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AVRA's EAST seen with the barge TERRA MARIQUE at the Ribble river near Preston
Photo : AVRA ©

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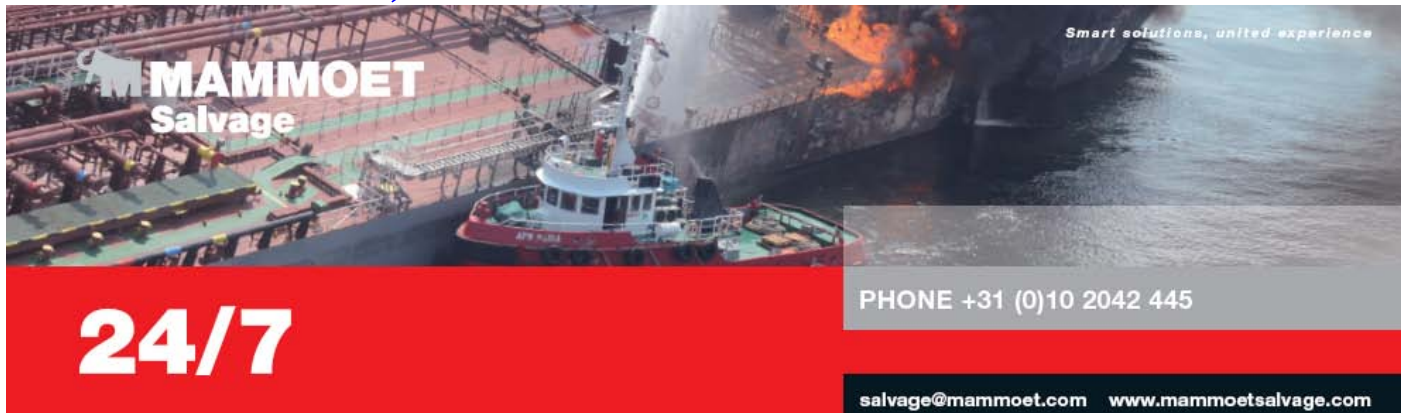
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The luxury motor yacht **Tribu** inbound to Melbourne in Port Phillip Bay off Portsea, 5-3-2011.

Photo : Andrew Mackinnon - www.aquamanships.com ©

Greenpeace ship safe in St. John's

A Greenpeace ship is safe in St. John's after being buffeted by a powerful storm at sea. The **Arctic Sunrise** arrived in port at around midnight last week Monday. The research vessel was travelling from Boston to Amsterdam when it ran into hurricane force winds and 11 metre waves on Saturday. The Coast Guard received an emergency broadcast from the **Arctic Sunrise** at about 5 p.m. local time on Saturday. Coast Guard vessel **Leonard J. Cowley** set out to escort the vessel to port after a container broke loose, causing damage in the hold. The ship was about 530 kilometres south of Cape Race at the time of the incident. A Greenpeace spokesman in Toronto said none of the 18 onboard was hurt.



Photo : Malou van Weelden ©

"They're holding up quite well. They're a bit shaken because they have been in rough seas for quite some time," said Brian Blomme. "They were concerned that there was some damage, and that they could only temporarily hold the container in place." Blomme said the damage must be repaired before the vessel can continue. Source : CBCNews

New maritime accident investigation board

Through a new bill, Minister of Economic and Business Affairs Brian Mikkelsen will establish a new independent unit for investigating maritime accidents. The new investigation board is to replace the Division for Investigation of Maritime Accidents that investigates maritime accidents today and which falls under the Danish Maritime Authority.

The bill is presented on the basis of an EU Directive. The purpose of the Directive is to ensure that maritime accidents are investigated thoroughly at the EU level and that the investigations are carried out by investigation units that are independent of the national maritime administrations. The investigations are to enhance safety at sea and contribute to avoiding similar accidents in the future. The bill – L 147 – is available in Danish from the webpage of the Danish Parliament (the Folketinget): www.ft.dk Source: Danish Maritime Authority / maritimedanmark.dk

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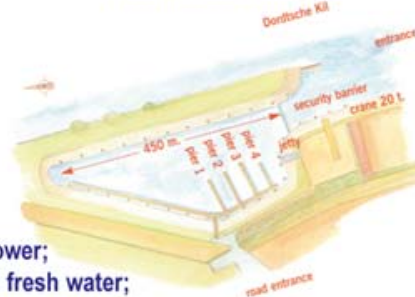
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GEKAPSEISDE VISKOTTER GEBORGEN



De berging van de gekapseisde viskotter **'N28' ('Mooie Meid')**, ca. twintig mijl uit de Frans-Belgische kust, is voorspoedig verlopen. Bergers van **Multraship** uit Terneuzen zijn er zaterdagmiddag in geslaagd het schip te kantelen met behulp van de drijvende bok **'Cormorant'**. Vervolgens pompten ze de viskotter leeg waardoor deze weer voldoende drijfvermogen kreeg. Geen van de vermiste bemanningsleden werd bij inspectie in het schip aangetroffen. Zaterdagavond waren de wind en golfhoogte teveel toegenomen om nog veilig te kunnen vertrekken

richting Nederlandse wateren. Foto : **Multraship – Peter Buteijn** ©

Zondag rond het middag uur kon de **'Cormorant'** ankerop komen en vertrok het konvooi gesleept door de **'Multratug 18'** richting Vlissingen. Naar verwachting komt het transport vanavond in de Sloehaven in Vlissingen aan, alwaar de stropen om de **'N28'** verwijderd zullen worden. Vervolgens wordt de **'N28'** door de **'Multratug 18'** naar een locatie in de omgeving gesleept voor nader onderzoek. Bij de berging werden naast de drijvende bok **'Cormorant'** het snelle reddingvaartuig **'Brandaris'**, de sleepboten **'Multratug 18'** en **'MTS Vengeance'** en een bergingsteam inclusief duikers ingezet. Er zijn ca. veertig mensen bij de bergingsoperatie betrokken.



Above seen the cruise ship **Aurora** departing Port Chalmers after making a one day visit to the port.

Photo : **Ross Walker** ©

UK MAIB issues report into dredger accident

The Marine Accident Investigation Branch (MAIB) in the UK has issued a report about an accident that occurred on the dredger **Sand Falcon**. **Sand Falcon** was secured alongside a jetty when the trolley from its gantry-type stores crane detached and fell 7.5m, landing on the deck guardrails. The trolley weighed over 400kg and narrowly missed 7 people who were working nearby, either on the main deck or on the jetty ashore. The crane was being prepared to load ship's stores at the time and it was not lifting any weight.

The failure was due to a combination of design flaws, lack of maintenance and weaknesses in the methods used for inspection and testing to assess the safety of the crane. This accident is one of three similar cases that happened in the period from January to May 2010. A total of 11 people have been injured in the 29 accidents involving the failure of non-cargo handling cranes that have been reported to MAIB since 2001. Existing regulations in the UK and European Union (EU) for lifting equipment are extensive, and the International Safety Management (ISM) Code clearly stipulates the requirement for safe working practices. However, these regulations only apply to employers and ship operators, and there are few obligations applicable to equipment manufacturers and shipbuilders for this type of crane.

The consequence of this is that poor crane design, limited access for crane maintenance, and inadequate instruction/maintenance manuals were found to be contributory factors in this and in many other of the similar accidents reported to MAIB. International regulations in this area are designed to protect the safety of shore workers and only apply to cargo handling equipment. In view of the actions already taken by the vessel's operators, CEMEX, and the crane's manufacturers, ACTA, no recommendations have been made. However, the MAIB has issued a Safety Flyer to the Shipping Industry to highlight the importance of improving the design, maintenance and inspection of non-cargo lifting appliances. **Source : Dredging News Online**

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The 2010 built Livestock carrier **Ocean Outback** of Wellard, Australia biggest livestock trader, seen arriving in Malta, to enter at Palumbo ship Yards, Malta. – **Photo : Gejtu Spiteri ©**

Baltic sea index rises on modest cargo demand

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for a fourth session on Wednesday as modest cargo activity boosted sentiment. The index rose 1.51 per cent, or 19 points, to 1,281 points.

Before the move higher, it had fallen for four previous sessions. That slump followed 10 days of gains. 'There has been a bit more iron ore fixing both out of Australia and Brazil in the last few days that has helped to move things up a bit,' said Peter Norfolk, research director at broker FIS. 'But we are still at very low levels.'

Recent floods and cyclones in Australia have hit coal production with many producers declaring force majeure at their operations which has hurt capesize activity. In February, the main index - which tracks the cost of shipping key commodities such as iron ore, cement, grain, coal and fertiliser - reached its lowest in two years.

'The market is too difficult to call at the moment,' said Mr Norfolk. The Baltic's capesize index rose 1.75 per cent, with average daily earnings inching higher to US\$4,797 in a second day of light gains. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal.

'The capesize market remains in the doldrums as oversupply remains the key issue,' said Arctic Securities analyst Erik Nikolai Stavseth. The Baltic's panamax index rose 1.59 per cent, with average daily earnings rising to US\$14,896 in a third session of gains. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains.

'In the panamax market, rates have been steady as of lately, as South American grains shipments have taken a breather,' Mr Stavseth said. The Baltic's main index has remained erratic since 2009 because of swings in Chinese demand for iron ore, the primary ingredient of steel. **Source : Reuters**



The 1991 built **FRIO MURMANSK** seen moored in Velsen - **Photo : H. Blomvliet ©**

CONCERNING NEWS

Shipowner concern for seafarers is set to be tested by negotiations to extend the war-risk zone covering piracy — a move that would result in increased payments to crews. As industry associations this week launched a "Save Our

Seafarers” advertising campaign urging government action on piracy, unions and owners were locked in talks on extending the high-risk zone, which rewards seafarers by doubling wages for working in pirate-infested waters.



It currently covers the Somalian coast and the Gulf of Aden but could now be extended toward the Straits of Hormuz and further out into the Indian Ocean. An extension could add considerably to the \$12bn that piracy is estimated to be costing the industry each year.

Piracy activities have recently stretched out of the Gulf of Aden into the Arabian Sea to avoid naval forces and adapt to new shipping routes. According to figures from piracy-monitoring agency IMB, five of the last six attacks on ships have been off the coast of Oman including the most recent hijacking of the 38,100-dwt **Dover** (built 1981) late last week. Other recent hijackings in the area include the 319,000-dwt VLCC **Irene SL** (built 2004) and 19,000-dwt South Korean tanker **Samho Jewelry** (built 2001).

Shipping’s largest collective-bargaining group, the International Bargaining Forum (IBF), is set to discuss pay rates in the region with the International Transport Workers’ Federation (ITF) on 17 March. Officers’ union Nautilus International and the RMT union were holding talks with the UK Chamber of Shipping’s Warlike Operations Area Committee as TradeWinds went to press.

The IBF talks are likely to be heavily influenced by the result of Nautilus’s agreement with the UK Chamber that covers its members, mostly made up of UK-flag ships.

Giles Heimann, secretary-general of the International Marine Employers Committee (IMEC), which is a member of the IBF, told TradeWinds: “We are aware that indeed many attacks are now spreading northward up toward the Straits of Hormuz, an area that is not currently covered by the IBF High Risk Area agreement and again we are reviewing this threat.

“It would not be correct for me to release details of our internal discussions at this time, except to confirm that we are looking for a practical and pragmatic outcome that will protect our seafarers from the unacceptable level of violence that is becoming evident in this part of the world.”

Unions are also threatening to pull seafarers out of the region if they are not afforded more protection from navies or shipowners. Nautilus International general-secretary Mark Dickinson says shipowners have a “duty of care” to seafarers and that they should be allowed to sign off ships sailing into the danger area.

He urged: “The situation is now so bad that the industry has to consider radical responses, including the possibility of refusing to sail into these areas and to take alternative, less risky routes. In the absence of effective protection, shipowners and seafarers will be forced to seriously consider whether it is safe to proceed into these high-risk areas without a substantive increase in the military support being deployed.”

The ITF head of the seafarers section, David Heindel, adds that a boycott of piracy areas is “now possible”. He urges seafarers and affiliated unions to “prepare to refuse to go through the danger area, which includes the Gulf of Aden, the Arabian Sea and wider Indian Ocean”.

Shipowner associations Intertanko, Bimco, Intercargo, the International Chamber of Shipping (ICS) and the ITF this week posted two prominent adverts in the Financial Times and Wall Street Journal urging more action to be taken to defeat piracy.

It is understood the six-figure advertising bill will be footed largely by Intertanko. At the launch, Intertanko chairman Graham Westgarth said: “Pirates’ extended reach through the use of hijacked merchant ships as motherships means that for tankers coming from the gulf, there is no longer an optional route to avoid the risk of hijacking — and one captured tanker with two million barrels of oil represents one-fifth of US daily oil imports. Governments need to protect the world’s shipping lanes by showing political will, not political indifference.” **Source : ShipTalk**

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The 1975 built **SEA SAILOR** (ex **SIDDIS SAILOR**) seen in Haugesund – Photo : Capt. Jan Plug ©

Gigantism – a trend or a phase?

Last week saw something of an industry-wide gasp of surprise as A.P. Moller revealed its plans for its new fleet of 18,000 TEU “Triple-E” giant containerships which it will introduce in the Europe-Far East trades from 2013.

Scale economies, which drive down the cost to the carrier for each of the boxes the vessels will carry, are accompanied by a range of technical measures which make the huge ships more sustainable. They may be blue, but these will be green giants. Just one container wider than the current “E” class led by the **Emma Maersk**, whose true capacity kept people guessing for two years after the class was introduced, these monsters will be the longest ships yet built, yet are expected to use the range of “hub” ports already equipped with cranes able to handle their height and width. There is a great deal of clever design here. Is the Maersk bid for supremacy the start of a trend that will see the same sort of “gigantism” spreading throughout the liner world? Or is it a bold move by a single giant company that has established a helpful accord with a technologically advanced shipbuilder, with prices reflecting a “volume

discount” for a large series? There seems little doubt that the ships will be technologically advanced and will operate as well – if not better – than their predecessors. But will the bold move work, in that their success will depend upon the ability of the company to attract the business to fill each monster, and that of course depends to some extent on the vibrancy of the trade? There might be a certain amount of concern about the ability of the main ports to handle such an increase of cargo in a single ship and to clear it without delay, and the arrangements necessary to shift the number of containers by road, rail and feedership. The “Triple-Es” must be seen as just one element in the supply chain, albeit one that is somewhat dominant! Not everyone subscribes to the theory of such an increase in scale. There are questions that might be asked about the inflexibility of these huge ships, constrained by their dimensions to a very limited range of ports, at least for the foreseeable future. There are some major carriers which argue that the ability to deploy their ships interchangeably on a bigger range of routes makes smaller ships less of a gamble in today’s volatile and uncertain world. Some recall the great leap in crude oil carrier size which brought in a modest number of half-million tonners during the 1970s, only to see their scale economics fail, largely because of their great size and resultant lack of flexibility. There again, Maersk might be cheered by the recent example of the cruise sector, with the evident success of the RCCL “Oasis” class giants, which are experiencing remarkably full utilisation since their introduction. If the business is there, the bigger the units, the better, might be the prevailing wisdom. If it is not ... then the bigger will be the embarrassment! But let us hope that the giant ships will enjoy the sort of welcome that is reserved for truly eye-watering technological developments, which will reflect positively upon the shipping industry in general. “Good news” stories for shipping are always needed! **Source: Bimco**

The majority of ships ordered in 2020 will be LNG fuelled

Based on educated guesses for categorised groups of ships, we expect a large share of international shipping fleets to implement LNG propulsion. First and foremost for newbuild ships.

Here at DNV we are already convinced that the case for LNG as a maritime fuel is a strong one:

The environmental performance is superior to any other realistic ship propulsion alternative. The economic performance will be superior given that oil and natural gas prices develop as analysts expect. (I will save the topic of analysts’ accuracy for a later post). The task of predicting the future is always a challenging one. And especially when there is not an existing market, because then you can’t even apply linear projections. So it will boil down to guessing at some level. The key to success in predicting the future, I believe, is to guess at a level where you can make educated guesses rather than shots in the dark. This is why we have dissected the question of how fast LNG will penetrate the maritime fuel market into smaller sub-questions.

First, the whole fleet of existing vessels can be peeled off; some of them will be converted, but most will either install scrubbers or switch to distillate fuels. So the major transition to LNG will take place for newbuilds. Second, the newbuilds can be categorised in ship types, geographic region of operation, types of trade, etc. For specific ship types operating in specific geographic areas, it becomes easier to make educated guesses. After spending a lot of time guessing, which can be a difficult process for engineers, all the answers can be summarised up to the top level, where statements like “the majority of ships ordered in 2020 will be LNG fuelled” can be made. **Source: DNV Blog**



Bangladesh shipbreakers survive headwinds

Bangladesh's shipbreaking industry, which claims to supply 80% of the country's iron demand, is fighting renewed legal moves against its environmentally hazardous, and often fatal, business in the runup to growth that may be even greater than it has enjoyed since its last round of court battles. On February 27, in response to a High Court order a week earlier, the Bangladesh Ship Breakers Association (BSBA) was due to submit an affidavit on whether the country has sufficient human and logistical capacity to clean ships, before breaking them up, without risking human health. The court in January banned until further notice any further scrapping of vessels.

Prime Minister Sheikh Hasina, in apparent backing of an important tax earner that also helps fuel an economy growing at around 6% a year, told ministers on February 13 that the sector "has been identified as a separate industry considering its huge potentials and economic involvement". She also urged industry stakeholders to "abide by conventions and laws about environmental impacts of the shipbreaking". The number of shipbreakers in Bangladesh has doubled in the 21 months since the High Court in March 29, 2009, imposed restrictions on their activity. About 2.4 million tonnes of iron were obtained from ships scrapped in Bangladesh in 2009, compared with 650,000 tonnes from 2007 to 2008 and 1.22 million tonnes in 2006, industry and government data show. Opportunities are set to increase further as the European Union next year completes a phase-out of single-hull tankers operating in its waters. "More ships are likely to find their way to Bangladesh in the next two to three years, as around 2,000 single hull tankers will be phased out from the EU waters by 2012," Rizwana Hasan, an advocate of the Supreme Court of Bangladesh and chief executive of Bangladesh Environmental Lawyer's Association, told Asia Times Online. Vessels destined for scrap frequently carry remnants of fuel or toxic material that are liable to explode or cause health or environmental damage as the ships are broken up, creating pressure to have them "cleaned up" outside the territorial waters of the receiving country.

On January 19, a day after an explosion reportedly killed four workers and injured at least eight others at the Mak Corp shipbreaking yard in Chittagong, the High Court issued a suo moto rule (ie of its own accord) directing the government to stop ships being scrapped in Bangladesh until further order. The court also issued a contempt of court order against shipyard owner Abul Kashem, vice-president of the BSBA.

Nevertheless, the same bench also ordered the government to explain within two weeks why it should not be directed to allow four imported ships, now in outer anchor at Chittagong, to enter into the inner anchor for breakage. Three shipbreakers have filed four separate writ petitions on the issue this year. BELA opposed the shipbreakers' petitions, claiming the four ships were not safe as they had no pre-cleaning and environmental certificates. The latest court action comes almost two years after the High Court in March 17, 2009, directed the government to close 36 shipbreaking yards if they were running without environmental clearance within two weeks of the judgement. The ruling came after BELA, the lawyers' association, had filed to prevent in September 2008 the entry into Bangladeshi waters of MT Enterprise, which environmental group Greenpeace listed as "hazardous". The 36 shipbreaking yards were categorized at the time as "Red" (extremely dangerous). The High Court also ordered that ships be pre-cleaned before import, that shipbreakers guarantee safe working conditions, not dismantle ships on beaches and not break ships without environmental certificates from the Department of Environment. The court, which expressed dismay at the indifference of the related ministries to the sector's failure to comply with environmental laws, told the environment ministry to frame within three months regulations in line with the country's international obligations and domestic legislation. By May last year, when the BELA told the High Court that shipbreakers were violating its orders, the BSBA conceded that the number of shipbreaking yards had risen to 108 and that, despite the court orders, around 2.4 million tonnes of iron in the form of end-of-life ships had been imported in 2009. Around 128 of the total of 181 vessels concerned were imported right after the High Court's March 2009 ruling that operations of many yards be shut down.

At least 36 shipbreaking workers have been killed since the March 2009 ruling, or about one in four of the total 122 killed since 1998, according to data from various sources, including the International Federation of Human Rights and BELA. "Clearly there has been a violation of the High Court orders," BELA chief executive Hasan told Asia Times Online. Shipbreakers were able to "influence" the most senior officials at the ministries and other government bodies, he said. Shipbreakers employ 150,000 to 250,000 workers, according to BSBA president Hefazatur Rahman, and supply "over 500 re-rolling and 50 private steel mills" and "raw materials to cottage industries like the welding shops and automobile workshops," and supporting the furniture business, steel plate re-manufacturing, and the paint and lubricants industries.

Some of BSBA's 137 or so members, which included Mak Corp, Chittagong Ispat, Peninsula Traders, and Mamun Steel, also own ship-building yards, or steel and re-rolling mills. Loss of shipbreaking trade, worth 9 billion takas (US\$127 million) to the government in import duties and various taxes according to Young Power in Social Action, a non-government organization seeking to improve shipyard working conditions, would undermine government revenues.

Rahman said the sector will be seeing brighter days now that it has been recognized by the government. "At least now the industry will have a structure which it lacked for the past three decades," he said. Government revenues from

shipbreakers are also likely to increase as they outbid rivals in India and Pakistan by "at least 20-25% ... making Bangladesh the preferred choice for the 'burial ground' of a large and medium-sized ships," the Financial Express recently reported. Bangladesh "cuts" ships that generate 12,000-20,000 tonnes of scrap per vessel, compared with the 4,000-5,000 tonnes per vessel targeted by Indians and Pakistanis, the report said. Syed Sultan Uddin Ahmed, assistant executive director at the Bangladesh Institute of Labour Studies told Asia Times Online there was still concern whether shipbuilders would be more responsible toward the environment and the workforce," pointing out that while toxic contents in most end-of-life ships are hazardous to the environment, the flammable materials present in most ships are leading to the deaths of untrained shipbreaking workers.

Hasan of the BELA, citing the number of deaths and injuries in the the sector, said, "We want such incidents to stop and are therefore trying to press home the idea that the ships be pre-cleaned at the source country and not be cleaned when it reaches the destination or even at the outer anchor, as has been implied through the Hong Kong Agreement." The Hong Kong Agreement, signed on May 15, 2009, at an International Maritime Organization conference and to come into effect by 2015, will ease an earlier rule that ships be cleaned at the source country, as enforced by the Basel Convention, and allow ships to be cleaned "immediately before reaching the destination [shipbreaking yards]". As the workers in Bangladesh clean and cut ships with outdated equipment, "this will increase the risk of explosions and deaths of workers along with environmental degradation at the outer anchor if the ships contain highly toxic materials," Hasan said. Rahman, of the shipbuilders' association, said the number of accidents "has come down and all this negativity around the industry is possibly part of an international conspiracy to weaken this fast-growing sector. We are already training our workers and most association members are ensuring better working conditions." **Source: Asia Times**

NAVY NEWS

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Russia dismisses report of deadlock in talks on Mistral purchase

Reports of an impasse in contractual talks between Russia and France on the purchase of Mistral class helicopter carriers for the Russian Navy are false, Prime Minister Vladimir Putin's spokesman said on Thursday. Russia's Kommersant business daily reported on Thursday that last week's contractual talks between Russian state-arms exporter Rosoboronexport and French DCSN company, which were attended by government officials from both countries, resulted in deadlock.

"This information is false. It is a large undertaking, and there are always certain issues, but I would like to stress again - this information is unfounded," Dmitry Peskov told reporters in Moscow. Russia and France in January signed an intergovernmental agreement to jointly build two Mistral-class helicopter carriers at the STX shipyard in Saint-Nazaire, France. Another two are planned to be constructed later at the Admiralty Shipyards in St. Petersburg.

According to the Russian Defense Ministry, the contract would set out terms for the purchase of two ships built by France's DCSN and licenses for construction of two additional ships in Russia for at least 1.5 bln euros.

France is expected to put forward the final commercial proposal on March 15. **Source : defencetalk.com**

14 MINS FRENCH NAVY PROMO CLIP CAN BE FOUND AT

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The Dutch navy newbuilding **P 841 ZEELAND** seen fitting out in Vlissingen – Photo : Jasper van Raemdonck ©

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Destroyer CO, CMC fired during deployment

The commanding officer and command master chief of the Norfolk, Va.-based destroyer **Stout** were fired Tuesday for a "pervasive pattern of unprofessional behavior" among the ship's crew, according to an announcement by 6th Fleet. In addition, one officer, six chiefs and one petty officer have been kicked off the ship.

Cmdr. Nathan Borchers, who took command of the ship Dec. 28, was relieved by **Vice Adm. Harry Harris**, 6th Fleet commander, due to the crew's "unprofessional behavior in overseas ports and a substandard command climate on board following an investigation into multiple allegations of crew misconduct," according to a 6th Fleet statement.

The crew's offenses included "fraternization, orders violations and disregard for naval standards of conduct and behavior which contributed to poor crew morale and a hostile command climate," the statement said.

Command Master Chief (SW/AW) **Susan Bruce-Ross** was also relieved by Harris. Neither Borchers nor Bruce-Ross was involved in the misconduct ashore, 6th Fleet spokesman Lt. Nate Curtis said. Both have been reassigned to administrative duties at Naval Surface Force Atlantic in Norfolk. **Stout** is now commanded by **Capt. Dan Shaffer**, commander of Task Force 65. The CMC for 6th Fleet, **Command Master Chief Jay Wood**, is serving as the ship's top enlisted. One officer, five chiefs and one petty officer were removed from the ship following nonjudicial proceedings for the misconduct ashore. A sixth chief was removed for further legal proceedings, 6th Fleet said.

The ship is on deployment in the Mediterranean Sea and has been escorting evacuee ferries from Libya to Malta while continuing to perform its ballistic-missile defense mission in the Mediterranean. The ship deployed Dec. 15. **Source : NavyTimes**

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SHIPYARD NEWS



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Above seen the **SAIPEM FD2** during yard trials off Geoje Island (Korea) - Photo : Tim de Klerk ©



The new **ROLLDOCK SEA** seen being transferred to another mooring quay at the builders during the outfitting, the photo is taken from the **BIGLIFT HAPPY SKY** which is under construction at the **L&T Yard** in Hazira – India.

Photo : Jeroen van Leusden ©

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The **STOLT INSPIRATION** seen moored in Singapore – Photo : Piet Sinke ©

Hong Kong positioning itself as regional cruise hub

According to a Hong Kong tourism spokesman, the city-state has big plans to develop itself into a world-leading cruise hub. In 2008, the government began the construction of the US\$900 million Kai Tak Cruise Terminal, the first berth of which should be ready in 2013.

In 2010, Hong Kong reported a 10 percent growth in the number of passengers choosing to depart there on cruise ships. With than 60 percent of these passengers coming from China, Hong Kong Tourism Board (HKTB) Executive Director Anthony Lau said they would continue to push hard into southern Chinese cities for more business. The HKTB will also work with cruise operators to increase the number of sailings and the variety of routes. **Source : Baird**

Dredging contractor DEME making big contribution at Ackermans & van Haaren

The Board of Directors of Ackermans & van Haaren has announced that its consolidated net result has increased by 37 per cent to Euros 160.8 million (compared to Euros 117.5 million in 2009), due in part to what it called "a very significant profit contribution from DEME."

The company said DEME performed "extremely well" in 2010 with nearly full utilisation of the fleet and a 28 per cent increase in turnover to Euros 1,801 million (compared to Euros 1,403 millions in 2009).

"This result was to a significant extent realized in the European markets, among other things further to the contract for the London Gateway container terminal and large-scale offshore windfarms in the North Sea, but DEME was also highly active in the Middle East, India, Australia, West Africa and South America," said Ackermans & van Haaren.

Source : Dredging News Online



The dredger **EDAX** seen March 3rd dredging away the last part of the entrance of the LNG-Terminal (Papegaaienberg) in Rotterdam - Europoort - **Photo : Perry Dekker - RPA 15 ©**

Bulk boat imports to city

Newcastle Harbour is becoming the “international drop off port” for luxury yachts imported from the United States,



Europe and Japan as Australian buyers scoop up bargain boats from a strong dollar and flailing overseas market. Newcastle yacht broker Mark Rothfield said with the purchasing power from a strong Australian dollar, private buyers from Sydney, Brisbane and the Gold Coast were buying up luxury yachts from “crisis sales”, particularly in the US, and using Newcastle as the Australian base port. Mr Rothfield said the yachts ranged from 30 to 60 feet with

a value from \$100,000 up to \$2million. “Every two months a ship load would come into the harbour, some carrying up to 50 boats,” he said. In an economic coup for the region work required on the yachts was being sourced from the Hunter. Newcastle Cruising Yacht Club dock master Paul Booth said the trend was “a big plus for Newcastle and for the port”. He said in the next two days 30 vessels would be unloaded in the harbour. Mr Booth said the benefits streamed down from the shipwrights and customs officials to Newcastle itself with many owners visiting their boats in the harbour and spending a week in the city on average. Managing director of Azzura Marine David McQueen said while there was the upside of work being generated in the Hunter marine industry with fitouts and maintenance it was having a negative effect on the marine industry in Australia. “Australians are spending money overseas,” he said. “They are not spending their money on the construction of boats in Australia.” Mr McQueen said boat manufacturing companies like Azzura, Riviera and Maritimo were struggling to compete with drastically discounted yachts. **Source :** Garry Luxton

NSCSA announces the signing of new shipbuilding contracts for General Cargo Vessels

The National Shipping Company of Saudi Arabia (NSCSA) will sign 4 shipbuilding contracts + 2 additional optional contracts on Sunday, the 06th March, 2011 with Hyundai MIPO of South Korea.

The contracts' value including the 2 optional contracts amounts to 1,543 Million Saudi Riyals. (One Thousand Five Hundred and Forty Three Million Saudi Riyals). This comes as an implementation to its current strategical plan which calls for expanding the General Cargo sector in which the strategy recommended continuation and expansion in the RoRo, General and Project Cargo sectors which give a paramount importance in maximizing shareholders' returns and supporting the national economy of the Kingdom.

The delivery of the ships is expected to start by the end of 2012 onward until the end of 2013 and for the 2 optional ships; the delivery will take place in the year 2013 for the 1st one, and the 2nd one will be delivered during the 1st quarter of 2014, subject to NSCSA exercising the option. Those ships are specialized in carrying general and projects' cargo and several types of RoRo cargo. The ships are equipped with heavy lift cranes and the deadweight of the ship is approx. 26,000 tons, in addition to the capability in carrying containers, in the designated area of the ship. Despite that the deadweight of those ships are less than the current ones, those ships have capacity utilization aspects and lower fuel consumption. The first 4 ships will replace the current aging fleet in this sector which are planned to be out of service for NSCSA in the years 2012-2013. The new ships will be serving as a liner between the United States East Coast to the Middle East (Red Sea-Arabian Gulf) and to the Indian Subcontinent via Europe. The company currently is discussing with the Public Investment Fund and a number of commercial banks to finance about 80% of the project value through Shariah Compliant Financing for a 12 year tenor. The remaining 20% will be financed through the company internal financial resources. **Source: National Shipping Company of Saudi Arabia (NSCSA)**

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Ports expansion key to Qatar US\$100 billion economic investment

Recognising the vital role of the region's ports in providing trade links between the Far East, Asia, Europe and the US, international shipping and cargo experts are set to gather in Abu Dhabi on 28-30 March for the World Ports and Trade Summit 2011. Multi-billion dollar investment in port operations across the Middle East is again surging forward in the post-recessionary environment, including Qatar where its maritime ports are undergoing significant expansion. National project spending in the Gulf state is expected to top US\$100 billion across infrastructure, real estate and other energy and non-energy sectors over the next decade, according to research from the Investment Bank of Qatar.

Driven largely by rising energy prices, the Gulf nation's economic growth is partly due to Liquefied Natural Gas (LNG), with as much as one-third of global reserves lying within Qatar's sovereign territory. "Qatar's expansion of its ports, particularly in Doha and Ras Laffan, is pushing ahead at a rapid rate, keeping pace with its overall programme of economic expansion," said Capt. Feisal Saad, Manager of Ras Laffan Port, who will be speaking at the World Ports & Trade Summit.

Qatar also lays claim to the world's largest LNG exporting facility, Ras Laffan Port, which will be exhibiting at the event. Having undergone significant expansion since it was first developed 15 years ago, the Port continues to grow in line with regional and global demand for LNG. According to the Qatar Chamber of Commerce and Industry, by the end of 2011, the facility will export 77 million tonnes of gas annually, more than four times the capacity of its nearest competing port, in Bintulu, Malaysia.

Continuing to develop the port to meet demand for the next 20 years and beyond, the Ras Laffan Masterplan has committed at least US\$1.8 billion to two major projects within the next two years. One of these, which was completed at the end of 2010, is a world-class dry dock and ship repair yard for LNG and other types of vessels. A ship building facility was also completed at the same time. By 2012, the overall port facility will have a capacity to handle 5,000 ships a year.

Another of Qatar's major new port projects is the US\$4.5 billion Phase 1 of the New Doha Port, south of Al Wakra township. Comprising of general cargo terminals, container terminals and roll-on/roll-off berths along with an administration and customs complex, the port will cover an area of more than 20 square kilometres. With construction due to begin within the first half of 2011, the first phase of the project is expected to be completed by 2014.

Captain Saad added that the steady post-recession revival of regional and international trade between the East and West is resulting in increasing volumes of cargo routed in and out of the region. With Qatar winning the honour of hosting the FIFA World Cup in 2022, a number of mega projects will be launched in the next decade that will require further investments in ports infrastructure of the country. This can only be good news for the trade and logistics companies in the region. "Having remained strong throughout the global economic downturn, countries up and down the Gulf have continued to expand their port operations over the last two years, with growth continuing into 2011 and beyond," he said.

In association with Abu Dhabi Terminals, Arab Sea Ports Federation and joint event organisers Turret Media and Seatrade, the inaugural summit this year will become an annual event. Internationally recognised economists, ports authorities, terminal operators, shipping companies, global cargo owners and investors will be brought together to present some of the most ambitious projects ever attempted. The World Ports and Trade Summit is split into six different sessions covering topics including the world economy, trade and ports, future challenges and opportunities for the Middle East and leading drivers of freight markets. In addition, Abu Dhabi Ports Company will be presenting its plans for Khalifa Industrial Zone Abu Dhabi. Attendees can meet ADPC at the exhibition, hear from their experts in the

conference, and see the project close-up through hosted tours to the ports itself. The event is sponsored by the UAE Department of Transport, Abu Dhabi Tourism Authority (ADTA), Bechtel, National Bank of Abu Dhabi (NBAD), Boskalis, DNV, Citi, Emirates Aluminium and Etihad Airways. **Source : Dredging News Online**



The **TORM ESBJERG** seen at the Westerscheldt River inbound – **Photo : Henk de Winde ©**

Full house at the LNG berths in Ras Laffan Port

Ras Laffan Port last month saw, for the first time, all the six of its LNG berths occupied with tanker vessels loading LNG cargoes for various destinations in the globe. Captain Feisal Saad, Ras Laffan Port Manager said: “With six operational LNG berths, the Port is the World’s premier LNG exporting facility, double the size of its nearest rival. The scene of 6 LNG vessels loading occupying all the LNG berths simultaneously is something that we will get used to see more often. This scene is only possible in Ras Laffan.”

All four Berths from LNG3 to LNG6 are capable of handling the largest new generation of LNG carriers aptly designated as Q-Flex and Q-Max that were specially designed and built to transport Qatari LNG to the world’s market. In 2010, LNG1 berth was upgraded to receive up to Q-Flex size tanker vessels. LNG2 will similarly be upgraded in the future to receive the Q-Flex vessels. Further LNG berths expansions are possible in the expanded Port area in the future if required to a total of 10 LNG berths. In 2010 Ras Laffan produced 77m tonnes per annum (Mta) of liquefied natural gas (LNG). **Source : Seatrade asia**



Inspired on the story on the **Lissos** going to Vietnam, **Bent Mikkelsen** came to think of the fact that **Lissos** is a very special vessel. He have never before seen a vessel (or ferry) with five funnels! But its never the less what **Lissos** have.

The pair of funnel with yellow logo, the pair just, which might have been the vessel former (and original) exhaust pipes, and the fifth is the dome on top of the accommodation. Five funnels!

One should never call the vessel a beauty... **Photo : Bent Mikkelsen ©**



The loaded **BAVARIA** seen moored in the port of Antwerp - Photo : Daniella Vermeer ©

New MES orders and more gangways

Norway-based Brude Safety has recently received a contract for marine evacuation systems (MES) for the Torghattan ferries being built at Remontowa. The Brude MES Chute SRL for evacuation height from 4m – 25m will be installed on six vessels, with an optional additional vessel. Sister company Brude Service will be responsible for service.

In addition till the above orders, Brude has recently delivered systems to Barreras for hull 1664 (Østensjø accommodation vessel) and hulls 1666 & 1667 (Naviera Armas for 1,500 passengers). Other recent orders include the delivery to Germany-based J.J. Sietas for WDR, the Saarema vessels (hull 63, 64 & 65) and several MES retrofit contracts, including shipowner Acciona Trasmediterrane in Spain and for NorCE Offshore in Singapore. Finally, Brude has been chosen to supply the biggest gas ferry in the world being built at the Fiskerstrand yard in Norway, owned by Fjord 1.

The company has also expanded its gangway portfolio to cover a range from 2m to 14m. The two latest developments, the 11m and 14m gangways, are knuckled versions, which can be used for crew-change as well as standard deck-quay solutions.

The gangways can be installed stand-alone or integrated into the shipside with a door made of steel and hinged to the coaming. The door is stiffened and made as strong as the ship's side. In the locked position the door fits tightly against a rubber gasket in the coaming. The door and its swing movement is locked by means of a hydraulic cylinder. The cylinder operates two locking cleats mounted in the coaming, which interlock with two press bolts mounted on the door. The door has a hydraulic cylinder for the tilting movements and it is opened or closed by operating the same cylinder. When the door is lowered and the gangway is placed on the quay it has a free float function to absorb the tidewater and the swell movement between the ship and the quay or between two ships.

The telescopic gangway is attached on the inside of the door. The gangway is made of aluminium and has a threefold structure with an inner, middle and an outer element. The middle and outer elements have hydraulic cylinders for

telescopic extension of the gangway. Each structure has a fixed handrail. The aluminium profile of the gangway floor has been designed to ensure safe transfer of passengers. The gangways are controlled hydraulically, and powered by a 230V motor



Namens de bemanning van de Kotug's **RT Adriaan** wensen wij concullega **Dirk van Wolveren** het allerbeste toe.
Bedankt Dirk voor de fijne samenwerking en geniet van je groot verlof.

Vripack the movie!

Since 1961 Vripack evolved herself into a full-service organization, dealing with the entire building process under one roof. By introducing the new company promo, Vripack proudly shows you all the steps which take place behind the scenes. So buckle up, sit back and go-with-the-flow as we will glide you trough the evolution of a Vripack yacht!

Vripack's brand new company promo provides you with an opportunity to do a virtual tour through the whole design spiral. You will flow along all the different disciplines like Design & Styling, Naval Architecture, Yacht Engineering and Mechanical Marine Engineering until the final stage on the yard. The movie illustrates how a single line is transformed from paper into a 3D model after which the actual yacht is made.

The Vripack promo is shot in an innovative go-with-the-flow concept. This results in astonishing special effects and beautiful digital animations. With this concept you can witness the spectacular transformation of bringing a building plan to life. As a viewer you will be taken through Vripack's sophisticated process in a unique way. A process which has been executed with great precision for more than 50 years. So view our company promo at www.vripack.com/vripack-s-world/company-tour and feel the Vripack spirit!

OLDIE – FROM THE SHOEBOX



Above seen on 20/6/1993 the 1977 built **ARABIAN EXPRESS** taking a sheer to Starboard as she approached Grangemouth Lock. The tug **CARRON** can be seen pulling her head back round to Port into position, the **ARABIAN EXPRESS** is the ex **ADELPHI YEMELOS-84** and was built at Fukuoka Zosen under yard number 1053, above is seen the vessel in the livery of **Winter Navigation Corp, [Vroon Bv] Manila**. Photo : Iain Forsyth ©

.... PHOTO OF THE DAY



The **OLYMPIC POSEIDON** seen during preparations for deploying of an anchor for the bollard pull test of the **LORELAY** in the Firth of Forth - Photo : Daan Akerboom ©

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