "The Mediterranean aframax story of the week was unsurprisingly Libya! Disruption, and uncertainty have combined to push Charterers to scramble for cover, and Owners to build 'insurance' into rate demands in case they get left high and dry. Rates jumped sharply to 80,000 by WS 150 cross-Mediterranean, and aren't likely to go on a bear-run until some of the dust settles. Suezmaxes didn't see so much attention, but Owners also got caught up in the more frenetic air, and sentiment hardened enough to push rates to over 135,000 by WS 100 from the Black Sea to European options by the weeks' end" mentioned Gibson.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Marine Diesel Parts Supply

<p>Parts supplier and reconditioner for:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Cylinderheads,</td> <td style="width: 50%;">Pistons,</td> </tr> <tr> <td>Liners,</td> <td>Connecting rods,</td> </tr> <tr> <td>Exhaust valve(-housing),</td> <td>Valves (in- and ex-),</td> </tr> <tr> <td>Governors,</td> <td>Charge-air coolers,</td> </tr> <tr> <td>Fuel Equipment,</td> <td>Fuel Filtrations products,</td> </tr> <tr> <td>Crankshaft,</td> <td>And many more.....</td> </tr> </table>	Cylinderheads,	Pistons,	Liners,	Connecting rods,	Exhaust valve(-housing),	Valves (in- and ex-),	Governors,	Charge-air coolers,	Fuel Equipment,	Fuel Filtrations products,	Crankshaft,	And many more.....	<p><u>We specialize in:</u></p> <p>MAN (B&W): KZ, KSZ, EF, GF(CA), GB, and MC(-C) MAN (Holeby): 20/27, 23/30, 28/32, 32/40, S28LH SULZER: RD, RND(M), RL, RTA(U) MaK (AK & C Types): 452, 453, 551, 552, Also Crankshafts! DEUTZ: 350, 628, 716, 816, RBV, BF, and many others BRYANSK, MWM, CATERPILLAR, MITSUBISHI, WARTSILA and all licensees</p>
Cylinderheads,	Pistons,												
Liners,	Connecting rods,												
Exhaust valve(-housing),	Valves (in- and ex-),												
Governors,	Charge-air coolers,												
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5000 ton HUISMAN crane completed



In Singapore at the Sembawang shipyard earlier this week the sheerlegs **ASIAN HERCULES II** lifted the last tow parts of the **5000 tons HUISMAN crane** onboard the **BOREALIS** as can be seen at the photo's above is seen the crane boom an bon the right is seen the final large part, the Mast getting installed – **Photo's : Bart Klos (c)**

Preventing piracy begins on land

The tragic deaths of four American yachters at the hands of Somali pirates should reinvigorate the world's attempt to quench piracy off the shores of East Africa.

Fortunately, tried and true methods for thwarting pirates are available, despite the vast 2.5 million-square-mile Indian Ocean basin across which the intrepid pirates act and allied naval vessels attempt to patrol.

Although most of the pirate attacks have traditionally occurred in the Gulf of Aden, a busy 205,000-square mile shipping lane north and east of the Somali coastline, the careful convoying of thousands of freighters and tankers has greatly reduced attempted seajackings since 2009. Traffic in the gulf is watched over by warships of the US Fifth Fleet, European Union frigates belonging to Operation Atalanta, and various surveillance vessels belonging to India, China, and other concerned nations.

The anti-piracy successes have driven pirates much farther afield. Seajackings by Somali pirates now take place well east of the Seychelles, a good 1,000 miles from Somalia, and as far south as the waters off northern Madagascar, 500 miles away. This year, pirates have attempted more than 40 seajackings and have taken a dozen larger ships and tankers.

As of last week, more than 815 crew members from 50 ships await ransom in Somalia. At least \$60 million in ransom money a year has been paid to the 1,500 or so pirates. Killing hostages has never been good for business; most pirates prefer to negotiate endlessly to obtain high prices for the return of ships and crews. Interdiction by allied naval vessels is the first line of defense against piracy, but the Somali coastline is more than 1,800 miles long. Moreover, the coastlines along the greater Horn of Africa and Yemen total 5,510 miles.

Combating piracy begins with convoys organized and shadowed by the European or American naval forces and their fixed-wing aircraft and helicopters. Even far out in the Indian Ocean, vulnerable ships travel together. The ill fated yacht, The Quest, left such a convoy before it was captured sailing alone. Most important, merchant vessels avoid

pirates by steaming steadily at more than 16 knots, a speed that makes it almost impossible for pirates to approach and board. In 2009 and 2010, too many bulk carriers and oil tankers proceeded more slowly to save fuel, or because they were awaiting cargoes. No ships have been seajacked successfully when they were moving at speed. Ships can also erect physical barriers such as barbed wire, grease the sides of the vessels, deploy high-pressure hoses and foam cannons to deter menacing pirate vessels (all of which are fast and small), carry bright lighting, and — an approach finally endorsed this month by ship-owners — carry trained armed guards. Refusing to pay ransom is not a wise response, putting crews at too much risk.

These sea-borne measures have all repelled pirate attacks. But the end of piracy can only come on land, when the youthful pirates obtain steady jobs. After all, piracy is an income-generating industry, not a way of life.

The world campaign against Somali piracy should also attempt to reestablish the now-dormant Somali fishing industry and provide funds to build roads, schools, and clinics in the affected areas — all to provide employment for ex-pirates. Ultimately, piracy will cease when the jobless are gainfully employed and when ship-owners make storming boats at sea much too dangerous. **Source: World Peace Foundation**



The **FINNARROW** which sailed for the STENA LINE for some months have finished her charter as per March 1st and as above can be seen the funnel is already painted in the Finnlines colours again prior to departing the Hoek van Holland terminal for the last time - **Photo : Henk van der Lugt ©**

Oil at Libyan Ports May Run Low on Disrupted Production, Say OSG, Teekay

Crude supplies for loading at Libyan ports may start to run low because of disrupted production at oil fields caused by an uprising against leader Muammar Qaddafi, two ship owners said.

While six owners of tankers carrying crude, refined oil products and liquefied natural gas reported successful loadings during the past week, at least seven oil companies' production was disrupted. Ras Lanuf, Libya's largest refinery, had its oil supply interrupted, two company officials said. "They might be the last cargoes out of the ports because the flow of oil has stopped," Bruce Chan of Teekay Tanker Services said by phone. "It may have been oil that arrived at the port in the tanks prior to the disruption," said the president of the business unit of Teekay Corp., two of whose tankers loaded in Libya in the past week.

Crude oil traded in New York jumped almost 14 percent last week as traders speculated that Libyan supply, the third-largest in Africa, is being disrupted and that regional unrest is spreading. Riots from Morocco to Bahrain have already toppled leaders in Tunisia and Egypt and there are protests in Yemen, to the south of Saudi Arabia, the world's biggest oil producer. As much as 1 million barrels of Libya's daily oil output may have been shut, Barclays Capital said in a Feb. 23 report. The country produced 1.65 million barrels a day in 2009 or about 2 percent of the global total,

according to data from BP Plc. "It's slowing down, and we foresee it slowing down more and more to more or less come to a halt," Mats Berglund, head of the crude transportation strategic business unit at Overseas Shipholding Group, said on a conference call yesterday. The New York-based company, the largest U.S.-based oil tanker owner, doesn't have ships in Libya, he said. Shipping lines including Thenamaris Ships Management Ltd., Torm A/S and Polembros Shipping Ltd. said they successfully loaded energy cargoes in the past week. Ports are mostly operating and oil cargoes still leaving, Clarkson Plc, the world's biggest shipbroker, said. Some disruptions were caused by bad weather or because Libyan authorities couldn't be contacted, Clarkson said.

The disruption has boosted the cost of hiring tankers because alternative supplies from West Africa or Saudi Arabia are being shipped over longer distances, Teekay's Chan said. Tanker rates for shipping 600,000-barrel cargoes of crude across the Mediterranean advanced 65 percent last week to 155.63 industry standard Worldscale points. That equates to daily earnings of \$31,256. Worldscale 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 U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. **Source: Bloomberg**



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**See HMS CUMBERLAND arriving in
Malta with evacuees from Libya**

<http://www.youtube.com/watch?v=ZzgGt5fWnvA>



The **PONT AVEN** seen moored in Santander – Photo : Helen Hoogendijk ©

Fuel Costs Squeeze Ocean Carrier Margins

Ocean container carriers are losing money on key trade lanes, including the Asia-Europe route, as margins come under increasing pressure from rising fuel prices and weakening freight rates, according to Alphaliner.

Bunker fuel prices have surged 24 percent since January, with the price of 380 fuel oil hitting \$609 per metric ton in Rotterdam last week, the highest level in 29 months, the Paris-based analyst said. At the same time, spot freight rates have slumped 14 percent over the past eight weeks with the rate for shipping a 20-foot container from Shanghai to north Europe slipping to \$1,200 from \$1,400 at the end of last year. Spot rates from Shanghai to Europe have declined 37 percent from their peak in mid-July 2010 when they hit \$1,900 per 20-foot container.

Bunker fuel surcharges, which currently range between \$530 and \$680 per 20-foot container for Far East-Europe shipments, would have to rise to over \$700 if fuel prices remain at current levels. This would leave the base freight rate -- excluding the bunker surcharge -- at only \$500 per 20-foot container if spot rates don't strengthen over the coming weeks. This is "well below" the estimated \$600-\$800 per 20-foot box required to break even on the Far East-Europe trade, according to Alphaliner. While most carriers have reported positive financial results for the fourth quarter of 2010, earnings could turn negative in the current quarter. The key lines on the Asia-Europe trade are currently operating at below break even levels, based on Alphaliner estimates. **Source: Journal of Commerce**

South Korea to send two ships to Libya

South Korea will send two chartered ships to strife-torn Libya to bring home citizens and foreign workers at South Korean construction firms there, an official said Tuesday. The ships chartered from Greece can each carry up to 1,800 passengers, a transportation ministry official said.

"We have prepared ships capable of evacuating a far larger number of people than before," the official told AFP without elaborating. It was not known when the vessels would arrive. Seoul has already brought home hundreds of its citizens via charter flights and a Turkish army vessel amid escalating violence in the country.

About 400 South Koreans are still in the North African nation, the ministry said. It was not clear whether they all want to leave. The South's destroyer Choi Young has been withdrawn from an anti-piracy patrol off Somalia and is sailing towards Libya to help with the evacuation if necessary. It remains uncertain whether the warship will be allowed to enter Libyan waters, Yonhap news agency quoted an unidentified official as saying. **Source : PortNews**



Above seen the 2000 built GRC flag ferry **KNOSOS PALACE** entering Grand Harbour, Malta with 1,600 Chinese Nationals evacuees from Libya on Monday 28th February, 2011.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Vessels stuck in ice in Bothnia

Tens of vessels are stranded in thick ice and ports in northern Sweden and northern Finland. The ice-conditions in the Bay of Bothnia have never been worse since 1987, reports SVT. Some 60 cargo- and bulk vessels are stuck in the ice and ports this week. Almost all ship traffic to and from harbors in northern Finland are halted, reports Helsingin Sanomat. Finland has two icebreakers working for full and Sweden has one. Additional icebreakers from the Baltic areas can't sail to the north; there is more than enough of ice to break in south as well. Last week BarentsObserver reported that the Russian nuclear powered icebreaker **Vaigash** had to sail from Murmansk to assist the vessels sailing in and out of St. Petersburg. Also, for the first time in many years, the Russian coast of the Black Sea is covered with ice after extreme cold period all the way from the Barents Region in the north to the Black Sea coast in the south.

Source : BarentsObserver



Former Malaysian transport minister charged with cheating

Former Malaysian transport minister Chan Kong Choy has been charged with cheating in the scandal over Port Klang Free Zone (PKFZ). Chan was charged with three counts of cheating at Malaysia's Palace of Justice on Monday. Chan has claimed trial over the charges and bail was set at RM1m. Chan's predecessor as transport minister, Ling Liong Sik, was charged last July with deceiving the Malaysian government over RM1.08bn land purchase for PKFZ eight years ago. Source : PortNews



The RNLI 17-09 **CITY OF LONDON II** seen off Dover – Photo : Krispen Atkinson (c)

Shipping chiefs call on 'people power' to pressure governments to crack down on Somali pirates now throttling vital trade routes

Ship owners and seafarers are calling on 'people power' to push their governments to act now and show the political will to resolve the growing Somali piracy crisis before it strangles world trade and before more innocent seafarers are tortured and murdered.

The **SOS Save Our Seafarers** campaign, launched today by BIMCO, the International Chamber of Shipping (ICS), the International Shipping Federation (ISF), Intercargo, INTERTANKO and the International Transport Workers' Federation (ITF), is aimed at encouraging millions of people around the world to heap pressure on their national Governments to crack down on piracy. They are calling on YOUR help.

The Somali piracy crisis affects you and every one of us worldwide. The dramatic recent extension of the pirates' operating area right across the Indian Ocean** means that there are now no alternative routes to avoid the Somali pirate gangs, especially for tankers coming out of the Gulf. Ship owners and seafarers are re-evaluating their current determination to ensure that these vital trade routes remain open, and are going to have to choose whether to trade through this area or not. Merchant ships are being attacked daily, running a gauntlet of gunfire and rocket propelled grenade attacks from armed gangs of Somali pirates. Over 800 seafarers are currently held hostage on their hijacked ships. Subjected to physical and psychological abuse for months at a time, they are held ransom for millions of dollars.

Yet even when caught red handed by naval forces, 80% of pirates are released to attack again. Why? Because the world's politicians don't realise the severity of this critical situation. The governments give the orders. The governments hold the key to resolving this crisis. But they seem unwilling to face reality and act. Their brief to the naval forces is simply to deter and disrupt, unless it involves a national interest. Enough is enough. The Round Table of international shipping associations (RT) and the ITF are placing hard-hitting advertisements in key major international newspapers on 1 March to kick off the SOS Save Our Seafarers campaign which highlights the plight of seafarers and, with six specific requests, brings pressure to bear on governments to show more political will and fewer legalistic excuses in dealing with Somali piracy.

Six specific requests

We are specifically asking for governments to recognise the threat to our seafarers and the world economy, and take the necessary steps to eradicate piracy at sea and ashore by:

- Reducing the effectiveness of the easily-identifiable pirate motherships.
- Authorising naval forces to detain pirates and deliver them for prosecution and punishment.

- Fully criminalising all acts of piracy and intent to commit piracy under national laws in accordance with their mandatory duty to co-operate to suppress piracy under international conventions.
- Increasing naval assets available in this area.
- Providing greater protection and support for seafarers.
- Tracing and criminalising the organisers and financiers behind the criminal networks.

SOS Save our Seafarers

The RT and the ITF have launched a new website for the SOS Save Our Seafarers campaign <http://www.saveourseafarers.com/>. Just two clicks and supporters can send a pre-prepared letter, signed by them, to their chosen heads of government. The website will also have up-to-the minute information on the piracy situation, and an SOS TV page with film clips and pictures.

Piracy is out of control – background**

As pirates use hijacked merchant ships (so-called motherships) to extend their reach almost to India's coast some 1,500 miles from Somalia, the lawlessness has spread right across the Indian Ocean through which half the world's oil supply passes. Tankers coming from the Gulf and the Middle East can no longer avoid the pirates – and a hijacked tanker with 2 million barrels of oil represents 20% of daily oil imports to the USA.

In addition to the human cost, piracy is strangling key supply routes and costing the global economy \$12 billion a year.

We rely on freedom of the seas for the safe delivery of 90% of our food, fuel, raw materials, humanitarian aid and manufactured goods. Shipping serves international trade and assists economic activity and therefore regional stability in neighbouring countries. This freedom to serve world trade is threatened.

NAVY NEWS

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Man falls overboard from Navy ship

A merchant mariner assigned on board the maritime prepositioning ship **USNS Maj. Stephen W. Pless** fell overboard from the bridge wing of the ship into the water on Sunday, Feb. 27, around 6:20pm, while the ship was operating off the coast of Guam.

The ship's captain was notified immediately and a "man overboard" manoeuvre was promptly executed followed by a search of the area. Two lighted life rings and an orange smoke were quickly deployed. The ship attempted to launch two lifeboats into the water, but due to poor weather and heavy seas, the ship was forced to halt these efforts.

A Guam-based MH-60S "Sea Knight" helicopter assigned to Helicopter Sea Combat Squadron 25 arrived on scene around 7:40pm to assist with search and rescue efforts. At 9:50pm, the helicopter's crew sighted the mariner in the water, but due to continued bad weather in the area, the victim could not be recovered.

As of 2pm yesterday, the body has been located, but due to sea state, it has not been recovered. Recovery efforts are still ongoing. Pless is crewed by 26 merchant mariners working for Waterman Steamship Corp., a private company under contract to MSC. The incident is currently under investigation. **Source : USN / SaipanTribune**

Yuri Dolgoruky sails to Pacific in 2012

Russia's newest strategic submarine of the Borey-class will first test its missiles, and then sail for the Pacific fleet. "**Yuri Dolgoruky**" is currently moored at Sevmash shipyard in Severodvinsk waiting for the ice in the White Sea to melt in spring. Then, a series of tests of the new Bulava missile will take place during the summer.

Russia's Defence Minister Anatoly Serdyukov told reporters in Vladivostok this weekend that "[Yury Dolgoruky](#)" first will be sailing to the Pacific in 2012, reports Gazeta. It is still unclear when the second submarine of the Borey-class, "[Aleksandr Nevsky](#)" will be transferred to the Pacific fleet. The Russian navy will get a total of eight Borey-class submarines, of which four will sail for the Pacific fleet and the last four for the Northern fleet with bases on the Kola Peninsula. In the Pacific, Borey-class submarines will replace the older Delta-III strategic submarines.

Een bijzondere aflevering.

Tekst en foto: [Els Kroon](#)

Bonaire is een rolstoelbusje rijker. De bemanning van het stationsschip [Hr.Ms. Rotterdam](#), die in het weekend oefende in de wateren rond Bonaire, vond tussen de bedrijven door even de tijd om een taxibusje voor invaliden af te leveren in Kralendijk. Dat gebeurde op bijzondere wijze met een van de grote landingsvaartuigen. De actie leverde spectaculaire beelden op in het centrum van Kralendijk.



Het busje is voor de nieuw opgerichte Stichting Rolstoelbus van Leo A. Floor. De heer Floor gaat een taxidienst opstarten voor minder vermogende lichamelijk en geestelijk gehandicapte bewoners en ouderen van Bonaire. De dienst kenmerkt zich door schappelijke tarieven en goede service. Het busje, dat de volgende dag in het bijzijn van de NOS televisie officieel werd overhandigd op Sunset Beach, is geschonken door de Nederlandse vervoersmaatschappij [Connexxion](#). De [Koninklijke Marine](#) zorgde voor het transport. Op de foto het moment dat het busje aan land wordt gebracht door het landingsvaartuig van de [Rotterdam](#)

Iran Naval Mission 'Not Aggressive', Says Admiral

Iran's navy chief, Rear Adm. Habibollah Sayari, said Feb. 28 that Iran's dispatch of two warships to the Mediterranean last week was not aggressive in aim. "The Iranian strategy is to reinforce its defensive capacities. We do not harbor aggressive intentions against other countries," Sayari said at a press conference in Damascus. The two Iranian warships, the first to enter the Mediterranean through the Suez Canal since 1979, docked on Feb. 24 at the Syrian port of Latakia.

"The visit aims to strengthen old ties between Iran and Syria and to enhance maritime cooperation," the navy chief said, adding the visit had been scheduled before popular uprisings began breaking out across the Arab world.

"The changes underway in the region do not have an impact on Iran because the Iranian revolution has deep, popular roots," Sayari said. "Certain countries are concerned and believe the visit is directed against them. That's their

problem," he said. Israeli leaders have denounced the naval mission, which saw the Iranian warships sailing past the coast of the Jewish state coast to reach Syria, as a "provocation" and a "power play."

Israel's navy raised its alert level in response to the warships passage while Washington called for the respect of international law. When asked if the vessels carried missiles for Hezbollah, the Shiite Lebanese movement backed by Tehran and Damascus, the admiral replied: "It's a visit within the framework of international law."

Sayari also said that the two ships, on their way to Syria, had come to the aid of a Hong Kong boat that had fallen to pirates and rescued the crew. The warships form part of Iran's 12th flotilla, which is normally assigned to protect Iranian merchant vessels in the Gulf of Aden, an area plagued by Somali pirates.

Iran's official Fars news agency, quoting top naval commanders, said the ships are the 33,000-tonne refueling and support vessel Kharg and the 1,500-tonne light patrol frigate Alvand. The **Kharg** has a crew of 250 and can carry up to three helicopters. The **Alvand** is armed with torpedoes and anti-ship missiles.

Both ships were built in Britain during the 1970s for Iran, which ordered them before the Islamic revolution. **Source :** DefenseNews

SHIPYARD NEWS

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The **Orange Wave** seen in Drydock at Viana do Castelo, Portugal , after application of **Intersleek737**,
Photo : Peter Douma ©

New owner for Britain's A&P Group

Britain's A&P Group, which has three shipyards specializing in ship repair, conversion and fabrication, is under new ownership. It has been acquired by Atlantic & Peninsula Marine Services Ltd. whose shareholders include Peel Port Holdings (No2) (IOM) Ltd. and private investors including existing investors and directors of Cammell Laird Shiprepairers and Shipbuilders Limited.

"The new owners have a wealth of experience in the operation of ports, shipyards and engineering infrastructure and are committed to building on the successes of A&P Group to date," says an A&P statement, which adds that the current management team at the individual yards remains in place, led by Group MD, Chris Bell and Group FD, Ian Carey.

Two of the A&P shipyards are in the northeast of England at Hebburn on the Tyne and at Middlesbrough on the Tees. The third is in Falmouth, Cornwall. The statement says that Atlantic & Peninsula Marine Services supports the management team's broad vision and aims including growth into new sectors such as the oil and gas and renewable energy markets. A&P Group has had some success in recent months in winning contracts in these markets that include the building of subsea structures for key oil and gas sector clients. It has also continued to develop its traditional business of ship repair and conversion. A&P Group additionally provides services to the UK MoD under a performance based Through Life Support contract for RFA vessels and is also working on sections for the new QEII class aircraft carriers.

Chris Bell, Group MD commented, "This announcement is good news for the A&P Group and will drive our continued growth both in the short and long term," commented Mr. Bell. "The management team is committed to ensuring that the business continues to go from strength to strength as we pursue opportunities in new sectors and continue to service our existing customers. "We are grateful to the former shareholders who have supported and enabled us to invest in the business resulting in the strong position we find ourselves in today. We are looking forward to working with our new shareholders who share our vision in driving the business forward." Source : MarineLog



Above seen "**NORTH FIGHTER**" Chemical / Oil Products Tanker belonging SELANDIA SHIPMANAGEMENT, Singapore, under bulbous damaged steel repairs and dry docking works at CERNAVAL Shipyard in Algeciras, Spain.

Photo : David North ©

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The **SPRING BEAR** seen arriving in Willemstad (Curacao)

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

Ferry service between Sri Lanka and India to start next week

The ferry service between India and Sri Lanka, that was suspended decades ago due to the terrorist activities in Sri Lanka, is to be resumed next week. The Sri Lankan government says the ferry services between the Colombo harbour and the Indian port of Tuticorin is to begin with a voyage from India.

A privately-run ferry with a capacity of 500 passengers is scheduled to sail from the Tuticorin port on Monday, February 28. Sri Lanka Navy and Indian Navy are to provide security for the ferry service. Indian authorities have installed an Electronic Access Control System and Closed Circuit Televisions (CCTVs) to monitor the Tuticorin Port.

Indian reports said personnel of bomb detection squad are also in place and two patrolling boats will be engaged at the sea round-the-clock to enhance security. The ferry will be operated two times a week initially and the frequency would be increased later.

Reportedly a big warehouse at Tuticorin port has been converted into a passenger terminal and passenger seating, baggage scanning and immigration counter facilities have been installed in this terminal. Initially there will be two voyages a week and will be increased to three voyages subsequently.

The 152- nautical mile journey between Colombo and Tuticorin is expected to take 10-12 hours. Another ferry service between Rameswaram and Thalaimannar is expected to commence soon once the requisite infrastructure is put in place on both sides. An Indian company, IRCON, has already commenced survey work for this purpose to restore the damaged pier in Thalaimannar. **Source : colombopage**



The **NOR CAPTAIN** seen with the **Aquamarine Driller** departing Singapore for East Malaysia –
Photo : Richard Qualm (c)

Samudera recoups losses with \$9.4m net profit

Regional box liner Samudera Shipping Line has recouped losses by taking a net profit for the year 2010 as container volumes and freight rates improved.

Net profit for the year ended 31 December 2010 was recorded at \$9.4m, compared to a net loss of \$8.8m in the previous year, the company announced Friday. The Singapore-listed firm generated revenue of \$369.1m last year, up 12% from \$330.2m in 2009. "Our robust rebound came on the back of an improvement in trade activity and freight rates, as well as corporate restructuring efforts that were initiated in the middle of the year," said David Batubara, executive director and ceo of Samudera. Improvement in trade activity in major east-west trade lanes will be driven by demand growth in Asian markets, the company believed. However, capacity growth remains unpredictable, which may work to offset growth, it added. Looking ahead, Samudera plans to acquire more container ships for its regional and inter-island shipping business. It is also exploring opportunities in Indonesia's offshore support services in view of the implementation of the cabotage law in the country in May this year. **Source: Seatrade-Asia**

Marcon brokers sale of Oceaneering DSV to Peru

Marcon International Inc. of Coupeville, Wash., has brokered the sale of the dive support vessel "**Ocean Project**" from Oceaneering International, Inc. of Houston, Texas to private South American interests. The Vanuatu-flagged "**Ocean Project**" (ex-Rambo, 0601, **George E. Darby**, **Janie B**, **Cathy B**, **Nordic Offshore**) was built in 1972 by Bel-Aire Shipyard, Ltd. of North Vancouver, British Columbia, Canada as an offshore supply vessel and classed ABS +A1, Ice

Class A, Towing Service, +AMS, Unrestricted. "Ocean Project" is powered by a pair of Ruston 12RK3CM diesels totaling 5,300 BHP with Seffle CP wheels in Kort nozzles and fitted with a 400 HP Ulstein tunnel bow thruster. The 185' x 45' x 16' vessel was originally built as an offshore supply vessel, but converted in 1986 by Transport Canada into a Search & Rescue Vessel and to tow small icebergs out of shipping lanes. The Canadian Government sold her into commercial use in 1993 when she was renamed "Rambo" under Panamanian flag.

Oceaneering purchased the vessel in 1997 and fitted her with a four-point mooring system and a sophisticated diving gear complete with two decompression chambers. "Ocean Project" then worked as an offshore maintenance / repair vessel conducting platform inspections, pipeline construction, hyperbaric welding, salvage, etc.

She was used in 1999 to successfully retrieve the 2 ton Mercury space capsule "Liberty Bell 7" from 16,040 ft of water. The capsule, piloted by astronaut Virgil "Gus" Grissom in 1961, sunk shortly after splash-down due to premature denotation of the explosive bolts designed to open the hatch in case of an emergency. The capsule subsequently filled with water and sank only minutes after the successful mission.

New owners are having the vessel promptly delivered on her own bottom to Peru, where she will be put into dry-dock and refurbished before re-entering oilfield service work. This is the second research / dive vessel sold by Marcon for Oceaneering and the first sale to the buyers. Marcon acted as sole broker in the transaction. Oceaneering is replacing "[Ocean Project](#)" with a new vessel under the same name.

Marcon has several additional sales pending which are expected to close within the next 30 days. **Source :** [MarineLog](#)



Above seen the soon to be Walton lifeboat "[IRENE MURIEL REES](#)" (16-19) on trials - **Photo : Andrew Moors (c)**

Bankruptcy court approves sale of more Trico Marine vessels

Trico Marine Services, Inc. says it intends to conduct an auction to sell more towing and supply vessels as it continues its exit from the towing and supply business. The U.S. Bankruptcy Court for the District of Delaware has issued an order approving the auction process for the sale of these vessels. The vessels Trico intends to auction include the [Elm River](#), [Suwanee River](#), [Trinity River](#) and [Palma River](#), as well as any additional vessels whose sales have not closed by the auction date, and those vessels' related inventory. The sale of the vessels will be on an "as is, where is" basis.

Trico intends to conduct the auction on March 21, 2011 to procure the highest and best price for the vessels, and the court will conduct a sales hearing on March 28, 2011 to approve the sale of any auctioned vessel. If it gets an offer for

any or all of the vessels before the auction date, Trico Marine may, accept an offer and execute a purchase agreement, subject to court approval. The company may then withdraw the vessel from consideration at the auction.

To participate in the auction, interested parties must submit written notice by March 14, 2011, at 5:00 pm CT. For more information please contact Mike Wallace at mwallace@tricomarine.com or by calling (713) 780-9926.

Source : MarineLog

Fairmount tugs deliver Skarv Idun

Fairmount Marine's powerful tugs **Fairmount Sherpa** and **Fairmount Summit** have delivered **FPSO Skarv Idun** in the port of Stord, Norway. The two tugs needed just 92 days for the long distance tow of about 15.300 nautical miles from Samsung Heavy Industries' shipyard in Okpo, South Korea. The towage was executed under command of Fairmount's lead tow master captain Bertus Glas and was completed with an average speed of 7.0 knots including stops.



The **Skarv Idun** is a large floating production storage and offloading unit and will be used by BP to exploit the oil and gas fields Skarv and Idun, located just below the Arctic circle in the northern Norwegian Sea. The FPSO is 292 meters

long, 50.6 meters wide, has a towing draught of 12.2 meters and has a deadweight of 128.000 ton. A crew between 65 and 100 was on board **Skarv Idun** during the passage for on the job training, running the vessel, surveillance and providing marine support to the tug crews. **Fairmount Sherpa** and **Fairmount Summit** have a combined bollard pull of over 400 tons. The long distance tow was done via Singapore and Cape of Good Hope. Last weekend the tow passed the English Channel. "The towage is completed is just 92 days, including stops for bunkers, other supplies and crew changes – exactly in line with the original planning," says **Albert J. de Heer**, ceo of Fairmount Marine. "Considering the enormous distance this is a great achievement." **FPSO Skarv Idun** will stay in the port of



Stord for some time for final fitting out and last preparations. The tugs **Fairmount Summit** and **Fairmount Sherpa** will assist by positioning and mooring of the **Skarv Idun** later this month off the Norwegian coast. Production of the fields is foreseen to start-up in the third quarter of this year. Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing. **Source : Fairmount Marine**

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Fairstar posts net profit and raises funds for newbuilds

Fairstar Heavy Transport NV has published its audited financial statement for 2010, recording a net profit after tax of US\$228,000.

The report also highlighted the company's activities in the international capital markets, successfully raising almost US\$100 million that was invested in two new open stern, semi-submersible vessels *Forte* and *Finesse* as well as paying down long term debt.

Philip Adkins, Fairstar's Chief Executive Officer, said: "2010 was a transformational year for our young company. We identified the dangers we faced in a marine heavy transport market characterized by excess capacity, high leverage, inflated asset values, scarcity of cargoes and the subsequent collapse in day rates."

"We have articulated a strategy that positions Fairstar in the segment of the market with the highest barriers of entry. We have invested in two modern semi-submersible vessels that are of a proven design, from a reliable shipyard at a fixed price of US\$102 million."

"The return on investment these ships will generate for our shareholders is higher than anything comparable in the heavy transport market today. The award of the US\$90 million contract to Fairstar in 2010 for the Gorgon LNG project validates our strategy and will form the foundation of permanent and sustainable future value for our shareholders."

"We are confident that Gorgon was the first of many multi-voyage contracts for high value marine transport services required by owners of multi billion dollar energy infrastructure projects."

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Leighton wins contract offshore India

India's Oil and Natural Gas Corporation (ONGC) has appointed Leighton Contractors India to carry out refurbishment work of its Water Injection North (WIN) Platform at Mumbai High Field. The contract worth US\$141 million will overhaul a significant part of the process and utility packages of the 25 year old WIN platform.

The work will be carried out on an EPC basis covering project management, surveys, design and engineering, procurement, fabrication, transportation, removal of old systems and installation of the new systems, as well as hook up, testing and commissioning.

The scope of work involves removal of equipment, piping, valves, instrumentation, controls and electrical facilities and replacement with new, technologically up to date functionally equivalent systems all for treatment of sea water and injection of treated water at 320,000 bpd capacity.

The facilities being upgraded include sea water lift pumps, injection pumps, fire water pumps, fuel gas conditioning systems, filtration systems, treatment systems, and the Distributed Control System. Leighton India Managing Director, Russell Waugh said the latest ONGC award was achieved based on Leighton's demonstrated capability and technical expertise and the company's ability to translate efficiency and productivity into real cost benefit.

"This award by ONGC demonstrates Leighton's strong position as an industry leader in the offshore oil and gas construction sector in India. The WIN project reflects Leighton's expanding capabilities in the market, and Leighton's proven project delivery record including the very successful delivery of the PRP 2 project over the last 3 years," he said.

This is Leighton's third project for ONGC after the PRP2 project and the G1-GS15 project. The three projects together showcase Leighton's capabilities across the full gambit of subsea and topsides works including pipeline and platform installation capabilities. Work will commence immediately and is scheduled for completion in March 2012. **Source :** [Offshore Shipping Online](#)

Maersk Line Holds No. 1 Spot Among Ocean Carriers

Maersk Line's recent order for 10 ships with capacities of 18,000 20-foot equivalent units apiece cements its position as the world's largest container line, according to Alphaliner.

Maersk's No. 1 position was briefly in doubt in recent weeks, because of what Alphaliner said were "inaccurate reports" that it had slipped behind Mediterranean Shipping Co. into the No. 2 slot. The Paris-based container analyst said the confusion arises because of Maersk's tendency to under-declare the actual loading capacity of its largest ships.

Maersk Line is No. 1 on the JOC list of Top 15 Container Fleet Operators. The A. P. Moller-Maersk Group currently operates total capacity of 2.18 million TEUs, compared to MSC's 1.92 million TEUs. Alphaliner said even without the consolidation of A.P. Moller-Maersk's subsidiaries (Safmarine, MCC Transport and OACL), which operate a total of 215,000 TEUs, Maersk Line currently operates 1.96 million TEUs on its own, which places it ahead of MSC's operated capacity by 54,000 TEUs. Maersk's order for the 10 18,000-TEU containerships increases the size of its containership orders from 317,000 TEUs to 497,000 TEUs, according to Alphaliner figures, with a further 360,000 TEUs in the pipeline if the options for 20 additional units are exercised. Since its acquisition of P&O Nedlloyd in August 2005, Maersk's market share has been gradually eroded. Over the past five years, its market share has fallen from a peak of 18.3 percent following the PONL acquisition to 14.5 percent currently. **Source: Journal of Commerce**

APL's 2010 on-time record in Trans-Pacific – 95%

Container shipping leader APL's on-time performance in the all-important Trans-Pacific Trade was 95% last year. In its final report on 2010 vessel reliability, the Singapore-based carrier said today that APL ships missed their arrival window just 12 times in 237 port calls to the U.S. West Coast. "Schedule reliability is the cornerstone of customer service in

container shipping," said APL President Eng Aik Meng. "While we're pleased with our performance in 2010, we won't be satisfied until we're 100% on-time." APL's accounting of 2010 reliability, following a mid-year report last August, is being made available this week. It's visible at the carrier's website: www.apl.com. The report measures reliability on the five Asia-to-U.S. West Coast services operated exclusively by APL vessels. The trade lane is watched closely as a barometer of global trade since it connects North American consumer markets with Asian manufacturing centers. APL considers vessels on-time if they arrive within four hours of their scheduled arrival. Most carriers measure reliability on arrival windows that range from 12-to-24 hours. **Source: APL**

Newbuilding Bulker under Construction Will Be 1st Ship to Use Silicon

Mitsui O.S.K. Lines, Ltd. announced the first use of a new silicon-based anti-fouling paint for a 38,000-class bulker now under construction at the Minaminippon Shipbuilding Co., Ltd. Shitanoe Works (Usuki-shi, Oita Prefecture). When completed, the new vessel will sail under a long-term charter with Doun Kisen Co., Ltd. (Namikata-cho, Ehime Prefecture). This new fluoropolymer foul release (*1) coating, called "Intersleek900," was developed by International Paint Ltd. Intersleek900 silicon-based anti-fouling paint offers the following advantages:

- (1) Fouling is easy to remove thanks to superior smoothness because the paint reduces surface roughness. This is different from normal self-polishing type paints work by gradually transferring of the paint containing the antifouling agent (*2).
- (2) Improved water repellency makes it more difficult for marine organisms to adhere to the hull.
- (3) Intersleek900 is more environmentally friendly because it does not contain anti-fouling agents such as cuprous oxide (*3).
- (4) Reduced coefficient of friction underwater is expected to reduce fuel consumption by 6%, with a corresponding cut in CO2 emissions.

- (5) There is no need to repaint every time the vessel is in dry-dock. This reduces paint consumption and saves labor.

MOL has promoted the Senpaku ISHIN project (*4) as one of its environmental strategies in the midterm management plan GEAR UP! MOL. The company has taken a proactive approach to introduction of various technologies that contribute to reduction of the environmental burden.

The newbuilding bulker is slated for launching on February 25, and will be completed in early May. Based on a performance comparison between the new ship and a similar vessel completed in February that uses conventional anti-fouling paint, MOL will decide whether to proceed with a full-scale adoption of Intersleek900.

1. Foul release

A function that causes living organisms to detach under their own weight even they adhere to the coated film.

2. Anti-fouling agent

Organic tin, cuprous oxide, etc. The anti-fouling paint exudes the anti-fouling agent from the paint surface in seawater to prevent organisms from adhering to the paint surface.

3. Cuprous oxide

Cuprous oxide has been used as an anti-fouling agent. Its contamination effect is lower than organic tin, but concerns have been increasing over its long-term impact on the marine environment.

4. Senpaku ISHIN project

The next-generation vessel project announced from September 2009 to October 2010. It includes initiatives that will make significant contributions to environmental protection as quickly as possible by reducing CO2 emissions using practical, currently available technologies. **Source: Mitsui O.S.K. Lines**

Hanjin Heavy cancels \$101m boxship contract

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

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 : PortNews**

Hyundai wins \$4bn orders in January

Hyundai Heavy Industries (HHI) announced that it has achieved KRW2.179trn (US\$1.932bn) revenue with 19.8% growth than a year before and US\$3.959bn new orders for January, Seatrade-asia reports. For the new orders, \$2.053bn for shipbuilding, \$865m for offshore & engineering, \$347m for engine & machinery, \$300m for construction equipment, \$253m for electro electric systems, \$100m for industrial plant & engineering and \$41m for green energy.

Source : PortNews

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Nevsky Shipyard secures newbuilds orders for the next 3 years

Shlisselburg-based Nevsky Shipyard (Leningrad region) has formed its portfolio of orders of about RUB 7 billion for the next 3 years, the shipbuilding firm's press office reports quoting General Director Vladimir Bazhenov.

According to Vladimir Bazhenov, Nevsky Shipyard has set to implement regular contracts. "So far, the enterprise had to be content with one-time orders or ship repair contracts, there were irregularities. We were building barges, a floating restaurant, a helipad. Those were diverse orders, and each order led to large adjustment costs," Mr. Bazhenov added. "Now we are focused on the newbuilding series. This allows the company to optimize costs and gain profitability, improve efficiency," said Vladimir Bazhenov.

Nevsky Shipyard LLC, a subsidiary of JSC North-Western Shipping Company (part of UCL Holding), is located 40 km from Saint-Petersburg in Schlisselburg on the left bank of the Neva River. Nevsky Shipyard is one of the oldest enterprises of water transport of Russia's the North-West. The company has been engaged in shipbuilding since 1952. NS builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight up to 2500 tons. Source : PortNews

EU invests EUR 24.8 million in ports of Gothenburg, Århus and Tallinn

The ports in Gothenburg, Århus and Tallinn have received EUR 24.8 million in EU support. A joint project has been set up with the aim of improving sea transport throughout the whole of the Baltic region. The investment in the Port of Gothenburg amounts to EUR 11.5 million and will be used to eliminate bottlenecks in the infrastructure.

The EU Commission has awarded grants within the framework of the Trans-European Transport Network (TEN-T). The purpose is to support transport solutions that promote growth in industry in Europe, generate environmental benefits and facilitate the flow of freight.

The ports in Gothenburg, Århus and Tallinn will now receive EUR 24.8 million in funding for a collaborative venture that will ensure cost-effective and environmentally smart sea transport for industry in Scandinavia and the Baltic region. In brief, the model has been designed in a way that the Port of Århus and the Port of Gothenburg will be reinforced as transshipment ports for the whole region. Both ports would become hubs for transport to and from Asia. A great deal of the transshipment that currently takes place at the large continental ports can take place here instead. Collaboration with other ports in the Baltic region will be intensified.

The model offers significant benefits. By viewing the whole of Scandinavia and the Baltic region as one single market, it will be of greater interest to shipping companies to have direct routes from here. Pressure on the large ports on the continent, such as Hamburg and Rotterdam, would be relieved and more freight transport can be switched from land to sea with resulting environmental benefits.

The EU funding will be used to eliminate bottlenecks in the port infrastructure, to improve the flow of information and for security systems. For the Port of Gothenburg the EUR 11.5 million that has been allocated will be used to improve road and rail links, a project that will be run together with the Swedish Transport Administration, the Port of Gothenburg and the Skandia Container Terminal.

The City of Gothenburg and the Port of Gothenburg have worked with the Swedish government to secure funding for the project. "For the City of Gothenburg, with its extensive maritime tradition and as the largest port in Scandinavia, the project is a mark of our importance as a maritime centre for the whole of the Baltic region. We are looking forward to close, intense collaboration with other port cities throughout Europe and the continued development of the Port of Gothenburg as a Baltic hub. The project is also an indication of the importance of the City of Gothenburg being strongly represented in Brussels," states Annelie Hulthén, chairwoman, Gothenburg Municipal Executive Committee.

Source : PortNews

Nordic Tankers acquires partner

Nordic Tankers has completed the acquisition of the remaining part of Nordic Seaarland Tankers B.V. from its joint venture partner Marco Polo Seatrade B.V. "The acquisition marks a continuation of Nordic Tankers' focus on profitable growth, and reflects our belief that the current historical low freight markets will improve over the coming years" said Nordic Tankers CEO Tommy Thomsen.

The acquired shares represent an ownership interest equivalent to 1½ Handysize Product Tanker, and the acquisition increases Nordic Tankers' total ownership of Product Tankers from 4½ vessels up to 6 fully owned vessels, namely 5 Handysize vessels of 37,000 dwt and one LR1 vessel of 73,000 dwt.

Since 2006 Nordic Tankers and its partner have jointly owned the 5 Handysize Product Tanker vessels through the company Nordic Seaarland Tankers B.V., of which Nordic Tankers owned a total of 3½ vessels (one vessel 100% and between 50% and 75% of the four other vessels). Nordic Tankers now acquires two 25% stakes and two 50% stakes and thus now owns all 5 vessels fully.

All 5 vessels will continue to be employed in the Maersk Handytankers Pool. The purchase price is partly settled through an assumption of bank debt related to the vessels and partly through an earn-out mechanism related to the future earnings and sales proceeds. Source : PortNews

Tuapse port acquires 2 tugs from Damen Shipyards

Tuapse Commercial Sea Port (TMTP) has purchased 2 new tugboats worth RUB 322 million from the Dutch Damen Shipyards Gorinchem, the company's press service reports. The construction of the fully automated tugs vessels **Daedalus** and **Agoi** has been completed. The vessels are scheduled for delivery in the early summer of 2011.

Tuapse Commercial Sea Port JSC, founded in 1994, is the main stevedore company operating at one of the largest ports in Russia - the port of Tuapse. The major shareholder of TMTP (65.06%) is Universal Cargo Logistics Holding BV (UCL Holding). Damen Group's Damen Shipyards Gorinchem specializes in the construction of tugs, workboats, patrol craft, cargo vessels, dredgers, mega yachts and fast ferries. The two companies have been cooperating since 2000. The Dutch firm has build for TMTP the tugs Achilles and Atlas, the oil skimmer **Vega** and the workboat **Agate**. All of them are now operating at the port. Source : PortNews

MARITIME ARTIST CORNER



Painting of the **ROCKWATER 1** – Painting : Rob Andrew - www.robandrew.co.uk (c)

OLDIE – FROM THE SHOEBOX



Above seen the 1955 built **VAN NOORT** of the KPM and sailing under the "Combinatie" for the Royal Interocean Lines (KJCPL) while at anchor at Singapore. The "**Van Noort**" was employed under the S.E. Asia (Sabah- Thailand–Sarawak- Malaysia-Singapore) - Fiji – New Zealand – Australia service, with a round trip of about 3 months. The above photo was taken begin 1964, when **Dick den Brinker** was 3rd officer on board the "**VAN NOORT**", the freighter was sold in 1969 for further trading and sold to the breakers in Shanghai in 1984. Photo : **Captain Dick den Brinker** (c)

.... PHOTO OF THE DAY



The **KRISTIN D** seen moored alongside the **GODAFOSS** – Photo : Cor Wolthuis (c)

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