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**Number 068 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 09-03-2011**

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**The 2003 built 380 mtr long TI OCEANIA seen anchored off Angra dos Reis – Brazil**  
**Photo : Marcelo Vieira ©**

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## EVENTS, INCIDENTS & OPERATIONS



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A very busy day last week in the cruise port of ST. Maarten. 6 cruise ships were in port which means that all berthing space was in use. From left to right **Westerdam - Disney Magic - Maasdam - Celebrity Eclipse - Celebrity Constellation - Norwegian Epic**

**Maasdam** captain **James Russel-Dunford** made an account for his passengers how many passengers and crew of all six vessels he thought were invading the island. It came nearly to a total of over 14.000.

**Photo : Cees Kloppenburg ©**



## FIRST PART OF HYUNDAI 105 SURFACED



February 12<sup>th</sup> the first part of the sunken **HYUNDAI 105** was lifted out by the sheerlegs **SMIT CYCLONE** as can be seen at the photo's and was landed on a transport barge for further transportation.



The car carrier **HYUNDAI 105** sank in the Singapore Straits after a collision with the tanker **KAMINESAN** in May 2004 and **SMIT Salvage** was awarded the salvage contract



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The **AURIGA LEADER** seen departing from Singapore yesterday – Photo : Piet Sinke ©  
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Ship owners avoid second hand ship purchases on increased market concern

The past few weeks have been market by the virtual absence of Hellenic ship owners from the second hand market, for all types of vessels, with just a handful of new building orders being reported as well.

Shipbrokers suggest that owners are now on a wait-and-see mode, in order to better evaluate current and future market conditions, before making their decisions. According to Golden Destiny, the Hellenic presence was noticeable this past week, only in the newbuilding front with Tsakos placing two 8,800 TEU units in Sungdong for \$97 mil each, while at similar week in 2010 no activity had been reported. "Overall, Greek owners seem to be conservative holding their appetite either for secondhand or newbuilt vessels when the dry sector shows more solid earnings and asset prices bottom out" said the Piraeus-based shipbroker.

This despite the fact that the dry bulk market has been gaining ground lately, with the BDI edging forward to exceed 1,300 points. Of course, this is still lower than the levels experienced during the first quarter of 2009, when the BDI averaged 1,562 points. "The demand side appears fragile as Chinese iron ore and coal demand have declined in recent days due to large stockpiles being held at Chinese ports and relatively low number of vessels is expected to be chartered to import iron ore and coal. About 81.1 million tons of iron ore is currently stockpiled at Chinese ports causing a serious concern in the shipping industry. It remains to be seen if China's demand growth paves the way for higher dry bulk earnings till the end of the first quarter of the year. According to Commodore Research, a rebound in iron ore demand will occur after March as Chinese and global steel production normally begins to see seasonal increases at this time and a record activity will be set again by the summer" said Golden Destiny. In terms of S&P activity, the week ended with 31 sales reported in the secondhand and demolition market posting a 29% positive w-o-w change with buying sentiment being centered on vintage bulk carriers. "The highest activity has been recorded in the newbuilding market but an increasing trend from week to week has been witnessed in the demolition. The S&P momentum in the bulk carriers sector continues to be on the low edge with six vessels reported to have changed hands, no change from the previous week, equalling a total invested capital around \$78,8 million. In the secondhand market, 16 vessels reported to have changed hands this week equalling a total amount of money invested of US\$



258,300,000. In terms of reported number of transactions, the S&P activity has been marked with a 6% positive w-o-w change, while is down by 60% comparable with previous year's weekly S&P activity when 40 vessels induced buyers' interest with bulk carriers, tankers and containers grasping the lion share. In terms of invested capital, the tanker sector appears to be the most overweight representing a 44% of the total invested capital this week due to an enbloc aframax sale of two 115,000 carriers built 2006 for \$42,5 mil each.

In the demolition market, distressed freight markets lead to increasing demolition activity with India attracting most of the tonnage, 8 vessels headed to its scrap yards, even rumors suggesting that its scrap yards are full of capacity.

However, in terms of dwt, China won the largest vessels, two capesizes of total deadweight of 413,124 tons. Meantime, Bangladesh industry expects with enthusiasm from time to time its full reopening and China appears to pay, for third consecutive week, firm prices for dry cargo around \$470/ldt. The softening in scrap prices witnessed the last 2-3 weeks from the highs of \$500/ldt that India was offering may end once Bangladesh market opens as the hungry Chittagong scrap buyers will lift the market in terms of volume of activity and rates. The week ended with 15 vessels reported to have been headed to the scrap yards of total deadweight 597,238 tons. In terms of reported number of transactions, the demolition activity has been marked with a remarkable 114% w-o-w increase with capesizes bulk carriers being on the frontline after the continuous fall of capesize earnings. In terms of scrap rates, the highest scrap rate has been achieved this week again by China for a capesize vessel of 23,000 ldt at \$470/ldt. At a similar week in 2010, 24 vessels were reported for scrap indicating a negative yearly change 37% in terms of reported number of transactions with tankers and liners being on the spotlight and Bangladesh offering \$380/ldt for dry and \$410/ldt for wet cargo" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the sheerlegs **Matador 3** ready to install the spudcarrier into the recently launched **CSD Athena** of Van Oord. The **Matador 3** was assisted by the **Matador** to bring the spudcarrier into an upward position. The **Matador** was assisted by **Pieter L.** Photo : Wim Ooms ©

## Scrap ship import to be allowed on condition

The High Court (HC) on Monday said import of scrap ship will be allowed on several conditions for ensuring public and workers' safety and environmental protection. The court imposed the conditions, which will be applicable until framing

of rules in the light of six existing laws for protecting health, life and environment. It said no ship can be broken without cleaning toxic gas. Untrained labourers and workers under 18 years old cannot be engaged for breaking ship, the court said. They will be trained at an institute which will be set up by the owners of shipyard under the supervision of Bangladesh Marine Academy, it added.

The court also directed the marine academy to prepare a manual within 15 days for setting up the institute where the workers will be given training for two months, including a 15-day academic training, the HC said. A marine engineer will be present during the ship breaking, the HC said adding that the owners of shipyards will ensure the present of marine engineer. The entire ship breaking work will be monitored by a special team, the court mentioned. The team will include a naval architect of Marine Academy nominated by Bangladesh University of Engineering and Technology (Buet), a chemical engineer nominated by Buet, a representative from Department of Environment (DoE) and a representative of Waste Concerned, an environmental organisation. The specialised team will submit report on the records of the worker to the Directorate of Labor on a regular basis. The HC bench of Justice AHM Shamsuddin Chowdhury Manik and Justice Sheikh Md Zakir Hossain issued the directives after disposing of a petition filed by Bangladesh Ship Breakers Association. The court said a separate place will have to be fixed out of the scrapping ship for eating and taking rest of the ship breaking workers. No ship breaking work will be allowed after dusk, it said.

The court further said no ship will enter the country without pre-cleaning and environmental certificate. If anyone violates the conditions, he will be punished on charge of committing the contempt of court. **Source: The Daily Star**

## **Cruises to bypass Bahrain for season**



International cruise-ship operators have cut Bahrain from Gulf itineraries for the rest of the season, because of the protests in the kingdom. As a result millions of dollars will be lost in revenue and Bahrain will suffer a setback to the development of the sector that is a key part of its tourism strategy.

The **COSTA LUMINOSA** seen from **COSTA DELIZIOSA** in Abu Dhabi on 4 March.

**Photo : Anko Staas (c)**

Costa Cruises, the Italian line, will not visit Bahrain for the rest of the season, which has one more month to run after starting in November.

Instead, Costa's ships will stay in Muscat, Oman, for an extra night. Other smaller companies have followed Costa's suit by avoiding Bahrain, tour operators said.

A 2,000-passenger ship brings an average revenue of about Dh1 million (US\$272,250) to each port of call, according to research by Seatrade, a shipping communications company. "Safety of the passengers always comes first," said Gamal Sadek, the general manager of Al Ketbi Consultancy, Costa Cruises' representative office for the GCC. "Accordingly, we decided to take Bahrain out of the schedule." Cruise ships stopped going to Bahrain last month because of the unrest. During the last season, 150,000 tourists stopped off in Bahrain on cruise ships. "It would have an impact on returns for us," said Mohan Kutty, the general sales manager at Kanoo Travel, which organises excursions for tourists coming into Bahrain on cruise ships. "To the island it's a big blow. It is a setback.

"It is not only a main way of bringing in tourists in a large number, but it also reaches out globally for the country. "Hopefully in the coming season when things go back to normal we are looking forward to them coming to the country." Costa also stopped sailing to Alexandria in Egypt, replacing the destination with calls in Greece or Israel. Meanwhile, visits to Tunisia have been replaced by stops in Spain, Malta and Italy. But the cruise line has now restored some of its Red Sea itineraries. Royal Caribbean last month cancelled all upcoming visits to Egypt through to June.

Cruise ships bring in income that includes port fees, fuel costs, as well as tourist and crew expenditure in the destinations visited. The region as a whole is focusing on growing the industry, which is an important driver of tourism.

Abu Dhabi has plans to attract 300 ships and more than 600,000 passengers a year by 2030. The capital will serve as a home port for one of MSC Cruises ships from October. This brings in extra revenues, as tourists fly into the emirate for the start of a cruise. The number of ships calling in Dubai last year reached 120, bringing in 325,000 passengers. This year, Dubai, already well established as a home port, is expecting to attract 135 cruise ships, with 375,000 passengers, according to the Dubai Department of Tourism and Commerce Marketing.

The department has cited the cruise industry as playing a major role in filling the 10,000 rooms it expects to add this year, with passengers who fly into the emirate for the cruises often staying in Dubai before and after the tours.

"**Brilliance of the Seas** [sailing from Dubai] is completely sold out," said Lakshmi Durai, the executive director for the Middle East for Royal Caribbean, adding that there had not been any cancellations. Royal Caribbean last year decided to drop Bahrain from its cruise itinerary in the region after one season, citing negative feedback from passengers on the destination. Bahrain was also forced to postpone this year's Formula One Grand Prix, resulting in estimated losses of up to \$600m, with hotels missing out on business from the single largest event for the country's tourism industry.

Source : The National



Multraship's **MULTRATUG 7** is sold by Multraship and renamed in **MTS VISCOUNT** – Photo : Gilles Bronke (c)

## STATUS OF SEIZED VESSELS AND CREWS IN SOMALIA, THE GULF OF ADEN AND THE INDIAN OCEAN

As per 07. March 2011, 20h30 UTC, at least 49 foreign vessels plus two barges are kept in Somali hands against the will of their owners, while at least 784 hostages or captives - including a South-African yachting couple as well as A Danish yacht-family with children - suffer to be released. But even EU NAVFOR, who mostly only counts high-value, often British insured vessels, admitted now that many dozens of vessels were sea-jacked despite their multi-million Euro efforts to protect shipping. Having come under pressure, EU NAVFOR's operation ATALANTA felt now compelled to publish their updated piracy facts for those vessels, which EU NAVFOR admits had not been protected from pirates and were abducted. EU NAVFOR also admitted in February 2011 for the first time that actually a larger number of vessels and crews is held hostage than those listed on their file. Since EU NAVFOR's inception at the end of 2008 the



piracy off Somalia started in earnest and it has now completely escalated. Only knowledgeable analysts recognized the link. **Source : Ecoterra**



**'Tideway Rollingsstone'** seen approaching Sandnessjoen, Norway, after her transit from Walney, off Barrow-in-Furness, Irish Sea. Photo taken from **'Seahorse'**, 08-03-2011.

**Photo : Alexander Pera - Captain m.v. Seahorse (c)**

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## **Danish Hostages Taken Deeper Into Mountains**

In our last update on the sea-jacking of sailing yacht **S/V ING**, we reported about the involvement of a previously sea-jacked merchant vessel, which was correct. Local observers believed it was **MV BLIDA**. It could, however, now be clarified that it actually was **MV EMS RIVER**, which had been dispatched for chaperon services to assist the pirate group on the captured yacht boat. The pirates in **MV EMS RIVER** did this just before they themselves disembarked and released her, since they had received the ransom already. **MV EMS RIVER** was used to first tow **SY ING** and then refuel the sea-jacked yacht, which was taken further after the seven hostages were forced to go on land. Meanwhile the four adults and three children from the yacht are still held on land - despite some media-reports offered by so-called pirates, claiming that they were transferred onto a larger ship. **EMS RIVER** sailed free after the pirate-operation to secure the outrageous and heinous crime of taking a family with young children hostage and is already away from Somali. We reported this earlier and it is now also confirmed by her owner as well as EU NAVFOR. The sailing yacht **SY ING** is at present held by armed gang-members at the Dhur Canood coast, who are nervous but



believe they will not be attacked as long as they hold the seven hostages in the mountains further inland. However, helicopters believed to be from the Danish warship off the coast, created panic among the local population in and around Hafun and other coastal dwellings over the weekend in an apparent search attempt and a warship appeared Monday about 2 kilometers off shore. Analysts believe this will not help in the present situation to achieve a safe release and only could create more and more tension, which could be fatal. Meanwhile the hostage group has reportedly been taken deeper into the mountainous area of the very tip of the Horn of Africa, due to the helicopter flights and also because a military unit was ordered by President Farole of Puntland, who was in Italy last Friday and who is now in Addis Abeba, to search for the gang and their hostages and to surround them. It is hoped that also this militia is kept under strict instructions not to endanger the lives of the hostages, because every time the Puntland coastguard, their militias or the U.S. financed Puntland Intelligence Agency interfered in a case of the past, only death on all sides was the result. **Source : ECOP Marine**



Above seen the **Federal Nakagawa** during the arrival in the port of Quebec (Canada)

**Photo : Rajesh Poddar (c)**

## **Japan protests Chinese chopper buzzing its warship**

Japan protested Tuesday after a Chinese helicopter the previous day staged a close fly-by of one of its destroyers near gas fields in the East China Sea that are claimed by both sides. Defence Minister Toshimi Kitazawa called Monday's aerial manoeuvre "an extremely dangerous act", saying Tokyo had protested to Beijing over the latest in a series of tense confrontations between the Asian giants. "The Japanese government has asked (China) through diplomatic channels to prevent accidental collisions and other unforeseen incidents," he said.

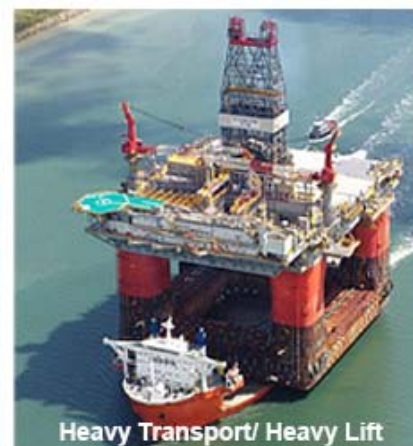
The helicopter, which bore the markings of China's State Oceanic Administration, flew within 40 metres (130 feet) above and 70 metres beside the destroyer Samidare, which was on a patrol mission, Japanese officials said. The

tense incident took place near a long-disputed gas field, called Shirakaba in Japan and Chunxiao in China, which is located near the mid-point of both countries' claimed exclusive economic zones.

Amid a heated diplomatic row last year, Japan charged that China had unilaterally started construction work in the area, despite earlier bilateral agreements to work toward jointly exploiting the gas fields. Chinese helicopters twice in April last year buzzed Japanese naval ships sent for surveillance on Chinese manoeuvres near Japan's islands. Japan has also repeatedly scrambled jets in recent months as Chinese aircraft have approached airspace near a disputed East China Sea chain of uninhabited islands known as Senkaku in Japan and Diaoyu in China. A long-running territorial row flared up in September last year after Japan arrested a Chinese trawler captain after collisions near the islands. The latest helicopter incident took place a day after Japan's outspoken foreign minister Seiji Maehara, known as a China hawk, resigned over a donation scandal. The post is temporarily filled by Chief Cabinet Secretary Yukio Edano.



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The tug **Hibernia** seen towing the sheerlegs **GPS Atlas** outbound in the River Medway on 04/03/2011  
**Photo : Adrian Hopkins ©**

## **Red Sea piracy may be going multinational - U.S.**

Piracy in the Red Sea may be becoming a "multinational" business with Yemenis joining Somalis in the lucrative crime, a senior U.S. official said on Monday. "We are also seeing ... perhaps a new business model occurring in the Red Sea and things that we have traditionally labelled exclusively Somali piracy may in fact be multinational piracy," the top U.S. diplomat for Africa, Johnnie Carson, said. Pirates involved in last month's killing of four American hostages on a yacht seized near Somalia were both Somalis and Yemenis, while Yemenis were on board a pirate ship recently captured by a Danish warship, he said. "We may be seeing a situation, as yet unconfirmed, where we have individuals from several nations on the periphery, from states that are not governed well ... being involved in piracy," Assistant U.S. Secretary of State Carson told reporters in London. Yemen and Somalia are both riven by poverty and instability and are bases for militant groups. The growing pirate threat to key supply routes in the Indian Ocean has prompted



powers including Russia, China, India and Japan to send warships, working loosely alongside Western task forces including those of the European Union, NATO and United States. But Carson said the problem of Somali piracy would not be resolved on the high seas. "We recognize that the area of the Red Sea is enormous and that you can put hundreds of boats out there," he said.

The problem could only be resolved "by ending the impunity that exists on land. It will only be resolved when Somalia has a government with a security force, a police apparatus, a court system and laws that allow it to prevent and prosecute pirates who seek to carry out activities offshore," he said. Somalis also needed alternatives to piracy to earn a living, he said.



The damaged 137 mtr **ZELADA DESGAGNES** seen after the collision with the 166 mtr **MSC PATRICIA** at the Westerscheldt River during dense fog last Saturday **Photo : Adri van de Wege ©**

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## NAVY NEWS

# Philippine navy acquires US patrol ship

The Philippine navy said Monday it had bought a large **Hamilton-class** patrol craft from the United States to help it guard its waters, amid tensions over territorial claims, notably with China. The announcement was made by the new Philippine military chief of staff, Air Force Lieutenant-General Eduardo Oban, as he assumed his post.



"As I speak, Philippine navy officers are now in the United States... preparing to sail our first Hamilton class navy (vessel) to the Philippines," he said in a speech to troops. "We shall sustain efforts to modernise our armed forces," he added. Details of the acquisition were not disclosed, but the navy said in January that acquiring the refurbished, 380-foot (115-metre) vessel was aimed at boosting its border patrol capability.

The class leader **USCG HAMILTON** seen moored in Willemstad (Curacao)

**Photo : Kees Bustraan (c)**

harassed a Philippine oil exploration boat in disputed waters in the South China Sea last week. After lodging a formal protest, President Benigno Aquino ordered coast guard escorts for the oil exploration vessel, which was conducting a seismic survey in the Reed Bank, which is close to the disputed Spratly islands.



China has brushed the protest aside, reasserting that the Spratlys, which it calls the Nansha islands, and adjacent waters have always been part of its territory. The reputedly oil-rich chain are claimed -- in whole or in part -- by

China, Brunei, Malaysia, the Philippines, Taiwan and Vietnam. The new ship will replace the Philippine navy's flagship, [Raja Humabon](#), a Cannon-class destroyer escort ([as seen above](#)), which is probably one of the world's oldest warships, the navy has said.

Equipped with a retractable hangar, a helicopter flight deck and powered by a dual engine or gas turbines, the Hamilton is described as a high endurance cutter with close-in weapons systems. Washington considers the Philippines a major non-NATO military ally and the two countries are bound by a 1951 mutual defence treaty.

## Mooring trails for Indian carrier

After near a decade long rebuilding, the mooring trails of aircraft-carrier [Admiral Gorshkov](#) starts in Severodvinsk. The large former Soviet aircraft carrier has been a headache for the naval yard in Severodvinsk all time since Russia in 2004 signed the agreement to sell and rebuild the vessel to the Indian navy.

Sevmash shipyard in Severodvinsk and the Indian navy have both disagreed on costs and time-schedule for the aircraft carrier that sailed for the Soviet / Russian navy from 1987 to 1994. It is believed that India will pay Russia some \$2.2 billion for [Admiral Gorshkov](#).

Press-service of Sevmash says the mooring trails for the vessel started on March 1st. The yard says this is a serious step in the modernization of the vessel that now enters its final rebuilding step. Tests of the main machinery will be the most difficult part of the ongoing tests, says Anastasia Nikitinskaya, head of press service at Sevmash.

If the tests at quay prove successful, [Admiral Gorshkov](#) will sail for sea trails out in the White- and Barents Seas in the autumn this year. Once the aircraft carrier sails to Indian waters, it will be renamed [INS Vikramaditya](#). Source : [BarentsObserver](#)

## USS Memphis to be decommissioned

When a submarine bearing the name [USS Memphis](#) pulled into its home port in Connecticut last week, ending its Naval service after more than 33 years, its fire chief control technician was wearing an Elvis-style white jumpsuit with rhinestones.

"Since I love Elvis and I love Johnny Cash -- both are from Memphis, Tennessee -- I said, 'Sure. Why not?'" Brian Paugh told the website Military.com. Every other crew member was wearing dress uniforms. The [Los Angeles class](#) attack submarine will get an official decommissioning ceremony with current and past crew members next month and go into inactive status. It was commissioned in December 1977 and became part of the Atlantic Fleet based in Norfolk, Va.

According to the archives of The Commercial Appeal, an earlier U.S. Navy light cruiser called the [USS Memphis](#) brought Charles Lindbergh and his Spirit of St. Louis airplane back from France in June 1927. It also hosted Franklin D. Roosevelt at the 1943 Casablanca summit. It was sold for scrap in 1947.

In 1982, the submarine made an around-the-world cruise via the Panama Canal and in 1994 it was overhauled with more advanced radar and other equipment, according to its official U.S. Navy history.

"Fast-attack submarines like Memphis have multifaceted missions," that history says. "They use their stealth, persistence, agility and firepower to deploy and support special force operations, disrupt and destroy an adversary's military and economic operations at sea, provide early strike from close proximity and ensure undersea superiority."

Source : [CommercialAppeal](#)

## Navy prepared to tackle piracy against merchant vessels

The Pakistan Navy (PN) has adopted special contingency measures to tackle the issue of piracy against merchant vessels in the Indian Ocean as rampant maritime threat has become an increasing risk near the Exclusive Economic Zone (EEZ) of Pakistan. Commander Pakistan Fleet of PN Vice-Admiral Abbas Raza said at a press briefing on Monday that the naval authorities were fully alive to the threat of piracy near Pakistani waters and in this regard special plans had been laid out for safeguarding Pakistani merchant ships and other vessels operating near and in the country's EEZ.

The press briefing was convened at PN's Fleet Headquarters to brief journalists about holding of third multinational naval exercise Aman-2011, hosted and conducted under the aegis of the PN, with participation of 39 countries out of which 11 nations whose navies are actively participating in the maritime manoeuvres. The Aman-11 exercise being conducted from March 8 to 12 in the Pakistani territorial waters and for the purpose naval ships from the United States, United Kingdom, China, Indonesia, Malaysia, and Saudi Arabia arrived at Karachi's port on Monday.

The PN said that holding of the multi-national naval exercise with regional and international naval forces and that too in Pakistani waters would amply help in promoting the positive image of Pakistan as a responsible and peace-loving nation with no hegemonic designs in the region. The PN's Fleet Commander said at the briefing that the navy had established special communication lines with ships of the Pakistan Naval Shipping Corporation (PNSC) for ensuring complete security and safety of the Pakistani merchant vessels operating in and outside the Pakistani waters. He said that the PN's ships and surveillance aircraft were being operated for giving safe passage to merchant ships passing through the Pakistani maritime area.

He said that the plans were afoot by the PN for swift response to rescue and get free any Pakistani merchant vessel facing imminent hijack threat posed by pirates operating with impunity mainly in the Horn of Africa. About the Aman naval exercise, the Naval Fleet Commander said that the biennial series of multi-national maritime exercises were being conducted to promote interoperability and mutual understanding between friendly, regional, and extra-regional nations to put up a collective response against various asymmetric sea-borne threats. These maritime threats included narcotics trade, human smuggling, gun running, and in the past few years piracy at high seas had presented formidable challenge to the countries around the globe. It is not possible for any one country to single-handedly deal with these threats. Resultantly, nations around the world have re-strategised their roles to deal with these ominous threats and the concept of collective and collaborative security especially in the maritime domain have gained greater pre-eminence than ever before, said the Naval commander.

First exercises Aman-07 was held in March 2007 followed by Aman-09 in March 2009. On an average 28 regional and extra regional countries participated in these exercises with naval assets and observers.



Admiral Raza said that the Aman series of exercises were indeed a modest effort from Pakistan and the PN to promote maritime awareness in the region. The main focus of exercise Aman-11 was to project united multinational resolve against maritime terrorism and other high sea crimes.

The concept of exercise is designed to provide common forum for information sharing, mutual understanding, and identifying areas of common interest. Ultimately, this concept will provide basis to develop and practice response

tactics, techniques, and procedure to deal asymmetric trans-national maritime threats. To a question about prospect of Indian Navy participating in any such Pakistan-hosted naval exercise, the Naval Fleet Commander said that participation in exercises let alone regular visits of naval officers, sailors, and warships, between India and Pakistan could only be possible after resolution of core disputes between the two countries including Kashmir, Siachin Glacier, and Sir Creek problems. To another question, he said that after terrorist strikes in Mumbai India in November 2008, special hotline had been established between Coast Guards of India and the Maritime Security Agency (MSA) of Pakistan to thwart any untoward incident in Indo-Pakistan waters.



He said that in all invitations were extended to navies of 47 countries for participation in the third Aman Exercise but some regional countries included Iran and Bangladesh despite showing initial interest in the multinational exercise later regretted to send their naval assets or observers to take part in Aman-11. He hoped that holding of Aman-11 naval manoeuvres with participation of major international naval forces including the USA and the UK would not bother in anyway the neighbouring Iran as concept of the maritime activity was aimed at promoting peace and tranquillity in international and regional waters.

He said that days for holding the third Aman exercise had been slashed to mere five from proposed nine-day activity in order to control budgetary expenses for conducting the multinational maritime activity for whose execution no extra budget was demanded from the government and only allocated budget for Pakistan Navy was utilised.

He said, "After last year's devastating floods across the country, the naval authorities weighed at length pros and cons of hosting the third in series of Aman exercises in early 2011 and after thorough debate by Pakistan Navy's high command it is decided that holding the international maritime activity is in the best interest of Pakistani naval defence. If we abandon the opportunity to host and operate with various international navies then there are countries in the region who are eyeing since sometime to grab the show and strip Pakistan forever the novel chance to hold the international maritime event".

He said that strict security and safety arrangements had been adopted by the PN for protection of international delegates and naval forces participating in the Aman-11 exercise including ensuring controlled movement in the city of officers and sailors of the participating navies.

To another question, he said that recent strain in diplomatic relations between Pakistan and the United States had no bearing on professional cooperation in the arena of armed forces as both the countries had numerous officers and training exchange programmes for the benefit of the armed services' officials.

Meanwhile, journalists were briefed on the occasion that a total of 39 countries had confirmed their participation with naval assets and observers in Aman-11 exercise. Twelve ships from China, Saudi Arabia, US, UK, France, Malaysia, Indonesia, Italy, and Australia, along with four maritime aircraft from Australia, Japan, and, the USA are participating in the exercise. In addition special operation forces, explosive ordinance disposal experts and marines teams from Turkey, Saudi Arabia, China, and the USA, are also participating in the multinational naval exercise. **Source : The News International**

## French navy ship due to port in Auckland

A French navy patrol boat based in New Caledonia arrives in Auckland on Friday for a four-day goodwill visit.

**La Moqueuse**, which is based in Noumea, New Caledonia, will berth at Princes Wharf, a short distance from Marsden Wharf, where French Government agents blew up and sank the Greenpeace ship, **Rainbow Warrior** in 1985. **La Moqueuse** carries out maritime surveillance of New Caledonia and Wallis and Futuna Islands' exclusive economic zones. **Source : NZPA**

## SHIPYARD NEWS





The **AIDAsol** seen fitting out at the **Jos L. Meyer werft** in Papenburg – Photo : Kees de Vries ©

## Tewaterlating Marvel Scan

Op vrijdag 11 maart om 13.45 uur wordt bij Peters Shipyards het m.s. **Marvel Scan** gedoopt en dwarsscheeps in de IJssel te water gelaten. Het m.s. **Marvel Scan** is het tweede schip in een serie tienduizend tonners, genaamd Sole; de grootste schepen ooit op de locatie in Kampen gebouwd. M.s. **Momentum Scan** werd 11 september 2010 te water gelaten. De Sole is een innovatief, uniek schip, niet alleen qua configuratie maar ook vanwege de flexibele toepasbaarheid. De grootte van het ruim biedt vele mogelijkheden; het schip is in staat grote projectlading, zoals bijvoorbeeld windmolens, jachten e.d., te vervoeren. Het brandstofverbruik is laag, een milieu-aspect dat de Groningse rederij Canada Feeder Lines BV hoog in het vaandel heeft. Voor een soepele tewaterlating zijn wij afhankelijk van goede weersomstandigheden. U kunt onze website hiervoor raadplegen: [www.petersshipyards.com](http://www.petersshipyards.com) Source : VNSI

## Hovertrans Solutions to build heavy lift hovercraft at ST Marine



Singapore's Hovertrans Solutions Pte. Ltd. is to build a 50 tonne payload hoverbarge for charter. Measuring 34 m x 17 m, the modular hoverbarge will have a hover height of 1.8 m. Hovertrans Solutions is a subsidiary of ST Marine and the hoverbarge will be built at ST Marine's shipyard.

The hoverbarge, a heavy lift hovercraft, can be self propelled by adding two modular propulsion units. The hoverbarge is expected to be available for charter from

third quarter 2011.

The amphibious hoverbarge is capable of carrying cargo or equipment over swamps, wetlands, tundra, ice and shallow water, opening up exciting possibilities for oil and gas exploration and remote field development. A significant advantage of the hoverbarge is that it only exerts 1psi ground pressure whilst on hover, thus minimizing any environmental footprint and in many cases will be the only platform that can be used for the tasks.

Manufactured from cold weather steel and with a specialized skirt system, the hoverbarge can operate in temperatures ranging from 40°C to -40°C. The hoverbarge is designed using a modular concept and involves connection of ISO container sized pontoon units and a skirt frame. This enables the hoverbarge to be shipped around the world using most conventional shipping, thus keeping transportation costs down for customers. Re-assembly and commissioning of the hoverbarge can be completed within a day. This modularity also opens up access for inland operations that require the use of a hoverbarge. **Source : MarineLog**

## **Keppel AMFELS to build jack-up for Mexican repeat customer**

Keppel AmFELS LLC, has won a repeat order worth about \$195 million from Mexico's Perforadora Central SA de CV to build a jack-up rig. The Brownsville, Texas, shipyard is a wholly-owned subsidiary of Keppel Offshore & Marine Ltd.

Slated for delivery in 1Q 2013, this latest high specification unit will be based on the LeTourneau Super 116E design. Unlike the existing LeTourneau Super 116Es, this will be the first Super 116E newbuild to be further enhanced to provide for an additional 1,500 kips of elevated load. It will have leg lengths of 511 ft and the capability to drill wells up to 30,000 ft at a water depth of 375 ft.

Mexico is the world's sixth largest producer of oil and has the seventh largest natural gas reserve in the western hemisphere. PEMEX, Mexico's national oil company, has recently announced plans to invest approximately \$23.6 billion) in 2011, more than 80 percent of which would be allocated to exploration and production activities. Mr. Tan Geok Seng, President of Keppel AmFELS, said, "Keppel AmFELS has enjoyed a win-win partnership with Perforadora Central that dates back to 2002. Today, we are pleased to further strengthen our years of collaboration with a contract for our third newbuild jack-up rig together. "With a strategic presence at the gateway of the Gulf of Mexico, Keppel AmFELS is in a prime position to serve this growing offshore sector and be the preferred solutions provider of drillers and operators in Mexico and the region."

In keeping with its tradition of safe, on-time and within-budget deliveries, Keppel AmFELS completed Tonalá, an ultra premium KFELS B Class jackup for Perforadora Central in 2004, followed by Tuxpan, a LeTourneau S116E rig in 2010.

"With each successive project, Keppel AmFELS has proven its expert project management and construction capabilities, as well as commitment to the highest standards of safety and quality," commented Perforadora Central. "Our Tonalá and Tuxpan jack-ups are turning in excellent performances for PEMEX in Mexico. We are just as confident that our latest newbuild by Keppel AmFELS will be another exceptional product to boost our track record as the foremost provider of drilling solutions in Mexico." **Source : MarineLog**

## **HC Merwede and DEME join forces to develop deep-sea mining activities**

IHC Merwede, a Dutch supplier of ships and equipment for dredging and mining activities, and DEME, a Belgian dredging and environmental services group, will enter into a joint venture for deep-sea mining activities. Under their cooperative agreement, IHC Merwede will be responsible for the development and construction of technical solutions, while DEME will be responsible for operations. Together the companies will offer a unique pioneering total solution. The joint venture will be known as OceanfLORE.

The parties cooperating under the name "**OceanfLORE**" (ORE stands for Ocean Reserve Extraction) will cater to meet the increasing demand for both expertise and exploitation techniques in the field of deep-sea mining. The joint venture between IHC Merwede and DEME is a logical step. Deep-sea mining is an important industry for IHC Merwede. The company has many years of experience and knowledge in the field of dredging, excavation techniques and deep-sea



mining technology. DEME is a leading global player in the dredging and offshore market, and has highly specialised experience in the application of complex offshore hydraulic engineering technologies, even in extremely deep waters.

Tideway, an OceanfLORE group company, has high-tech equipment which can be deployed accurately even at depths required for mining. Another important advantage offered by the OceanfLORE group is its extensive experience in the entire processing of mined material on a mining vessel before transportation to the mainland. These activities include both the integral processing of the extracted raw materials, and the washing and separation of materials. OceanfLORE aspires to become the preferred partner of mine owners throughout the world for completing feasibility studies and deep-sea mining operations.



The demand for raw materials is expected to double during the coming decades. Existing sources on land will not be adequate to meet this demand. At the same time, the field of deep-sea mining techniques is developing increasingly rapidly and the technical feasibility is becoming evident. These trends have led to a growing interest in the possibilities offered by deep-sea mining throughout the world. Additionally, capital markets are more often willing to finance projects due to the increased certainties involved.

The OceanfLORE joint venture will be in a position to take advantage of these developments. Combining the knowledge of IHC Merwede and DEME, feasibility studies carried out by OceanfLORE will subsequently enable every important aspect of deep-sea mining to be developed, manned and operated. These aspects include underwater excavation, vertical transportation to the surface, processing on board the mining vessel and transportation to the harbour. This enables OceanfLORE to provide a unique complete solution for deep-sea mining, including all aspects related to the financing of projects, plus comprehensive

project management through the deployment of crew and ships, mining equipment and a processing plant.

OceanfLORE will carry out a study on the feasibility of mining phosphates in New Zealand territorial waters. The joint venture will also develop a pilot mining system.

## Ferus Smit gaat 23.000-tonners bouwen voor Wagenborg

Rederij Wagenborg heeft Ferus Smit Shipyards opdracht gegeven voor de bouw van een serie ijsversterkte en met straalbuis uitgevoerde 23.000-tonners (ruiminhoud 945.000 cft, lengte over alles 170 meter, breedte 20,40 meter) met levering begin 2013 en 2014. De schepen zullen als respectievelijk als Reestborg en Reggeborg in de vaart komen.

Optionele vervolgschepen krijgen de namen **Roerborg** en **Rhoneborg**. Zowel Ferus Smit als Wagenborg schrijft hiermee geschiedenis: de werf bouwt de grootste schepen in zijn bestaan, de rederij brengt hiermee haar grootste schepen in de vaart. Daarnaast zijn het de grootste schepen ooit die in Duitsland dwarsscheeps te water worden gelaten.

Momenteel werkt de werf nog aan een serie 14.600-tonners. Op 18 februari werd in Leer bouwnummer 394 gedoopt en als **Fraserborg** te water gelaten. De ijsversterkte MPCC **Fraserborg** is de vierde van een serie van vooralsnog zes. Het eerste schip van de serie, de **Beatrix**, werd 24 augustus 2009 jaar in thuishaven Delfzijl door de koningin gedoopt. Het tweede werd 11 maart vorig jaar als Flevoborg in de vaart genomen, waarna de **Fivelborg** 9 september

volgde. De met een straalbuis uitgevoerde schepen worden voortbewogen door een Wärtsilä 9L32C hoofdmotor van 4500 kW. De verdere gegevens luiden: lengte over alles 154,60 meter, loodlijnlengthe 148,13 meter, breedte 17,20 meter, holte 11,55 meter, ruiminhoud 615.000 cbft., 8850 gt, containercapaciteit 475 teu, waarvan 191 aan dek. Het type FS14600 is het grootste dat tot nu toe bij Ferus Smit van de helling gleed.

De verwachte oplevering van de **Fraserborg** is eind maart. De beide vooralsnog laatste schepen van de serie FS14600, die als **Finnborg** en **Fuldaborg** in de vaart worden genomen, worden elk half jaar geleverd.

Bron: [www.schuttevaer.nl](http://www.schuttevaer.nl)

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## North Sea Tankers new tonnage partner

We are proud to announce that Wappen Reederei GmbH & Co. KG, Hamburg, as Owners, Poseidon Schiffahrt GmbH, Hamburg, as Commercial Managers, and North Sea Tankers BV, Krimpen aan de IJssel have reached an agreement that the four WAPPEN-Tankers "**WAPPEN VON AUGSBURG**", "**WAPPEN VON DRESDEN**", "**WAPPEN VON NÜRNBERG**" and "**WAPPEN VON FLENSBURG**" will be employed under an exclusive Broker Agreement with North Sea Tankers BV for employment in the North West European trade.



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

The four vessels will be handed over to NST in the course of the 2nd Quarter of 2011. With the combined efforts of NST in the European trade and the long haul oriented trade lanes of POSEIDON for the remaining eight WAPPEN-Tankers, all three partners aim to jointly exploit the possibilities of the chemical, product and vegetable oil markets to the benefit of the WAPPEN-fleet in today's challenging market conditions. Poseidon and NST are jointly looking forward to the continued good support of their broad customer base.

[www.wappen-reederei.de](http://www.wappen-reederei.de)

[www.poseidon.de](http://www.poseidon.de)

[www.northseatankers.com](http://www.northseatankers.com)

With these four vessels, NST will trade the youngest medium sized European chemical fleet, consisting of 20 quality vessels with a DWT range stretch between 2,000mt and 8,500mt. We will continue our drive to further improve overall quality and operational flexibility towards our customers together with our 7th tonnage partner Wappen Reederei GmbH & Co.

## Panama Flag accepts GL's Extended Dry Docking Programme

The Panama Maritime Authority has authorized Germanischer Lloyd (GL) to offer its extended dry docking (EDD) programme for vessels under the flag of Panama. The flag of Panama acknowledges the technological advancements to make environmentally safe in-water inspections and maintenance and reflects improvements in corrosion resistant materials, including the endurance and effectiveness of coating technology.

The EDD scheme offers ship owners and ship operators the option to extend normal dry docking intervals by 2.5 years. It concentrates on newbuildings and young container vessels, general cargo and multipurpose vessels. The first five-year class renewal dry docking is replaced with in-water surveys at 2.5 years and five years, with the first dry docking taking place at 7.5 years. The sequence continues until a second dry docking at 15 years, after which the docking schedule reverts to the normal schedule.

Ship owners who implement the current technological options can take advantage without undermining quality or safety. As well as the obvious savings in docking costs, other benefits for ship owners include reduced off-hire and more flexible options for arranging inspections and meeting charter party requirements.

Entry requirements include flag state programme approval and class notation IW (in-water). All ships participating in the EDD programme must have a GL-approved comprehensive planned maintenance system for the hull as well as for machinery. In addition, the ship must be fitted with a shaft bearing and sealing system of approved design with implementation of regular monitoring procedures.

GL's EDD programme participants benefit from detailed knowledge of where and when inspections and repairs must be performed, early warning of degraded hull condition that helps to avoid costly surprises in dry-dock, and an overview of fleet status that allows avoidance of similar problems with sister vessels.

With its authorization, the flag of Panama joins other maritime administrations like Greece, Antigua & Barbuda, Jamaica, and Germany who have agreed to the GL's EDD procedure. The Panama Maritime Authority oversees the world's largest shipping register. **Source: GL Group**



The **UNI-CONCORD** seen outbound from Singapore Pasir Panjang terminal yesterday – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)





## Shipping Corp to acquire 110 vessels by 2020

Shipping Corporation of India plans to acquire 110 vessels of 5.21 million gross tonnage (GT) at an estimated cost of Rs 27,668 crore in next 10 years, Parliament was informed today.

Among these vessels, the Shipping Corporation is likely to place orders for 26 vessels by 2011-12, Shipping Minister G K Vasan said in a written reply to Lok Sabha. He added that the acquisition of the vessels would take SCI's total tonnage to about 7.21 million GT by 2020. Gross tonnage is a unitless index related to a ship's overall internal volume and is calculated based on the moulded volume of all enclosed spaces of the ship. The Shipping Minister further said that SCI has placed orders for 36 vessels so far against the target of acquiring 62 vessels in 11th Five Year Plan, which includes acquisition of one resale vessel. Of these, five vessels have been delivered while others are being built in different Indian, Chinese and South Korean shipyards, he said. The Shipping Corporation currently has a fleet of 78 vessels of different types, having a total 3.19 million GT and total carrying capacity of 5.61 million DWT (dead weight tonnage). During the first nine months of the ongoing fiscal, the Navratna company carried a total cargo of 23.08 million tonnes plus 1.27 lakh TEU's, Vasan said. Dead weight tonnage (DWT) is a measure of how much weight a ship is carrying or can safely carry, while the twenty-foot equivalent unit (TEU) is an inexact unit of cargo capacity, used to describe the capacity of container ships and container terminals. **Source: PTI**



The **REYES B** (ex Envoy) seen moored in Villagarcia (Spain) - **Photo : Reinier Kadijk ©**

## MSC re-jigs Silk, Lion, Dragon and Tiger Asia-Europe routes

GENEVA's Mediterranean Shipping Co (MSC) has announced a reorganisation of its four Asia-Europe eastbound strings, including its Silk, Lion, Dragon and Tiger services starting in late March.

MSC said it expects to shorten the voyages by a maximum of seven days. Rotation changes on the Silk eastbound will come into effect from March 31, calling at Ningbo, Shanghai, Xiamen, Hong Kong, Shenzhen-Chiwan, Shenzhen-Yantian, Singapore, Antwerp, Felixstowe, Hamburg, Bremenhaven and Rotterdam.

Running with 11 containerships averaging 13,422 TEU, the restructured service cancels calls at Xingang in Asia and Valencia in Mediterranean, but adds Bremerhaven and Hamburg. The first European port of call will be changed to Antwerp from Felixstowe, according to ComPair Data.

For the Lion service, it will run with 11 ships in the 13,000-TEU range. Its new eastbound rotation will be effective March 27, calling at Dalian, Xingang, Busan, Qingdao, Ningbo, Shanghai, Guangzhou-Nansha, Hong Kong, Shenzhen-Chiwan, Shenzhen-Yantian, Le Havre, Hamburg and Bremenhaven, dropping calls at Singapore, Sines and Antwerp.

For Dragon service's eastbound leg, the revised service will operate with 12 vessels averaging 10,919 TEU. New rotation will start from April 1, calling at Dalian, Xingang, Busan, Qingdao, Ningbo, Shanghai, Shenzhen-Yantian, Hong Kong, Shenzhen-Chiwan, Singapore, Gioia Tauro, Valencia, Barcelona, La Spezia and Marseilles Fos. Calls at Fuzhou and Naples will be cancelled with the change of the order of Med port calls by moving Marseilles to last.

For Tiger service, which will operate with 10 ships averaging 8,979 TEU from April 1, the adjusted eastbound calls include Qingdao, Busan, Shanghai, Ningbo, Hong Kong, Shenzhen-Chiwan, Singapore, Port Said, Beirut, Piraeus and Istanbul. Ports of Jeddah and Gioia Tauro are cancelled, while a new call at Port Said is added. **Source : Schednet**



The **INAI TULIP** seen in Kemamam – **Photo : Capt. Jelle de Vries ©**

## HEEREMA FABRICATION GROUP BOUWT CENTRICA YORK PLATFORM

**HFG's Hartlepool fabricatie locatie start in april met de constructie van het 2,750 t wegende York platform**

Heerema Hartlepool, één van de drie fabricage locaties van Heerema Fabrication Group (HFG), heeft het EPCI (Engineering, Procurement, Construction and Installation) contract getekend voor de bouw van het 2,750 ton York platform bestemd voor het York Field Development gasveld op het Engelse Continentaal plat. Heerema Hartlepool zal in april starten met de bouw van de 1.300 ton topsides en het 1.450 ton jacket van het York platform. De topsides heeft een lengte van 20 meter, een breedte van 15 meter en is 16 meter hoog. De poten van het jacket krijgen een lengte van 69 meter en een voetafdruk van 30 x 20 meter. Het jacket zal worden geïnstalleerd in een waterdiepte van ongeveer 43 meter. Het transport en de installatie van het Centrica York platform is toegekend aan onze zuster divisie Heerema Marine Contractors. Het York platform is een onbemande installatie en is aangesloten middels een 34 km (21,25 mijl) 16 inch leiding op Centrica's Easington gas terminal. York Field Development zal de gasreservoirs gaan exploiteren in de zuidelijke Noordzee van het Engelse Continentaal Plat, ongeveer 35 kilometer ten noord-oosten van Easington. Momenteel wordt op onze werf in Hartlepool gebouwd aan een ander Centrica project, t.w. het 1.100 ton Ensign platform. Dit Seaharvester type platform bestaat uit een topsides van 600 ton en een jacket van 500 ton, waarvoor ons engineering bedrijf HFG Engineering het ontwerp heeft gemaakt. De verwachting is dat het Ensign platform klaar zal zijn voor installatie in juni 2011. Remco van Gilst, VP Business Development en Sales van Heerema

Fabrication Group zegt: "Dit is al het derde project voor HFG sinds de gunning van het eerste Centrica project, het F3-FA zelf-installerende platform, begin 2009. De goede relatie met onze klant Centrica en de lopende investeringen van Centrica voor de Britse sector in de Noordzee zorgen voor uitstekende mogelijkheden voor onze fabricage faciliteit in Hartlepool. Door dit nieuwe contract, de fabricage van Centrica's Ensign platform in Hartlepool, zullen wij onze mensen, maar ook onze subcontractors en leveranciers in deze regio, voldoende werkgelegenheid kunnen bieden tot medio 2012." "Op basis van Centrica's strategie haar positie te versterken in de toekomstige energievoorzieningen van het Verenigd Koninkrijk en de daar uit voortvloeiende projecten, kijken we uit naar een voortzetting van onze goede relatie met onze klant Centrica. Wij zijn ervan overtuigd dat onze project management expertise en kennis de gewenste toegevoegde waarde voor Centrica kan creëren en een bedrage te kunnen leveren aan deze ambitieuze doelstellingen", aldus Tino Vinkesteyn, Chief Commercial Officer van HFG.

Steve Kemp, Centrica Energy Upstream's regio directeur voor de Zuidelijke Noordzee, zegt: "York is een uitdagende nieuwe ontwikkeling voor Centrica Energy Upstream nu wij doorgaan met de investeringen in de Noordzee. We zijn verheugd een bijdrage te kunnen leveren aan de Britse bedrijven door onze samenwerking met Heerema Fabrication Group en het platform in Hartlepool te bouwen om zodoende de banen in deze regio te kunnen waarborgen." **Source** : Heerema



## STENA LINE THINKS BIG WITH NEW SHIPS FOR ITS SCOTLAND-NORTHERN IRELAND SERVICE

**Ferry company brings in two of the biggest ships ever to work the Scotland-N. Ireland route**

Leading ferry company Stena Line today confirmed the addition of two new Superfast ferries on its service between Scotland and Northern Ireland in Autumn 2011 to coincide with the opening of its new £80m Loch Ryan Port at Cairnryan. Sister ships **Superfast VII** and **Superfast VIII** will replace the **HSS Stena Voyager**, **Stena Caledonia** and **Stena Navigator**, which currently operate between the two countries.

The Superfast vessels, the biggest ships ever to operate on the Scotland-Northern Ireland route, will cater for both passenger and freight traffic. For freight customers, the ships will be altered to allow for extra deck height to accommodate the trend for higher, more efficient freight units.

Each ship can carry up to 1,200 passengers, around 660 cars or 110 freight vehicles and will be able to complete the journey between Scotland and the heart of Belfast in 2 hours, 15 minutes. They each have a gross tonnage of 30,285 and are capable of travelling at 27 knots. The ships will be leased from Tallink, the Baltic Sea shipping group.

The introduction of the new ships to the route later this year will coincide with the opening of Stena Line's purpose built £80M port facility at Loch Ryan Port, Cairnryan in Scotland, which will replace its current base at Stranraer.

Gunnar Blomdahl, Managing Director of Stena Line said: "This investment is another stage in Stena Line's ongoing multi million pound investment program which aims to take the Stena Line fleet to the next level. I'm convinced that the changes on this route will be very positive for our customers between Scotland and Northern Ireland."

Before the ships are deployed on the route both vessels will be given extensive refits to ensure that they deliver a great experience with new attractive onboard concepts for restaurants and public areas and as well as providing complete flexibility for freight operators. The upgrades will include the provision of extra deck height to cater for the trend towards higher vehicles and hauliers' increased use of double –deck freight units.

Frank Nieuwenhuys, Freight Commercial Manager, Stena Line UK and Ireland said:



"Belfast is now firmly established as the logistics focal point in Northern Ireland and the deployment of the new ships later this year will coincide with the opening of our new purpose built £80m port facility at Loch Ryan Port, Cairnryan in Scotland, which will replace our current base in Stranraer.

He added: "The new ships will connect these two key locations, delivering unparalleled service ahead of expectations, to the ever-demanding logistics sector. The new ships will be the largest vessels ever to operate between Scotland and Northern Ireland and will provide Stena Line with increased operational efficiency by replacing three ships with two. With a journey time of 2hr 15mins to the heart of Belfast freight customers can look forward to a great service direct to and from Northern Ireland's capital."

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



Above seen the 1973 built Klaipeda harbor workhorse [Perkunas](#) with in the background the ill-fated Lithuanian DFDS Seaways ferry [Lisco Gloria](#) which was lost after a fire broke out on the vessel on the night of 8/9th October. Waiting to be scrapped at the Western Shipyard, Klaipeda, Lithuania.

**Photo : Arjan Rebel ©**

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