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POSH-Semco's SALVIGILANT seen anchored at Selat Pauh anchorage (Singapore)
Photo : Piet Sinke ©

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The **GUIDRY TIDE** seen moored in Kemmam – Photo : Capt. Jelle de Vries ©

MOL holds series of safety conferences for seafarers

JAPANESE shipping giant MOL has concluded its safety conferences in Tokyo, Mumbai and Zadar (Croatia) and is gearing up to hold its next event in Manila on March 16. MOL said it has held the meetings in its main seafarer sourcing nations every year since 2007, to explain ways to ensure safe vessel operation and encourage an open exchange of information and ideas concerning such measures.

"Safe operation supports development of our fleet stated in the current mid-term management plan," said MOL president Koichi Muto. "Our goal is to become the world leader in safe operation. To achieve this goal with enhancing credibility and trust from our customers, I hope all seafarers on the front lines of safe operation will be motivated to further enhance the safety of the MOL group fleet." **Source : Schednet**



Above seen the 1972 built VCT flag ferry **IONIAN SPIRIT** entering Grand Harbour, Malta with 1,040 Chinese Nationals evacuees on Monday 28th February, 2011.

Photo : Vikki Dalli Bonello - www.maltashipphotos.com ©

Beluga Shipping announces restructuring



The **BELUGA FAVOURISATION** seen enroute Rotterdam - **Photo : Henk van der Heijden ©**

Beluga Shipping will undertake a "comprehensive" financial restructuring, the Germany heavy-lift and project cargo carrier announced March 3, Journal of Commerce reports. The Bremen-based group also said its founder and chief executive Neils Stolberg requested a leave of absence, and Chief Restructuring Officer Roger Liffé has taken over the position of Interim CEO. Liffé will run the company jointly with Michael Maynard as Interim Finance Director. "This restructuring will ensure that Beluga has the capital and cost structure to compete more effectively in the international shipping market and to continue providing industry leadership in terms of customer and value added engineering services," Beluga said in a statement. The privately-held company, which operates around 70 vessels, said it will "continue to operate normally with full scale operations" during the restructuring. The announcement follows intense speculation over the future of one of the world's biggest heavy-lift operators following reports that Oaktree Capital of the U.S. was attempting to wrest control of the company. Los Angeles-based Oaktree, which invested around \$280 million in Beluga in equity and loans in July 2010, is said to have secured approval from the German cartel office on Monday to take a majority stake in Beluga. Beluga said Oaktree, which manages \$82 billion of assets, is its largest secured lender. "Oaktree has extensive experience in restructurings in Europe and in the global shipping industry and will devote significant resources to stabilize and strengthen the group," Beluga said. As part of the proposed financial restructuring, Beluga, together with Oaktree, is seeking the support of other key creditors and stakeholders in the restructuring. Beluga said other management changes and appointments are likely to be announced in due course.

Source : PortNews



The **STENA PARIS** seen moored in Singapore last Tuesday – Photo : Piet Sinke ©

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Bangladesh court lifts ban on importing toxic ships for breaking

The Bangladesh High Court has on Monday granted temporary permission to the country's shipbreaking yard owners to resume importing toxic ships for breaking on the beaches near Chittagong. The court had ruled in March 2009 that only toxic waste-free ships would be able to lawfully enter Bangladesh. This temporary lifting of the ban for toxic ships came as the Supreme Court still needs to rule on the pre-cleaning of toxic ships and frame the rules that will apply to shipbreaking.

"It is clear that the court is under a lot of pressure from the shipbreakers and the Bangladeshi government as well," said Rizwana Hasan, attorney for the Bangladesh Environmental Lawyers Association (BELA), a member of the NGP Shipbreaking Platform. "Declaring shipbreaking as an industry last month, the government seems to be pressured by monied interests that are in favor of the industry reopening with no necessary changes first taking place," Hasan said. The court ordered all workers to be trained and for all shipbreaking activities to be monitored by a team of experts.

The NGO Shipbreaking Platform believes that these conditions are "merely aesthetic" as they do not bring any real changes to the current business model that continues to pollute the coastal zones and endanger the lives of the workers. "Though the training of the workers is important, breaking ships directly on beaches can never be done in a safe and environmentally sound way," the NGO said. **Source : Seatrade Asia**



The **TANUX II** seen arriving in IJmuiden – **Photo : Joop Marechal ©**

Authorities in Ghana impound vessel for dumping 'toxic mud'

Bloomberg reports that the Ghanaian Navy has impounded the 70m supply vessel **Spirit River** for illegally dumping oil-based mud.

Quoting the Daily Graphic, Bloomberg said the US-flagged **Spirit River**, which is owned by Trico Marine Services, is being held in the western port city of Takoradi after allegedly dumping the mud near the town of Essipon. The reports cited Ghana's Environmental Protection Agency as saying that the waste originated in the Benniboye oilfield in Nigeria's Benin State. **Source : Offshore Shipping Online**

Bahama flagged commercial ship rescued by Turkish frigate

Bahama flagged commercial ship rescued by Turkish frigate after sea pirates attack

A Bahama flagged commercial ship was rescued after it was attacked by sea pirates off the coast of Oman. According to the web site of the Turkish General Staff, the Bahama flagged commercial ship "**Guanabara**" was attacked by sea pirates 330 miles off the coast of Oman.

Upon such a development, the **TCG Giresun** frigate of Turkey, serving as part of the NATO Maritime Group-2, was sent to the region. An operation involving a helicopter took place and the sea pirates on "**Guanabara**" surrendered to Turkish troops. **TCG Giresun** later left the region to continue planned activities. Source : Turkish Press

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The **ALLIED ACHIEVER** seen anchored off Singapore – Photo : Piet Sinke ©

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Pirate Prisons

With a total of 820 Somali pirates behind bars in 16 different countries an international anti-piracy meeting has been assessing new arrangements on the handling of captured pirates. The international working group's "mandate was ... to find a solution to the (pirate) incarceration problem", said Thomas Winkler, of the Danish foreign ministry's judicial

service, who heads the working group. The international community is facing a large challenge of prosecuting and then dealing with the growing number of pirates off Somalia. "You have to be able to prove that a person is a pirate for him to be prosecuted," Winkler told said, pointing out that many captured pirates were released due to a lack of evidence. The working group had been drawing up an international framework to help clarify how the pirates could be imprisoned.

"No country wants two, three, four hundred pirates sitting in their prisons for 15 to 20 years. That's why the system is clogged," he said, adding "they simply cannot have (pirates) lounging in the prisons. It is a big burden for their systems."

More than 100 delegates from about 45 countries and numerous international organisations, including NATO, the UN, the African Union and the European Union, and representatives of the shipping and maritime industries took part in the two-day meeting. Winkler said the judicial framework, including respect for human rights and for sentences handed down in other countries, could pave the way for the UN-planned construction of two new special prisons for convicted pirates, in Puntland and Somaliland. The two prisons would cost up to \$29 million and would hold 1000 prisoners, he said, adding that once the money was in place, "the prisons could be finished within a year". **Source :** ShipTalk



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Japan to transfer captured pirates to Tokyo

Japan plans to transfer to Tokyo four pirates who attacked an oil tanker off Oman and were captured by US and Turkish forces, so that they can face trial, media reports have said. The Japanese-owned oil tanker the Guanabara was attacked on Saturday in the Indian Ocean about 400 nautical miles east of Oman, according to Mitsui O.S.K. Lines, the operator of the tanker registered in the Bahamas. The pirates were seized by US and Turkish naval units Sunday. None of the 24 crew, all of whom are non-Japanese, was injured and there was no oil or petroleum product leak from the 57,462-ton ship, the company said. The crew of the tanker, which was en route from Ukraine to China, included 18 Filipinos and two nationals each from Croatia, Montenegro and Romania.

Japan now plans to bring in the suspects to face trial, the first time it would make use of a 2009 anti-piracy law, Jiji Press and other media reported. The suspects would be flown to Japan by a Coast Guard aircraft, where they would be formally arrested and their cases handled by the Tokyo District Court. Japan's top government spokesman, Chief Cabinet Secretary Yukio Edano, only told a news conference Tuesday that Tokyo was "making arrangements" with relevant countries about how to deal with those detained. Japan's anti-piracy law stipulates jail terms of between five years and life for serious cases of piracy in international and Japanese territorial waters, regardless of the registration of the targeted ship. Piracy has surged in recent years off the Horn of Africa along shipping routes leading to the Suez Canal, and warships from scores of nations have been patrolling the waters, seeking to provide safe passage to ships. In one recent attack, a Japanese cargo ship with 20 Filipino crew was seized by pirates off Kenya in October and only released on February 25. Japan has dispatched two destroyers to the multinational anti-piracy mission, with a

combined crew of 420, plus maritime surveillance aircraft. Because of Japan's war-renouncing constitution, the naval ships may not use force except to protect Japanese interests or in self-defence, but can fire at the hulls of pirate vessels that approach other ships as a last resort. **Source : AFP**



The **AMANDINE** seen in Rotterdam – Caland canal approaching the Caland Bridge – **Photo : Martin Kramer ©**



Mystery over four containers of American weapons found on Maersk Constellation

The container ship **MAERSK CONSTELLATION** (21,213-gt) has been released by Angolan authorities in the port of Lobito after suspicions were aroused that the ship was carrying four containers of contraband. The ship was en route from Senegal to Mombasa and while in port Lobito authorities discovered that four containers of soy, loaded on behalf of an unidentified non-government organisation operating in Benguela, another Angolan port, in fact contained a supply of guns, ammunition and rocket launchers hidden behind a covering of the soy.

Lobito Police claimed that the ship's captain was aware of the shipment, which belonged to the Kenyan Ministry of Defence, and had failed to declare them. Authorities then requested that the four containers be unloaded in Lobito, to enable the matter to be further investigated. The ship was meanwhile prevented from sailing.

The Maersk Line spokesman, Kevin Speers, provided a different angle to the story in a written statement. "On this particular voyage, the vessel was carrying US-government food aid to several African nations as well as four containers of small arms ammunition (bullets) destined for a US-allied country under a US Department of State export license arranged by the shipper, a US company that is not affiliated with Maersk," he wrote. Speers said the cargo of ammunition was "moving in full conformance with US and international law and is not destined for Angola." "On arrival in Lobito to discharge a portion of the food aid cargo, all the ship's cargo was declared. Twelve days later the Angolan authorities raised questions about the four containers onboard and elected to detain the vessel until the documentation was verified," he explained.

"On Wednesday evening local time, Angolan authorities informed the ship's captain that the verification process was complete, the cargo will be returned to the vessel, and **Maersk Constellation** will be permitted to proceed with its voyage. We are now awaiting the cargo so **Maersk Constellation** can be underway, and until then, we will continue to work with Angolan and US government officials," said Speers. **Maersk Constellation** is a US-flagged vessel operated by Maersk Line Limited. The ship operates regularly along the African coast. According to Speers the ship often carried American humanitarian assistance to the Middle East and Africa under contract from NGO's. It is not generally known however that the ship also carries weapons and ammunition as part of its regular cargo. Source : ports.co.za

LIBYA ADDED TO "RISK LIST" FOR SHIP INSURERS

Libya has been added to a list of higher-risk areas for shipping lines and oil companies, the secretary of Lloyd's Market Association Joint War Committee told Bloomberg. Other "riskier" areas on the list include Somalia, Iran, Saudi Arabia, Venezuela and Iraq. Over 6,000 people have been killed since violent clashes first broke out between anti-government protesters and forces loyal to ruler Col. Muammar Gaddafi. According to Al Jazeera, clashes in the oil port of Ras Lanuf have been reported. Al Arabiya reported that an oil company's building located in Brega has been bombed. Libya has the largest oil reserves in Africa. In related news, the director of the London School of Economics, Sir Howard Davies, has resigned over a link to Gaddafi. Davies said that his resignation was prompted by two "errors of judgment" – accepting a £300,000 research grant from Gaddafi's son Saif and visiting Libya in the capacity of economic advisor. The London School of Economics council has commissioned an inquiry into the extent of the LSE's ties to Libya. Source : israelidiamond.co.il

Zoekactie vermiste vissers stopgezet

De **Yerseke 138** en **Arnemuiden 46** hebben de zoekactie naar de sinds vorige week dinsdagavond vermiste opvarenden van de gekapseide kotter **Nieuwpoort 28** dinsdag 8 maart stopgezet. De drie vermiste vissers, twee uit Arnhem en één uit Oost-Souburg, zijn niet aangetroffen.

Het heeft, volgens de schipper van de **Yerseke 138**, geen zin verder te zoeken. In de wijde omgeving van de plek waar het ongeval is gebeurd, op ruim twintig kilometer van het Franse Duinkerke, is afgelopen maandag en dinsdag gezocht. De **Yerseke 138** en de **Arnemuiden 46** kregen daarbij maandag nog hulp van vier Belgische kotters met Nederlandse opvarenden. Eén van die kotters haalde een viskist van de **Nieuwpoort 28** boven water, wat enige moed gaf. Ook zijn nog een theedoek en een petje van één van de vissers aangetroffen. "Als je dan verder niets meer vindt, moet je er een keer een punt achter zitten", aldus de **Yerseke 138**-schipper. "Hoe triest het ook is, zeker voor de familie, dat wij dit nu niet kunnen afsluiten."

De oorzaak van het plotselinge kapseizen van de **Nieuwpoort 28** blijft ondertussen een raadsel. Stefaan Desmet, eerste substituut procureur des konings in het Belgische Veurne, laat weten dat er volgens hem geen sprake is geweest van een aanvaring. De Belgische autoriteiten stellen daarom voorlopig geen verder onderzoek in. Eigenaar Matthijs van der Ploeg uit het Groningse Zoutkamp kan daar niet mee leven. Hij wil alles in werk stellen om achter de oorzaak te komen. Van der Ploeg sluit een aanvaring nog altijd niet uit. Het heeft er volgens hem alle schijn dat de **Nieuwpoort 28** de netten aan het spoelen was, toen de kotter omsloeg. "Mogelijk is toen één van de kabels geraakt door een passerend zeeschip."

Om daar uitsluitsel over te krijgen, hebben Zeeuwse vissers de **Nieuwpoort 28** gisteren in Terneuzen aan een technisch onderzoek onderworpen. Ze zijn onder meer nagegaan hoeveel meter kabel van de lieren is. Dat kan duidelijk maken of de **Nieuwpoort 28** aan het vissen was of - zoals Van der Ploeg vermoedt - de netten aan het spoelen was. In het laatste geval is er minder kabel uitgerold.

Van der Ploeg wil ook graag informatie van de Franse kustwacht over de passage van zeeschepen ten tijde van het kapseizen van de **Nieuwpoort 28**, vorige week dinsdagavond rond 21.30 uur. De Franse kustwacht heeft deze gegevens volgens Van der Ploeg tot nu toe niet verstrekt. Bron : PZC

NAVY NEWS



Italian soldiers from the '[San Marco](#)' special forces battalion stand on the deck of the Italian warship **Libra** at the port of the eastern Libyan city of Benghazi on March 7, 2011 after bringing a cargo of aid, as part of a humanitarian mission to help refugees uprooted by the Libyan crisis

USS Ronald Reagan Strike Group Deploys

USS Ronald Reagan (CVN 76) and its embarked air wing, Carrier Air Wing (CVW) 14, completed their pre-deployment training March 5, and departed the Southern California area of operations for its regularly scheduled deployment to the Western Pacific and Central Command areas of responsibility.

"We have successfully completed all of our final qualifications," said Capt. Thom Burke, **USS Ronald Reagan** commanding officer. "The ship and air wing have been training hard and are ready for any tasking that we might receive in the upcoming months."

Embarked aboard Ronald Reagan with CVW 14 are the "Black Knights" of Strike Fighter Squadron (VFA) 154, the "Argonauts" of VFA-147, the "Blue Diamonds" of VFA-146, the "Death Rattlers" of Marine Fighter Attack Squadron (VMFA) 323, the "Black Eagles" of Airborne Early Warning Squadron (VAW) 113, the "Cougars" of Tactical Electronic Warfare Squadron (VAQ) 139, the "Providers" of Carrier Logistics Support Squadron (VRC) 30 and the "Black Knights" of Helicopter Anti-Submarine Squadron (HS) 4.

Ronald Reagan CSG helps provide deterrence, promote peace and security, preserve freedom of the sea and provides humanitarian/disaster response within 3rd Fleet's 50-million square mile area of responsibility in the Eastern Pacific, as well as supporting the Navy's Maritime Strategy when forward deployed. **Source : US Navy**

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Lion Group cites Viet partner for project's failure

US\$9.8b project not given adequate import tariff protection: Lion

Malaysian conglomerate The Lion Group has blamed problems at Vietnam's scandal-hit shipbuilder Vinashin for the failure of a multi-billion-dollar joint venture. The US\$9.8 billion project by state-owned Vietnam Shipbuilding Industry Group (Vinashin) and Lion would have included a steel mill, power plants and a sea port in the southern Vietnamese province of Ninh Thuan.

Vietnamese officials said last month that the project's investment licence had been revoked because investors did not fulfil their commitments. 'The Lion Group wishes to clarify that the lack of progress is due to the financial and management issues affecting Vinashin which has not been able to respond on the continuity of the project,' the Malaysian firm said in a statement to AFP.

It added that Lion required certain conditions, including adequate import tariff protection, to be in place for such a large investment. 'As these requirements have not been met, the Group has therefore decided not to proceed with the project,' it said. Pham Dong, head of the Ninh Thuan planning and investment department, earlier told Dow Jones Newswires that The Lion Group held a 75 per cent stake in the project but had difficulties arranging funding.

There was also 'trouble' with the chosen technology, Mr Dong said. In December Vinashin, whose debts of more than US\$4 billion pushed it to the brink of bankruptcy, reportedly defaulted on the first US\$60 million instalment of a US\$600 million loan arranged by Credit Suisse in 2007.

Police are investigating and have arrested Pham Thanh Binh, Vinashin's former chairman, who is accused of violating state economic management regulations. Others have also reportedly been held in the case, which threatened the country's global financial reputation. Vinashin, whose interests spanned a range of sectors from ports to real estate, is being restructured. **Source : AFP**

Cecon signs Heads of Agreement with regard to acquisition of Davie Yards

Cecon ASA in Norway has entered into a Heads of Agreement providing for exclusive negotiations/discussions with what it called "a large, well-reputed international company" for the purpose of facilitating the purchase of Davie Yards' assets with a view to securing delivery of three vessels the company has under construction at the yard.

"Cecon is currently discussing with this company to obtain a completion guarantee to facilitate further financing for the completion of the vessels," said the Norwegian shipowner.

The group has asked Davie Yards for exclusivity to perform due diligence at the yard with the aim of taking it over.

Cecon said the group has the intent to:

- Qualify for, and bid for the upcoming National Shipbuilding Procurement Strategy of both combat and non-combat vessels
- Complete the three Cecon vessels that are currently under construction
- Pursue other additional opportunities for the yard

"This Heads of Agreement improves the possibilities of the Cecon vessels to be delivered within acceptable cost and time limits," said the company. **Source : Offshore Shipping Online**

COSCO contracts 3 livestock carriers

COSCO Guangdong Shipyard won 3 plus 1 optional 15,000dwt livestock carriers from unnamed European shipowner. The owner paid the deposits for this special ships last month to make the order effective. The newbuilding price is around US\$28.25m per vessel, the delivery date are due for 2013 and 2014. The secured ships will be launched between Feb 2013 and 2014. **Source: Seatrade_Asia**

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UASC drops out of Maersk's Europe-subcontinent service

THE United Arab Shipping Co has quit the Maersk Line loop between Europe and the Indian subcontinent, according to ComPair Data.

The ME1 rotation is Felixstowe, Zeebrugge, Bremerhaven, Rotterdam, Algeciras, Aqaba, Jeddah, Jebel Ali, Nhava Sheva, Pipavav, Salalah, Tangiers, Algeciras and Felixstowe. The loop is now served by seven 6,800-TEU Maersk ships with Maersk unit Safmarine taking slots. **Source : Schednet**



Unicorn's **KOWIE** seen moored at the **VOPAK terminal** in Singapore – Photo : **Piet Sinke** ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Oil cargo carried by Palmali via Russian IW exceeds 4.5m tons

The volume of petroleum products transported by Russian shipping company Palmali in 2010 on inland waterways (IW) amounted to more than 4.5 million tons, PortNews reports quoting Palmali's Vice-President Rauf Aliyev who was speaking at a meeting of Transport Ministry's Rosmorrechflot.

In the reporting period the company was transporting the commodity primarily in the Volga-Don and Azov-Don basins. To date, Palmali operates 61 vessels flying the Russian flag. In addition, Aliyev said, Palmali started last year shipping of crude oil from the commissioned marine offshore terminal of LUKOIL in the northern Caspian Sea.

Palmali Group specializes in transportation of cargo in the Mediterranean, Caspian and Black Seas. Palmali is a general carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia). The Group has been awarded long-term contracts for transportation of petroleum products from TNK-BP. **Source : Schednet**

OOCL to Order Big New Ships

OOCL is planning to place an order "soon" for a number of big new container ships that will probably be in the ranges of ships capable of carrying 13,000 20-foot equivalent units. OOCL has fallen to the middle of the pack of top container lines and wants to build its capacity up again, said CC Tung, chairman and CEO of OOIL, parent of the Hong-Kong-based container carrier.

The carrier delayed placing new orders before now because it was waiting to see if it could merge with or acquire another carrier during the Great Recession, Tung said. To his surprise no possibilities of finding a merger emerged during the recession, and he does not expect any to emerge at this point.

With bunker fuel prices rising over \$600 a metric ton, OOCL plans to place an order for big ships "soon" in order to reduce its slot costs, Tung said on the eve of The Journal of Commerce's 11th Annual Trans-Pacific Maritime Conference here. "Bunker costs accounted for 25 percent of OOCL's operating costs in 2010," he said. "The period for consolidation is over," he said. **Source : JOC**



The **ATLANTIC GEMINI** seen approaching Rotterdam-Europoort – Photo : Martin Kramer ©

Maputo port expansion plans on track

Grindrod, partners with DP World in the Maputo Port Development Company (MPDC), has reported on the steady progression of the expansion plan for the port, said a report from the Maputo Corridor Logistics Initiative (MCLI) carried in the Mozambiquan Investor.

Additional land required by the expansion of the Maputo coal terminal to up to 25-million tonnes by 2014 has been secured, dredging of the port from 9.4-metres to 11-m was completed in January, and the development of a container depot is set for completion in the third quarter of 2011. The MPDC is investing US\$ 750-million in the port to boost handling capacity to 48-mt a year by 2033. It reported that the port was realising earnings and increasing its volumes in 2010. Rail projects were under way with Transnet Freight Rail (TFR) to increase the export capacity of the Maputo corridor. Source : ftwonline.co.za



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For The Better Performance

Arcus makes takeover bid for Forth Ports

Forth Ports has received a takeover approach valuing the operator at £745 million (\$\$1.54 billion) from its largest shareholder, Arcus European Infrastructure Fund, and has given Arcus access to its books. Forth Ports, which owns and operates seven commercial ports in the UK, said that following talks Arcus had made an indicative conditional offer worth 1,630 pence per Forth Ports share not already owned by Arcus, which has a 23.5 per cent stake in the company.

Arcus has also offered to pay a 20 pence per share dividend in respect of Forth's 2010 performance, which would be paid prior to completion of any offer, Forth said.

'On the basis of this indicative proposal, the board has agreed that Arcus can undertake certain confirmatory due diligence,' Britain's only listed ports company said in a statement yesterday.

Shares in Forth Ports, have risen 13 per cent in the last month. 'Although 1,650 pence is only an 8.3 per cent premium to Friday's close (1,523 pence), the Forth Ports share price has been unusually strong of late, up 14 per cent in the past month,' said Arbuthnot analyst Gerald Khoo. Forth Ports, which manages and owns six ports in Scotland, including Grangemouth, Dundee and Rosyth, as well as Tilbury on London's river Thames, last year successfully fought off a £640 million takeover approach from the Northstream consortium, made up of infrastructure investors Arcus, Deutsche Bank's RREEF and Peel Group. 'Forth Ports' board consistently refused to open the books (to Northstream) for due diligence . . . but we believe this gives an indication that the board considers Arcus's indicated price to be sufficiently high to not dismiss it out of hand,' said Mr Khoo.

'Given Arcus's substantial pre-existing shareholding, we consider it unlikely that an alternative suitor will emerge.' The group's ports business contributes about 86 per cent of its revenues. It also runs energy and property companies. Forth said that its trading performance has shown positive momentum in recent months, helped by new business initiatives and tonnage increases. **Source : Reuters**

Oceanic Research and Recovery Enters Into Joint Venture With Deep Marine Salvage

Oceanic Research and Recovery Inc. , a marine salvage and exploration company, today announced that it has entered into a joint venture agreement with Deep Marine Salvage ("DMS"). DMS is comprised of an international team of experienced deep water marine contractors bought together to form Deep Marine Salvage. The entire staff at DMS has been selected because of their previous involvement and extensive experience in salvage and deep water operations around the world. ORRV and DMS will work together to locate and recover cargo from shipwrecks internationally located in deep water. Under the terms of the agreement, any cargo recovered will be divided between the companies on a 50/50 basis.

"We're very pleased to be working with the DMS team!" said Scott Heimdal, CEO of ORRV. "Partnering with DMS greatly accelerates our entry into the arena of deep ocean salvage and puts our business plan well ahead of schedule."

Deep Marine Salvage web-site www.deepmarinesalvage.com



The **AFRICAN WIND** seen at the Westerscheldt river – **Photo : Henk Reurink ©**

Australia: DEME Group, Van Oord to Start Gladstone Western Basin Dredging Project in June

Dredging International (Australia) Pty Ltd and Van Oord Australia Pty Ltd have been awarded the Western Basin Main Works Dredging – Parcel 5 contract in the Port of Gladstone, Queensland, Australia. The client of this AUD 260 million. (€ 190 million) contract is the Queensland Gladstone Ports Corporation. The contract was signed on 4th March 2011 in Gladstone. Dredging International (Australia) Pty Ltd is part of the Belgian Dredging, Environmental and Marine Engineering Group DEME. Van Oord Australia Pty Ltd is part of the Dutch, Rotterdam based, dredging and offshore contractor Van Oord.

The works under Parcel 5 of the WBDD project include dredging to – 7.5 m of a 3 km access channel and several access channel ramifications as well as several berth pockets. The specific aim of the Parcel 5 dredging works is to allow early access for heavy equipment and modules to the so called Material Offloading Facilities (MOF's) on Curtis Island as well as to allow an early start of the LNG jetty construction. A total volume of about 6 million m3 will be dredged, of which about 4 million m3 will be disposed of in strictly defined disposal areas 45 km offshore. The remainder will be pumped ashore to create a provisional new port area in the Port of Gladstone.

The actual dredging works will start on 2nd June 2011 and have a contractual execution period of 40 weeks. Heavy-duty dredging equipment will be mobilized to complete this important dredging assignment. Two backhoe dredgers,, one backactor and a spread of splitbarges will start the works in June. As from August 2011 they will be joined by a seagoing cutter dredger to perform the planned reclamation works.

The works represent the first stage of the Western Basin Dredging Project (WBDD) that will allow the construction of all planned LNG facilities in Gladstone. Within the largest LNG scheme in Australia coal seam gas (coal bed methane) produced in the Surat and Bowen basins in eastern Queensland will be piped 435 km to several gas liquefaction plants on Curtis Island in Gladstone for conversion into LNG. The proponents for these facilities are Queensland CLNG (BG Group), and Gladstone LNG (Santos, Petronas and partners).

The entire project is subdivided into 7 independent Parcels with a total budget of approx. AUD 1,300 million. For the overall project an environmental impact statement (EIS) has been approved already. Only a few weeks ago, Dredging International (Australia) Pty Ltd completed the Gladstone early works dredging and Fisherman's reclamation works, which were the prelude to this important new contract. **Source : Dredging Today**



The **HELLE KOSAN** seen moored in Singapore – **Photo : Piet Sinke ©**

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

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The **POLARIS** seen enroute Amsterdam – Photo : Simon Wolf ©

Liverpool set to become a 'Super Port'

Liverpool City Region's vision for the port to become a major international gateway has taken a step forward with plans for Liverpool SuperPort, Ifw-net reports. The plans will see the port gain a post-panamax-capable terminal, new multimodal facilities and almost a million square metres of storage and distribution space.

Peter Nears, Strategic Planning Director for Peel Property, told delegates at Navigate's second annual Port-Centric Logistics conference this week: "Port-centric logistics is about cutting costs, cutting carbon and cutting congestion.

“For a Liverpool SuperPort, port-centric logistics is not just about moving operations onto a port site, but about strengthening the supply chains into the port, airport and logistics sectors”

He said Liverpool SuperPort would create 1,200 new jobs and contribute £6.1 billion (US\$10bn) to the region's economy by 2020. SuperPort will include the Mersey Multimodal Gateway, a 40ha expansion to the existing port, that will comprise 200,000sq metres of land for distribution centres. A £300 million post-panamax terminal would increase the port's capacity by 2 million teu a year.

Multimodal port access will be improved by rail gauge upgrades, electrification of the rail line between Liverpool and Manchester and a Mersey Gateway Bridge at Widnes/Runcorn. Nears also told delegates of plans to increase the air cargo volumes handled by Liverpool's John Lennon Airport by more than 100,000 tonnes a year by 2020. They also include a World Cargo Centre and runway expansion. **Source : PortNews**

Evergreen to launch new Northern China-Indonesia route

Anticipating further positive development in the intra-Asia market, Evergreen Line says it is set to launch a new ocean route from Northern China to Jakarta. The Hua-Bei-Indonesia (HBI) service is aimed at providing greater speed and efficiency for customers serving this growing economic region. Indonesia has a population of more than 200m people and is the largest consuming market in SE Asia with an average economic growth rate of 5-6% over the past five year. Even during the global economic crisis in 2009, Evergreen's trade to Indonesia "still enjoyed impressive growth of 4.5%," said a company spokesman.

Three container ships of 1700-TEU and one of 2000-TEU vessel will be deployed in the service with the following port rotation: Xingang - Dalian - Qingdao - Hong Kong - Shekou - Jakarta - Hong Kong - Kaohsiung - Shanghai - Xingang.

Source : Seatrade Asia



The **PRINCESS DANAE** seen in Willemstad (Curacao)

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

Technip awarded a contract for the Gjøa field in Norway

Technip was awarded by GDF SUEZ an engineering, procurement, construction and installation contract, worth approximately €45 million, for the Gjøa field development located in the Norwegian sector of the North Sea.

This contract covers:

- engineering and fabrication of two smoothbore gas export risers* to connect the Gjøa platform with the gas export pipeline,
- removal of the existing roughbore risers and installation of the two new smoothbore risers,
- tie-ins and pre-commissioning activities.

Technip's operating center in Oslo, Norway will execute the contract. Fabrication of the risers will take place in the Group's flexible pipe plant in Le Trait, France. Offshore installation, which will be executed with notably the Skandi Arctic, a vessel from Technip fleet, is scheduled to be completed in the second half of 2011.

** Riser: a pipe or assembly of pipes used to transfer produced fluids from the seabed to surface facilities.*



The **NORDBAY** seen at the Westerscheldt River – Photo : Marcel van Luik – www.shipsoffterneuzen.nl ©

Rolls-Royce in bid for MTU business

Reports from various sources, including Bloomberg and the UK Daily Telegraph, suggest that Rolls-Royce and Daimler are combining to take over MTU's parent company Tognum.

Should the deal materialise, it would be one of the largest ever in the high speed diesel engine world. As statement issued by Daimler and Rolls-Royce, which are both said to be hungry for acquisitions, confirmed that the two companies are discussing "the possibility of acquiring the majority of Tognum AG, in equal shares." MTU's marine business is thought to be particularly attractive to Rolls-Royce, while Daimler – the Mercedes-Benz parent company, which previously owned MTU – is eyeing the off-highway and power generation sector.



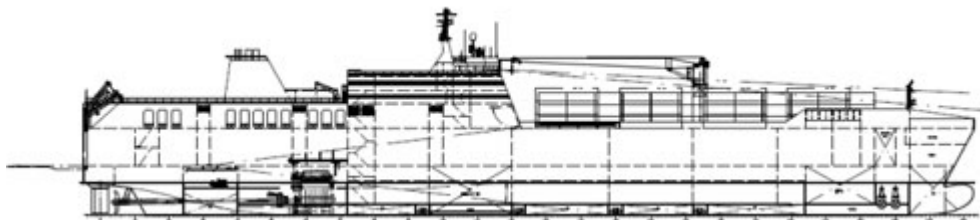
As a result of the news, Tognum shares rose sharply, putting the value of the group on the Frankfurt stock market at around €3 billion. Should the deal proceed, Rolls-Royce is expected to combine the MTU high speed and Bergen medium speed marine engine business. Daimler is reported to own about 28% of

Tognum, having bought into the group when it was floated in 2007, after disposing of MTU to private investors two years earlier. Source : The Motorship

DFDS chooses MAN Diesel Turbo power for RO/RO newbuilds

Two RO/RO vessels ordered by Denmark's DFDS at the Volsverft Stralsund shipyard of German shipbuilder P+S Werften are to have complete MAN Diesel & Turbo propulsion packages. Scheduled for delivery in 2012, the ships' design is tailored towards operation on DFDS' commercial network, but will also meet parameters laid down by the Danish-German ARK military project for defense transportation assignments.

The ships will each have a lane-capacity of 3,000 m and room for 342 TEU containers on the weather deck – a special requirement of the ARK project.



The ships were ordered as part of an agreement that increased the number of DFDS ships available to the ARK project from two to a minimum of five, backed by charter agreements covering the period 2010-2021. One of the five ships is on a full time charter to the military,

while the others are available on between 15 and 60 days notice. The total order price of the two newbuildings is Euros 128 million.

Each will be powered by two MAN B&W 8S40ME-B9 engines with many extra MAN Diesel & Turbo specifications. The vessels will have a twin-screw propeller system using the new, highly-efficient Alpha Mk. 5 designs, type VBS1350FF-ODS. The FF-type propeller features a full feathering pitch position and employs the Alphatronic 2000 propulsion control system. The propulsion package also uses shaft-line tunnel gears for PTO-drive. Each vessel will have three MAN Holeby 16/24 gensets. The propulsion plant is designed for operation in various modes, such as cruising, maneuvering and economy for military convoy sailing, with an electrical system that can handle fixed and floating frequencies. In commercial operation one of DFDS's North Sea routes the ship's will an ordinary service speed of 18.6-18.7 knots and a contractual ship speed of 20.5 knots. When deployed for military service and convoy sailing, speed will be reduced to about 12 knots. This is where operation on one engine/propeller is desired with the other engine stopped and its propeller pitch in full feathering position.

Ole Grøne, Senior VP Low-Speed Promotion and Sales, MAN Diesel & Turbo, said: "This order represents a very interesting reference for our company. Not just because of the engines and the overall specifications, but also the unusual, multi-role nature of the vessels. Such vessels require multiple operational and propulsion modes built into their design. DFDS has chosen our ME-B engines as they are more flexible in relation to the significant operational variations that ARK ships experience." **Source : MarineLog**

Bundaberg Port in Australia reopens after floods

ABC reports that the Port of Bundaberg in southern Queensland, Australia has resumed operations after flooding forced its closure last year. The port has been closed for more than two months, after the Burnett River flooded in late December, causing a significant backlog of sugar. More than 120,000 tonnes was left stockpiled for shipment.

The Brisbane dredge was brought up to Bundaberg last month to begin the task of removing a build-up of silt. Premier Anna Bligh says the dredging is now complete and the port has reopened. The reopening means ships up to 140m in length can now enter the port to remove the stockpile of sugar. Meanwhile, the Independent Member for Burnett, Rob Messenger, is calling on the State Government to use the Brisbane dredge to clear the mouth of the Elliott River.

Mr Messenger admits it is not a long-term solution but would provide a relief for boaties who regularly get caught in the mouth of the river. "I think it's worthwhile seeing whether that ship is able to do it," he said. "If it's not able to do it, technically then I still think it's worth pursuing and asking the question of the ministers whether they can get a suitably fitted out ship to do the job." "It should be on the table, especially when that great big dredging ship is sailing

from Brisbane to Bundaberg and it will be doing the trip not only to Bundaberg but to further north later on in the year to Port Alma." **Source : Dredging News Online**

NOL volume down 18pc, but revenue per box increases 10pc

SINGAPORE's Neptune Orient Lines (NOL) suffered a year-on-year decline in container volumes of 18.5 per cent in the first six weeks of 2011, but revenue per box grew 10 per cent in the same period. NOL's container arm, APL, moved 321,600 FEU in the first six weeks of 2011 compared to 307,400 FEU in the same period in 2010. Average revenue per FEU was US\$2,654 in the first six weeks of 2011.

For the first six weeks of 2010, container volumes increased five per cent over the same period last year mainly due to higher volumes carried on the Asia-Europe and intra-Asia trade lanes, said an NOL statement. "Average revenue per FEU was 10 per cent above the same period last year due to improved freight rates in the major trade lanes, particularly on the transpacific, and partially off-set by the trade mix effect from volume growth in the intra-Asia short sea trade lane," said an NOL statement. **Source : Schednet**

Wallenius launches next generation RoRo vessels

Transporting energy-related cargo requires specially-equipped vessels and experienced handlers. Wallenius Wilhelmsen Logistics is launching the next generation of roll-on/roll-off vessels in 2011 utilising the roll-on/roll-off concept. The MKV vessel's 12 m wide stern ramp, which is the largest in the world, will have a 500 tonne capacity and a 7.1 m door height, giving Wallenius the ability to carry a greater range of breakbulk cargoes and also grow the carriage of roll-on/roll-off (RoRo) cargo volumes for the LNG industry. The MKVs will be employed in the round-the-world liner service, which is a 110 to 120-day journey from Europe to the USA, on to Oceania, South East Asia, the Far East, then back to the USA and across the Atlantic Ocean to Europe. The ability to offer a regular, 10-day arrival frequency, as part of the liner service from the USA and Europe is second-to-none in the RoRo segment.

The MKV vessels have been built to the voluntary class notation CLEAN and delivered with a CLEAN PASSPORT, which is an inventory of all materials potentially hazardous to human health or the environment, used in the construction of a ship.

The hull lines are optimised to give minimum resistance in calm water and waves. Extensive hull optimisation and model tank tests are undertaken to ensure good performance over a range of draughts reflecting the most frequently used loading conditions. Reduced resistance together with increased capacity improves the transportation efficiency by 10–15 percent compared to the previous generation of RoRo ships. Fuel efficiency and a modern electronically-controlled main engine are also elements making the new MKV vessel one of the most environmentally friendly vessels in the world. The turbo generator system is estimated to cut the total annual fuel consumption by about 5–6 per cent. All fuel oil tanks are protected against grounding and collision. The ballast water treatment, a five parts per million bilge water separator and biodegradable stern tube oil, contributes to reduced emissions to the sea. Systems and equipment have been designed to minimise energy consumption. The vessel features a chill water air conditioning system, extra insulation in the accommodation block, dual speed water ballast pumps and several separate light zones in the cargo hold. Oceania Breakbulk Sales Manager Matthew Jackson said "Wallenius continues to service the oil and gas industry, supporting Australia's ambition to climb in the ranking of the world's top LNG producers and we are proud to be able to do this in a more environmentally friendly manner." **Source: Gas Today**

MARITIME ARTIST CORNER



Beautiful painting of the workdeck of the **FENNICA** by maritime artist **Rob Andrew**
www.robandrew.co.uk

OLDIE – FROM THE SHOEBOX



Corinth Canal – **Frank Haalmeijer** made several trips on board the cruiseship **THE AZUR** of Festival Cruises mostly for a cruise through the eastern part of the Mediterranean Sea. On board were 730 passengers and 120 crew. As a part of this voyage we had a passage through the Corinth Canal (Greece), a narrow canal of 24 meters width and a depth of 8 meters. The steep walls were nearly 80 meter high. **THE AZUR** was with 22,60 meter abeam and a draught of 6,20 meters the biggest vessel to be able to pass in the canal. With half power ahead and with the help of tugboat **TRITON**, her speed was only 2 knots per hour, because of the water must press between the shipshull and the steep shores to the aft. It worked as a piston in a cylinder. The canal length of 6300 meters, we did it in 4 hours!! I was invited by the master to obtain this from the wheelhouse. The master in charge with 3 pilots had the con. A pilot on both wings and one took the wheel. Heading 209 degrees with no more room between 210 and 208 headings. It was a nice experience after my earlier Corinth passages with an old fashioned Dutch coaster, which did it easier. In the wheelhouse was an image of the Holy Mary, while she said: **ETERNAL VIGILANCE IS THE PRICE FOR SAFETY.**
Photo: Capt. Frank Haalmeijer©

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.... PHOTO OF THE DAY



Above seen the Mt **"ARCTIC BAY"** from Messrs. Interorient Navigation Germany on her 1st. special Docking in Cernaual Shipyard (Algeciras port). **Photo : Enrique Pérez - Cernaual Shipyard ©**