



Sailors' Society Asian Challenge

London Offshore Consultants (LOC) has entered one team into the Sailors' Society Asian Challenge. Without your donation the Sailors' Society would not be able to function and sustain the essential work. Please read more and donate now at: <http://www.justgiving.com/LOC-Singapore>



Number 065 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 06-03-2011**

News reports received from readers and Internet News articles copied from various news sites.

| | | | |
|---------------------------------------|--------------------------------|---|--|
| stevedoring & warehousing | |  <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p> | |
| SHORECRANES UP TO 208 M / TONS | | | |
| rhb | E-MAIL office@rhb.nl | | TELEPHONE +31(0)10 429 94 33 |
| | WEB www.rhb.nl | | Rotterdam Portnumber 2157 |



The CHIKUMA REEFER seen arriving at Southampton on 2nd March from Las Palmas. She departed later the same day for Rotterdam.

Photo : Chris Brooks - www.ShipFoto.co.uk

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



TENDERSERVICE MAASMOND

De "maritime dienstverlener voor het Rotterdamse haven- en ankergebied

De "koeriersdienst" over water
Goederen/personen snel op plaats van bestemming.
Flexibele dienstverlening 24/7.
Specialist in tenderdienstverlening.
Thuis in het vaargebied, 40 mijl rondom Hoek van Holland.
Gecertificeerde vaartuigen met bevoegde bemanning.
Gunstige tarieven.

Tenderservice Maasmond B.V.
Drijver 63
3144 GD Maassluis
Tel: 0623171715
info@tenderservicemaasmond.nl
www.tenderservicemaasmond.nl



The **NORD MARINER** seen outward from Rotterdam passing Maassluis – Photo : Marijn van Hoorn ©

Philippines files protest with China over ship spat

The Philippines on Friday filed a protest with China after two Chinese patrol vessels allegedly harassed a Filipino oil exploration team near a disputed South China Sea area. Philippine President Benigno Aquino III said a Filipino expert on the dispute in the South China Sea was also headed to Beijing to discuss Wednesday's incident at the Reed Bank Basin.

'The Department of Foreign Affairs went to the charge d'affaires of the Chinese embassy and we handed them a protest on the incident,' he said. The Philippine military said the Chinese boats approached the vessel of a Department of Energy oil exploration team and told them to leave because the area was Chinese territory. The Chinese patrol boats left when the Philippine military dispatched a Navy Islander light aircraft and an OV-10 bomber to the basin, 250 kilometres west of Palawan province.

Aquino said a coast guard vessel was deployed to assist the Philippine-contracted survey ship and to ensure that the team finished its job. 'The coast guard ship will ensure that our rights are protected by making sure that this survey team is able to finish its job,' he said. The Philippine Navy has also dispatched additional patrol ships to its base in Palawan to augment its forces in the area since the incident, the navy's chief, Rear Admiral Alexander Pama, said.

Pama declined to say how many patrol ships were added but said, 'We will take care of the area because that's ours.'

Chinese embassy spokesman Sun Yi insisted that the Reed Bank was within Chinese territory. 'Ever since ancient times, China has indisputable sovereignty over Nansha Islands and their adjacent waters,' he said, using the Chinese name for the disputed Spratly Islands.

Sun added that China was 'committed to maintaining peace and stability in the South China Sea.' The Reed Bank is near the disputed islands, which straddle key shipping lanes in the South China Sea and are believed to be rich in oil, marine and mineral resources. The Spratlys are claimed in whole or in part by China, the Philippines, Taiwan, Brunei, Malaysia and Vietnam.

In November 2002, the claimant countries signed an agreement to refrain from taking steps that could trigger conflict among them and to hold consultations on possible joint ventures. In the past, disputes have erupted between the claimants over such incidents as Vietnamese troops shooting at a Philippine plane and the construction of concrete buildings by China on a shoal. **Source : monsterandcritics**



Above seen the **Silver Spirit** during his first call in Sydney - **Photo : Camiel Sleyden ©**

IMO accepteert Nederlandse bewustwordingscursus als model voor internationale training van zeevarenden

Op 27 januari 2011 heeft de Internationale Maritieme Organisatie (IMO) de door Nederland ingediende cursus 'marine environmental awareness' geaccepteerd als internationale standaard (model cursus). Hiermee worden aandacht voor

het zeemilieu, kennis over de effecten van de scheepvaart en bewustwording van de persoonlijke rol van zeevarenden een structureel en herkenbaar onderdeel van de opleiding van maritiem officieren. In juni 2010 heeft de IMO de herziening van de STCW Code afgerond. In deze herziene code staan de trainingseisen voor zeevarenden beschreven en wordt aandacht besteed aan kennis en bewustwording van zeevarenden. De IMO vergadering van deze week was onder andere bedoeld om de consequenties van de aanpassingen in de STCW Code te bespreken.

In Nederland wordt al sinds 1999 marine awareness training gegeven aan de studenten van zeevaartscholen. De cursussen worden verzorgd door stichting ProSea, in samenwerking met het Ministerie van Infrastructuur en Milieu, de Koninklijke Vereniging van Nederlandse Reders (KVNR) en stichting De Noordzee. Stichting ProSea is een non-profit organisatie gespecialiseerd in educatie aan professionals die op zee werken. ProSea heeft ruime ervaring met cursussen voor de Nederlandse visserijsector, zeevaartscholen in Nederland, Zweden en Denemarken en programma's voor scheepvaartbedrijven in Engeland, Griekenland en Koeweit. In opdracht van het Ministerie van Infrastructuur en Milieu heeft ProSea de model course 'marine environmental awareness' ontwikkeld en uitgetest in Nederland en de Filipijnen. Het resultaat is een uitgewerkte tweedaagse cursus, waarin op een inter-actieve manier gewerkt wordt aan het betrekken van zeevarenden bij het streven naar een duurzame scheepvaart. De modelcursus is deze week door de Nederlandse delegatie met succes bij de IMO ingediend. Hiermee wordt de aandacht voor kennis en bewustwording in de STCW Code concreet vormgegeven. Aansluitend op deze modelcursus bespreekt ProSea met de Nederlandse zeevaartscholen hoe marine environmental awareness structureel onderdeel van het programma kan worden. In samenwerking met Q-shipping en de KVNR wordt de komende maanden via workshops aandacht besteed aan het inbedden van marine environmental awareness in management-systemen van rederijen.

Meer informatie: Stichting ProSea, directeur Erik Bogaard - erik@prosea.info , tel. 06-5324 2269



**steelwire & synthetic ropes
lifting, hoisting & towing equipment**

endenburg

Visit address : Nijverheidstraat 4-6 2802 AL GOUDA The Netherlands
Mail address : P.O. Box 252 2800 AG GOUDA The Netherlands

T +31 [0]182 51 55 44 **F** +31 [0]182 51 79 00
E info@endenburg.com **I** www.endenburg.com

Broström initiates new tanker cooperation

Maersk Tankers-owned Broström has initiated a new tanker cooperation with the Swedish owners Erik Thun AB, Rederi AB Gotland and Wisby Tankers AB to strengthen its 5,000–10,000 DWT segment portfolio. Last year Broström took over the commercial management of three vessels. The Swedish-based tanker operator will add further four vessels in the period March–April: **Med Baltic**, 8,269 DWT, **Wisby Wave**, 7,478 DWT, **Red Teal**, 6,874 DWT and **Alice**, 6,843 DWT. Broström will thereby run a fleet of 18 tankers in the smaller segment in Europe. "We are doing this to provide our customers further flexibility, reliability and quality performance. These vessels are fitting into our commercial strategy for this segment", says Robert Ugglä, CEO of Broström, to Shipgaz.

Over the last year, Broström has also expanded its commercial offerings in the intermediate product tanker markets with Tärntank Rederi AB and Harren & Partner Ship Management GmbH & Co joining Broström's TCSA pool. Many tanker operators faced harsh market conditions in 2009 and 2010 due to over capacity and low rates. Broström's owner Maersk Tankers is one of the struggling owners. The company posted a USD 118 million loss last year.

"Maersk Tankers operates under very difficult market conditions and freight rates are below break-even for most segments at the beginning of 2011", the company stated in the 2010 report. Broström's smaller tanker segment is yet profitable, according to Robert Ugglä. However, he is reluctant to speculate too much about the 2011 market

conditions, but admits the times are challenging. "There's an existing instability in the market, making it hard to give any predictions at all." Source : ShipGaz

Geen bollende zeilen

Door : Els Kroon



Managers en medewerkers van de lokale **Maduro & Curielsbank (MCB)** trakteerden de Curacaose pers voor de derde keer in vijf jaar op een vaartochtje op de 10 jaar oude Clipper **Stad Amsterdam** als waardering voor hun werk.



Eenmaal aan boord ging het vaarfeest echter niet door omdat een eeuwenoude wet bepaalt dat een buitenlands schip uit concurrentieoverwegingen geen lokale passagiers mag vervoeren. Lokale touroperators hadden de bevoegde instanties daarop attent gemaakt. Daarop werd aan de Curacaose minister van financiën om uitleg gevraagd. Deze beloofde te werken aan de aanpassing van de wet. Ondertussen lieten de

mediamedewerkers zich door de tegenvaller niet uit het veld slaan en vierden hun bijeenkomst op het stilliggende schip aan de kade van de Kleine Werf. De pret was er niet minder om, en de cruiseschepen, die wel mochten uitvaren werden vrolijk uitgezwaaid.



Greek tanker wards off pirates attack in the Indian Ocean

The crew of the Greek-flagged tanker **Aegea** fended off a group of pirates who assaulted the merchant ship in the Indian Ocean, RIA Novosti reports. None of the crew members was injured. According to the Greece Coast Guard, the 239-m long tanker was unloaded en route from the Suez Canal to India when attacked 300 miles off the coast of Oman. The tanker was assaulted twice by 8 pirates from a 30-m fishing boat. The attackers opened assault rifles fire and fired three RPG shots. The Greek ship successfully escaped using maneuvers and other measures.

The tanker has a mixed crew of 27, 12 Filipinos, 10 Greeks, a Romania and Ukraine nationals, and 3 Britons of the ship security. The shipowner has reported the incident to the Greek authorities and the EUNAVFOR's mission. **Source :** PortNews

AIS aan boord van s.s. FURIE



Zaterdag 19februari was een bijzondere dag voor de Stichting Hollands Glorie, eigenaar van het s.s. **FURIE**. De heer **Luuk Vroombout** (r), directeur van **Alphatron Marine bv**, overhandigde kapitein **Frans Verbrugge** (l) een volledig goedgekeurde AIS (Automatic Identification System) voor gebruik op zee als op de binnenwateren. Met deze schenking is de **FURIE** uitgerust met een ultramodern herkenningsstelsel dat ook in de luchtvaart wordt gebruikt.

Alle schepen in de omgeving van de **FURIE** kunnen op hun radarscherm of elektronische kaart zien dat de stoomzeesleper in de buurt is. Verder kan men zien hoeveel personen er aan boord zijn en wat de koers en snelheid is. Naar verwachting zal het installeren van een AIS voor

alle schepen verplicht worden gesteld en dan voldoet de **FURIE**, als één van de oudste schepen van ons land en als één van de eerste van de varende monumenten, aan deze eis. **Foto : Jan Steehouwer ©**



The **CMA CGM ALASKA** seen for the first time in Zeebrugge – **Photo : Olivier Crousel ©**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

Marineschip en Kustwacht redden drie bemanningsleden zinkend zeilschip

Tijdens een van haar patrouilles voor de Kustwacht Caribisch Gebied heeft [Hr.Ms. Rotterdam](#) in samenwerking met de Superrhib van de Kustwacht woensdagavond een in nood verkerend zeilschip en drie opvarenden in veiligheid gebracht.



Omstreeks 20:00 uur ontving het marineschip een noodsignaal van het zeilschip 'Four Devils' dat onder de vlag van de British Virgin Islands in de buurt van Sint Kitts voer en om onduidelijke redenen water maakte. De Lynx boordhelikopter van het marineschip en de Superrhib van de Kustwacht Caribisch Gebied zijn direct ingezet. [Hr.Ms. Rotterdam](#) was snel ter plekke en wist met behulp van de Rhib van het marineschip de drie bemanningsleden van boord te halen en in veiligheid te brengen.

In veiligheid

De drie opvarenden zijn aan boord van de Rotterdam opgevangen. De volgende dag zijn ze afgezet op het eiland St. Barths. Ondanks een reddingspoging door het technische personeel van de Rotterdam en in aanwezigheid van de Superrhib van de Kustwacht, is het zeiljacht gezonken. "De gehele operatie verliep vlekkeloos en de drie opvarenden zijn snel in veiligheid gebracht", aldus de commandant van [Hr.Ms. Rotterdam](#), kapitein-ter-zee Peter van den Berg, na de reddingsoperatie.

Redden mensenlevens

[Hr.Ms. Rotterdam](#) is het amfibisch transportschip van de Koninklijke Marine en voert op het moment kustwachttaken uit in het Caribische gebied. Het redden van mensenlevens op zee is een van de kustwachttaken van het schip dat sinds 11 februari voor de Commandant der Zeemacht in het Caribisch Gebied en de Kustwacht vaart. Het schip vaart nu rond met ongeveer 250 bemanningsleden samen met een Kustwacht detachement, boordvliegtuigploeg en de tweede Bootcompagnie van het Korps Mariniers.

An advertisement for MULTRASHIP TOWAGE & SALVAGE. It features a white tugboat with the number 16 on its side, sailing on a blue sea. The background is a yellow and blue geometric design. The company logo is in the top left, and contact information is at the bottom.

MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com info@multraship.com

NAVY NEWS



ROKS "**CHOI YOUNG**" DDH 981, seen arriving in Malta from Libya with more then 30 Korean citizens evacuees
Below **HMS York**, seen arriving in Malta with 45 evacuees from Libya. – **Photo's : Gejtu Spiteri ©**



Scrapping HMS Cumberland 'will save £60m'

Scrapping a Plymouth-based Royal Navy ship which has been rescuing people from Libya will save about £60m a year, the government has said. **HMS Cumberland** was on its way back to Britain to be decommissioned when it was diverted to the Mediterranean.

The Type 22 frigate, which costs £16m a year to run, docked in Benghazi to rescue Britons and other nationals. Junior Defence Minister Peter Luff told MPs scrapping **Cumberland** and its three sister ships would save £240m in total.

Mr Luff, who was answering written Parliamentary questions from Shadow Defence Secretary Jim Murphy, said the savings included overheads and other costs relating to the operation of a class of ship. He said: "Therefore, the precise savings arising from the withdrawal of an individual ship are not separately identifiable. "The total savings from withdrawing all four ships are estimated at some £240m across the comprehensive spending review period."

However, Mr Luff was unable to say how much it would cost to maintain the **Cumberland** after she was decommissioned. About 50 British people and 150 foreign nationals were taken to Malta on **HMS Cumberland** in its evacuation effort from Libya. An 18-month refit of the 148m long vessel, which has a crew of 260, was completed in 2008.

French warship joins the EUNAVFOR forces

Commanded by Commander Dard, the **FS NIVOSE** and its trained crew have joined the ATALANTA operation, EUNAVFOR press release said. The warship is equipped with extensive self defense measures and is equipped with a Panther helicopter.

As a flexible warship, **FS NIVOSE** is perfectly adapted to counter-piracy missions and will improve the capability of EUNAVFOR. **F-732 NIVOSE** has a length of 94m, displacement - 2.600 tons, 102 crew members, including 14 officers. She has been commissioned for service in the French Navy since 1992. Source: eunavfor.eu

Navies order Rheinmetall decoy system

Germany's Rheinmetall Defense says three navies have ordered its MASS decoy system for protecting frigates, corvettes and other ships. The orders -- from Peru, Finland and Germany -- are worth a total of about \$21.5 million.



The Peruvian Lupu class frigate **51 CARVAJAL** seen off Callao Naval Base in Peru – Photo : Piet Sinke ©

Peru's initial order, part of a modernization program for its LUPO-class frigates, will equip two ships with the company's Multi Ammunition Softkill System. The contract includes an option for equipping two more frigates of this

class within the next two years. The German navy awarded Rheinmetall with another follow-on order for equipping its minesweepers with MASS.

Following immediate retrofitting in 2008 of two counter-mine vessels in response to an urgent operational requirement, two more vessels of the same class were equipped with MASS in 2009. Under the current order, two more counter-mine vessels will be equipped with a MASS two-launcher configuration with integrated detection unit.

Rheinmetall will retrofit six RAUMA-class missile boats for the Finnish navy. MASS protects ships using advanced, sensor-guided missiles on the high seas and coastal waters -- as well as from asymmetric, terrorist-type threats -- by firing decoy rounds that lure incoming projectiles away from the intended target. **Source : [upi.com](#)**

Sweden discovers sunken submarine off Gotland

The Swedes have discovered a sunken submarine at the bottom of the Baltic Sea, south of the island of Gotland. According to the Swedish Armed Forces, the wreck was actually found in connection with a dive by marine researchers as long ago as in 2009, but the discovery was made public only now.

According to Swedish Radio, the Armed Forces first believed the wreckage to be one of the wartime U-boats sunk by the Soviet Union that the Swedish Navy had already mapped out previously. Recently it was realised, however, that the wreck in question is previously unknown and dates from the time of the Cold War.

The Swedes famously hunted Soviet subs in their waters with little material success apart from the embarrassing case of S-363, a Whiskey-class Soviet submarine that ran aground close to the Swedish naval base of Karlskrona in October 1981, but now the Swedish Navy suspects that the vessel may be another such Soviet sub, possibly one that sank while being towed. According to retired General Bengt Gustafsson, the former Commander of the Swedish Defence Forces, the Navy chased Soviet submarines in waters around Utö back in 1980, and the sunken vessel could be a Soviet submarine that was hit by depth charges back then **Source : [Helsingin Sanomat](#)**

SHIPYARD NEWS



Strategic Marine to build work barge

Perth, Australia-based shipbuilding company Strategic Marine has won a contract to supply a 27m work barge to service the energy and resources sector in Western Australia's northwest.

The vessel, being built for Karratha business Offshore Plant Hire, will be based in the Port of Dampier and be chartered to marine operations company Bhagwan Marine. It will service the areas around Dampier, Onslow and Barrow Island and be used primarily for port upgrades, construction support, mooring maintenance and shallow water dive operations. **Source : [Offshore Shipping Online](#)**



Spotted during technical trials an Damen 3213 **YN 513016**, outside at the Haiphong river. –
Photo : Jop N. Roggeveen ©

ROUTE, PORTS & SERVICES

| | |
|--|---|
|  | <p>Whatever the ship. Wherever delivered.</p> <p>The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.</p> <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p> |
|--|---|

CAPT DIRK VAN WOLVEREN TO RETIRE



Today is the last operational day for Capt **Dirk van Wolveren**, at present one of the master driving the **SMIT PANTHER** in Rotterdam-Europoort, after nearly 50 years working for SMIT Dirk will retire soon, On behalf of all readers I like to wish Dirk good luck in the future and enjoy your retirement **Photo : Harry van den Berg ©**

Demonstratievaren

Port Project Services



**Saturday
March 19 2011
sailing demonstration
Port Project Services**



Port Project Services exists of:

- Randstad Nederland: temporarily personnel,
- Vipre: road transport for employees,
- Koninklijke Doeksen Transportgroep/Aqualiner: water transport for passengers,
- United Homes: temporarily housing, offices, cleaning and catering.

The service providers in personnel, housing and transport on the Maasvlakte 1 and Maasvlakte 2.



Port Project Services (PPS)

Het centrale aanspreekpunt voor bedrijven met vragen over het vinden van tijdelijk personeel, huisvesting en vervoer. Afgelopen jaar heeft PPS zich aan u voorgesteld. De huisvesting en het leveren van tijdelijke werknemers en het busvervoer op en naar de Maasvlakte is reeds gestart. Dit jaar gaat het vervoer over

water van start. PPS nodigt u uit om de keten van dienstverlening te beleven. U kunt meemaken met welk gemak de overstap van het busvervoer van Vipre naar de Waterbus van Aqualiner plaatsvindt. Ook kunt u zelf ondervinden hoe snel u op en van de Maasvlakte af bent als u over het water gaat. Dit laatste is natuurlijk zeer interessant met het oog op de toekomst; in de komende tijd zullen er 8.000 tijdelijke arbeidskrachten werken op de Maasvlakte 1 en 2. En dat terwijl de voornaamste toegangsweg tot de Maasvlakte, A15/N15 de komende jaren aanzienlijk op de schop gaat. Ook de economische groei zal er voor zorgen dat het verkeer op de A15/N15 toeneemt. PPS heeft de totaaloplossing en biedt uitkomst.

Bent u benieuwd naar wat Port Project Services voor u kan betekenen? Vaar dan mee op 19 maart aanstaande. Tijdens de vaartocht wordt er uiteraard voor een hapje en een drankje gezorgd en kunt u kennismaken met alle gasten. Bovendien is er een bijzondere gastspreker die u veel kan vertellen over de ontwikkelingen op de Maasvlakte.

Programma:

Het gehele programma vindt plaats aan boord van de Waterbus van Aqualiner. Deze uitnodiging geldt voor zowel genodigden als hun relaties.

- 10.45 uur: Opstappen Vlaardingen aan de Maasboulevard
- 11.00 uur: Afvaart en verwelkoming gasten Vlaardingen
- 11.45 uur: Aankomst en opstappen Maasvlakte in de Yangtzehaven
- 12.00 uur: Afvaart en verwelkoming gasten Maasvlakte
- 12.15 uur: Gastspreker en rondvaart Maasvlakte
- 13.00 uur: Vertrek richting Vlaardingen
- 13.45 uur: Afscheid gasten Vlaardingen
- 14.00 uur: Vertrek richting Maasvlakte
- 14.45 uur: Afscheid gasten Maasvlakte

U heeft de keuze om in Vlaardingen of op de Maasvlakte aan en van boord te gaan. Mocht u gebruik willen maken van het openbaar vervoer, dan haalt Vipre u met een bus op bij treinstation Vlaardingen Centrum of busstation Brielle. De bus vertrekt om 10.30 vanaf treinstation Vlaardingen Centrum en om 11.15 vanaf busstation Brielle. Uiteraard brengt de bus u 's middags ook weer terug naar het station.

Vriendelijk verzoek om voor 7 maart per mail via info@portprojectservices.nl aan te geven of en met hoeveel relaties u komt, of u bij Vlaardingen dan wel de Maasvlakte aan boord komt en of u gebruik wenst te maken van de bus vanaf de stations. Er zijn een beperkt aantal plaatsen aanwezig, wees dus op tijd met aanmelden.



Deze samenwerking wordt ondersteund door De Port of Rotterdam en De Verkeersonderneming

The service providers in personnel, housing and transport on the Maasvlakte 1 and Maasvlakte 2.

Former Danish ferry Spektrum now in Oslo

The former Danish car ferry **Broen** (with the artist name **Spektrum**) has arrived at its first visit ever to Oslo and will stay for several months in the Norwegian capital, as part of a new concept. The vessel is now a floating amusement hall with discotheque, playrooms and restaurants. The ferry had the same role alongside in Århus for more than a decade, but a new group of owners decided to move around in Scandinavia instead. The ferry is not capable of sailing under its own power as it has not been in service since 1992, thus is towed around.

During the voyage from Thisted, where the vessel has been through a four-month refurbishment, to Oslo it was Svendborg Bugser's Egesund and Baltsund that towed the ferry. The **Broen** was delivered in 1952 from Frederikshavn Værft & Tørdok to Danish State Railways and was intended to be the last ferry newbuilding to the Great Belt crossing.

Source : ShipGaz

Energy Tianjin Port in talks to set up LNG base

Tianjin Port (Group) Co is negotiating with China National Offshore Oil Corp to establish a liquefied natural gas (LNG) terminal in the port to quench the gas shortage in northern China, a top port official said on Thursday. "The project will include an LNG dock and receiving station that can handle 3 million tons of LNG imported from the Middle East," Yu Rumin, chairman of Tianjin Port, the country's third-biggest port by cargo throughput, told China Daily in an exclusive interview.

The project aims to help boost the supply of the fuel, particularly in Beijing and Tianjin, Yu said. He hopes that the project will become an additional growth engine for the port at Tianjin, 120 km southeast of Beijing. The country's natural gas apparent demand grew by 15.9 percent from a year earlier to 11.4 billion cubic meters in January.

The apparent demand includes domestic production and imports, but excludes exports. Tianjin Port reached a cargo throughput of 413 million tons in 2010, an 8.4 percent increase over the previous year. Its container capacity hit 10.8 million twenty-foot equivalent units (TEU) in the same period.

"We aim to further expand our capacity in the 12th Five-Year Plan (2011-2015) to handle 550 million tons of cargo and 190 million TEU of containers," said Yu. In addition, to be in line with the shift of the country's trade flows, Tianjin Port will focus on expanding its international lines to South America, Africa and Southeast Asia, the major destinations for Chinese firms' overseas expansion.

Tianjin Port has already opened international lines linking North America, Europe and Australia. "Our country's trade volume may not have robust growth with such industrialized areas and countries; we have to explore more international lines out of these areas," said Yu. He also said that Tianjin Port is in talks with several large domestic companies that have an overseas presence to build up or operate ports overseas. Source : China Daily

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

After bulk, Pipavav port sets sights on container and liquid cargo

Gujarat Pipavav Port Ltd, India's first private port, reported its first net profit in the latest December quarter. Prakash Tulsiani, managing director, spoke to DNA on this turnaround story, company strategies and the Indian port scenario. Excerpts from the interview:

With first net profit of Rs11 crore last quarter, how has the turnaround been?

We started commercial operations in 2009, till then we were in the project phase. In 2009, when container volumes across the world and in India were then falling due to recession, we gained by around 65%. This was mainly because of the value proposition we were offering— reduction in cost in the form of lesser road/ rail transportation, deeper draft, faster turnaround time and better evacuation facilities. In 2009-10, we again grew by around 45% over 2009. Then, IPO funds in September 2010 helped us repay some debt. This helped us reduce our debt costs and immediately we turned profitable.

You have reduced your cost of debt from 13.5% to 11%. How do you plan to manage it further?

We have a reset date in June this year. The interest costs are going up and in June we would have to negotiate on those lines. Until then, we will not be affected with the recent increase in rates. Our debt is in the range of `765 crore. The repayment would start only in 2012 and this would happen in a step method, wherein we are required to repay a smaller amount in the first year, which will increase in the subsequent years. This has been spread over 10 to 12 years.

What would be the growth strategy hereon?

Our focus is to grow higher than the market. Typically, trade volumes grow at twice the GDP growth rate. This year the GDP is expected to grow 8-8.5% and we are looking at 16-17% trade growth. Asia has been growing, but what is helping us is the growth in the US and other such markets.

How much have strategies like tie-ups with Maersk Line and other shipping lines for Gujarat bound cargo to Pipavav have helped?

This has been a strategy followed traditionally by all shipping lines and ports of signing contracts for a given period of time. Maersk contributes to almost 50% of the container cargo that comes to Pipavav. However, we have seen a tremendous growth in the number of other shipping lines last year. We gained eight new shipping lines last year. This composition is bound to change as we grow on the volumes side. We are open to growth. Our objective is to bring in more volumes — Maersk and non-Maersk both will do.

What would be Pipavav's distinct advantage when Gujarat Maritime Board (GMB) seems keen to boost its port capacity with proposals for new ports?

On the bulk side, GMB has a very aggressive plan. With an investor-friendly government, surely we would see new bulk ports — most of it captive. Currently, there are very few container ports, yet there would be more ports coming up on the bulk side for two reasons- the region's captive bulk cargo requirement and second container ports are more capital intensive. The existent container ports would remain, in addition there might be a couple of new ones coming, but these will also start with bulk volumes.

What happens if these captive turn commercial over a period of time?

The company's strategy has been to create capacity for and deal with volumes that are captive to us and non-contestable by anybody else because they are in the range of 100- 250 kms from the port. The cost would increase for these clients if they move to other ports in the region. Videocon, Torrent Power, and Patel Engineering are amongst these setting up power plants in proximity of the port.

Where would be the focus on—container, bulk and liquid cargo? What are your expansion plans in these segments?

In the bulk segment, we have reached approximately 80% of capacity, our focus is to maintain these volumes and grow with the captive volumes that we will have. The container segment is where we will continue to look at higher growth. The focus is on all three segments, but container and liquid are the two segments where the capacity is available. By June 2011, our container capacity would have increase from 0.6 million twenty foot equivalent units (TEUs) to around 0.85 million TEUs. For the long-term expansion, we would monitor the market, talk to our clients and then plan accordingly. In the liquid cargo segment, we have signed up with Aegis Logistics and Gulf Petroleum to set up tank farms at port's leased land and these should be set up in 10-12 months.

How has Maharashtra shaped up in the Indian port scenario?

Maharashtra has had the first-mover advantage in ports and has been doing well. Maharashtra is still doing good, but Gujarat is doing better. Mumbai continues to enjoy the prime spot for commercial operations, which the ports in this city also enjoy.

Mumbai ports will now focus on the captive volumes that are generated in this region. They can no more focus on the North bound cargo that they were doing earlier. All of the North bound volumes have been taken over by Gujarat. In fact, even volumes from central states like Madhya Pradesh has also been taken over by Gujarat though it is almost the same distance from both two states. With capacity issues at Mumbai, there would be a shift of clientele for North bound cargo to Gujarat, while those for Maharashtra would remain with Mumbai ports. Source : DnaIndia



Above seen the **Borealis** with recently installed 5000 mt HLMC seen moored at the Sembawang Shipyard Singapore for outfitting. The photo has been taken from the bridge of the '**Happy Buccaneer**'. Photo : Wim Ooms ©

Wärtsilä to deliver gas engines to Viking Line newbuilding

Wärtsilä will deliver the propulsion machinery for the newbuilding to be built by STX Finland for Viking Line. The vessel will be equipped with four Wärtsilä 8L50DF main engines. The dual-fuel engines will be operated on liquefied natural gas (LNG), making the vessel the largest passenger ferry to operate on LNG. According to Tony Öhman, Senior Vice President, Marine Operations & Newbuilding at Viking Line, the newbuilding will be the most environmentally sound and energy-efficient large passenger vessel in the world. Built at the Turku shipyard, the vessel is scheduled to enter service in 2013 on the Turku-Åland-Stockholm route. The agreement with Wärtsilä includes an option on the supply of equipment for a similar sister ship. Source : ShipGaz

Angola releases ammo-carrying US-flagged Maersk ship

ANGOLAN authorities have released the US-flagged 21,213-ton **Maersk Constellation** and concluded that four ammunition-filled containers were not contraband.

"Angolan authorities informed the ship that the verification was complete, and the **Maersk Constellation** will be permitted to proceed with its voyage," announced Maersk spokesman Kevin Speers in a statement. "On arrival, all the ship's cargo was declared. Twelve days later the Angolan authorities raised questions about the four containers and elected to detain the vessel until the documentation was verified," he said.

Mr Speers also said Angolan authorities demanded the containers be unloaded from the geared multi-purpose ship for inspection. They contained small arms ammunition, bullets for pistols, rifles and machine guns. "The vessel was carrying food aid as well as four containers of small arms ammunition destined for a US-allied country under a US Department of State export licence arranged by the shipper, a US company not affiliated with Maersk," Mr Speers said, without divulging the ammo's destination or end-user.

Maersk Line Limited, the US-flag unit of the Danish shipping giant, said the ship usually carries American humanitarian assistance to the Middle East and Africa under contract from NGOs. **Source : Schednet**

LISSOS heads for Vietnam

ANEK Lines' **LISSOS** has been chartered by Vietnamese authorities to bring back some 1,000 workers from Libya. The difference to other ship charters for these refugee trips, she will then head all the way for Vietnam to deliver the guest workers home.



File photo of the **LISSOS** , as seen moored in the port of Piraeus – **Photo : Piet Sinke ©**

According to people onboard, they understand that after safe disembarkation of its passenger in Vietnam, the ferry will not make it back to Greece. She may rather end up at a scrap beach in Asia. **LISSOS** was built in 1972 in Japan as the **FERRY HAMANASU**. ANEK Line bought her in 1987 and after an extensive conversion in Greece, she was introduced as **LISSOS** in 1989. Her particulars are: Length 163.7 m, beam 26.4 m, 1900 passengers, 848 beds in 240 cabins, 600 cars or 675 lanemetres. **Source : ShipPax**

Ezra seals AMC acquisition and wins Statoil contract

The deepwater subsea services arm (EMAS AMC) of Ezra Holdings Limited has made a promising start as 2011 with the completion of its acquisition of Aker Marine Contractors (AMC) and the award of a contract from Norway's Statoil estimated at approximately US\$41 million.

Ezra, which operates in the offshore market under the EMAS brand name, successfully completed the acquisition of AMC from Aker Solutions AS (a subsidiary of Oslo Børs-listed Aker Solutions ASA) on 1 March 2011.

With the established SURF and floater installation company EMAS AMC now has a comprehensive offering that includes the installation of subsea/SURF products and equipment, and the provision of EPIC solutions. **Source : Offshore Shipping Online**



Tenwolde Transport en Repair BV

Boonsweg 19, 3274 LH
P.O.Box 5023, 3247 ZJ
Heinenoord – The Netherlands
T +31 (0) 186-603333
F +31 (0) 186-603619
E info@tenwolde.com
W www.tenwolde.com

NYK starts new direct service between Europe and Northwest India, Pakistan, and the Middle East

NYK announces the commencement of a direct service beginning in April between Europe and northwest India, Pakistan, and the Middle East. This new service will be part of a joint-service agreement for the existing CMA-CGM Europe Pakistan India Consortium (EPIC) service. This service will commence with the westbound voyage of **OOCL San Francisco**, which is expected to arrive at Jebel Ali on April 3. The first eastbound sailing will be **OOCL San Francisco's** departure from Southampton on May 1, 2011.

The 56-day round voyage port rotation of EPIC is as follows: Jebel Ali (UAE) – Port Qasim (Pakistan) – Nhava Sheva (India) – Mundra (India) – Jeddah (Saudi Arabia) – Port Said (Egypt) – Malta (Republic of Malta) – Tangier (Morocco) – Southampton (U.K.) – Rotterdam (the Netherlands) – Hamburg (Germany) – Antwerp (Belgium) – Le Havre (France) – Khor Fakkan (UAE) – Jebel Ali.

NYK currently offers a weekly service from Europe to the Middle East. The participation of NYK in the EPIC service will now mean that NYK can offer a second weekly service from Europe to the Middle East as well as a comprehensive fixed-day weekly westbound service from Pakistan (Port Qasim) and India (Nhava Sheva, Mundra) to Northern Europe (Southampton, Rotterdam, Hamburg, Antwerp, Le Havre). **Source : PortNews**

Cosco ups rate US\$300/TEU Asia-Europe, restores 'imbalance fee'

COSCO Container Lines has announced a rate increase of US\$300 per TEU on all Asia-Europe strings with effect from April 1. This follows Hanjin's similar decision by raising \$200 per TEU on Asia-Europe services, American Shipper noted. Besides the rate increase, Cosco said it will start imposing a \$90/TEU container imbalance fee on all southbound loops,

including reefer cargo, on its China-Taiwan service starting March 17. It will also levy a \$25/TEU documentation fee on all shipments from Japan to ports in Red Sea, Persian Gulf, and Indian subcontinent as of April 1. Source : Schednet

PREPARATIONS FOR THE INSTALLATION OF THE GLAS DOWR



Above and below seen the **POSH PANGLIMA** arriving with the barge **MR 3323** from Singapore at a location 3 nm south of Pulau Wetar in the Wetar Strait (Indonesia) where the barge was moored for some works alongside the **SKANDI SEVEN**, later the transport continued towards the Timor Sea where the **SKANDI SEVEN** will start with the preparations for the installation of the anchor piles, this 36 mtr long anchor piles will be hammered in the seabed by IHC Hammer, afterwards the anchor legs will be connected / installed in the KITAN oil/gas field, this all in preparation of the arrival of Bluewater's **GLAS DOWR** which is at present at the Sembawang shipyard in Singapore

Photo's : Maarten J Vermeulen ©



Vroon Offshore Services takes delivery of VOS Achilles

Vroon Offshore Services (VOS) has taken delivery of a new addition to its offshore fleet. **VOS Achilles**, an anchor handling tug supply (AHTS) vessel built at the Fujian Shipyard in China, was delivered on 25 February 2011 in China.

She is the first in a series of eight 'A' types that will be delivered during the next 18 months. The 'A' is slightly more advanced than the company's 'H' type and 'T' type AHTS and has a bigger bow thruster (8 tonnes) and stern thruster (6 tonnes) and better manoeuvring and stationkeeping capabilities. The vessel also has DP 1 notation. **Source :** Offshore Shipping Online



The **ORIENTAL PRIDE** seen arriving in the port of Manila March 5th – **Photo : Ronald de Bloeme ©**

St. Petersburg ferry is stuck in Ust-Luga Bay

The St. Petersburg ferry carrying 27 railcars and 17 autos and 12 passengers (including a pregnant woman) on board has been stuck in the ice for two days in the Bay of Ust-Luga, the shipowner Baltiysky Fleet Ltd. said, PortNews reported. The ferry can not arrive at the destination port of Baltiysk due to heavy ice conditions.

The ferry has been operating on the Ust-Luga - Baltiysk line since December 2010. This early morning, the St. Petersburg Port Authority reported a congestion of 63 merchant ships in the Gulf of Finland, which need icebreaker assistance. **Source :** PortNews

PSA profit increases 20.8pc to US\$930 million in 2010

SINGAPORE's PSA International, one of the world's largest terminal operators, has announced a 20.8 per cent year-on-year increase in net profit for 2010 to S\$1.18 billion (US\$930 million) with revenue rising 6.3 per cent to S\$4.08 billion.

The company posted a throughput increase of 14.4 per cent in 2010 compared to the previous year. The volume of PSA ports worldwide totalled a new high of 65.12 million TEU, the company said in a statement. The flagship Singapore terminal handled 27.68 million TEU, rising 10.1 per cent, which "secures Singapore's position as the second largest container port in the world," said the company.

Its terminals outside Singapore handled 37.44 million TEU last year, showing a year-on-year increase of 17.8 per cent.

Looking forward to the performance in 2011, PSA International CEO Eddie Teh said: "In 2010, a convergence of all the measures macro and micro - government and industry - all had the desired effect of calming global markets. PSA and the port and shipping sector in tandem with all other industries benefited from the resulting outcome. Container volumes recovered strongly from the previous year and, with contribution of volumes from newly commissioned terminals in Busan, Chennai and Vung Tau in Vietnam, PSA Group ended the year with a new peak of 65.12 million TEU [up 14.4 per cent year on year], surpassing the previous high of 63.2 million TEU achieved during the heady and tumultuous times in 2008."

Less sanguine was PSA chairman Fock Siew Wah, who added: "I continue to be bothered by the lingering economic problems in the developed countries and the unfolding of a slowdown in China. PSA must therefore continue to remain very vigilant and focused so that we can be prepared for any challenges and seize any opportunities that come."

Source : Schednet

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



The **Oleg Strashnov** prepared for 5500T test lift by **Muller Dordrecht** and **Franklin Offshore**
Photo : Jerry Bakx - Franklin Offshore Europe - www.franklin.com.sg ©