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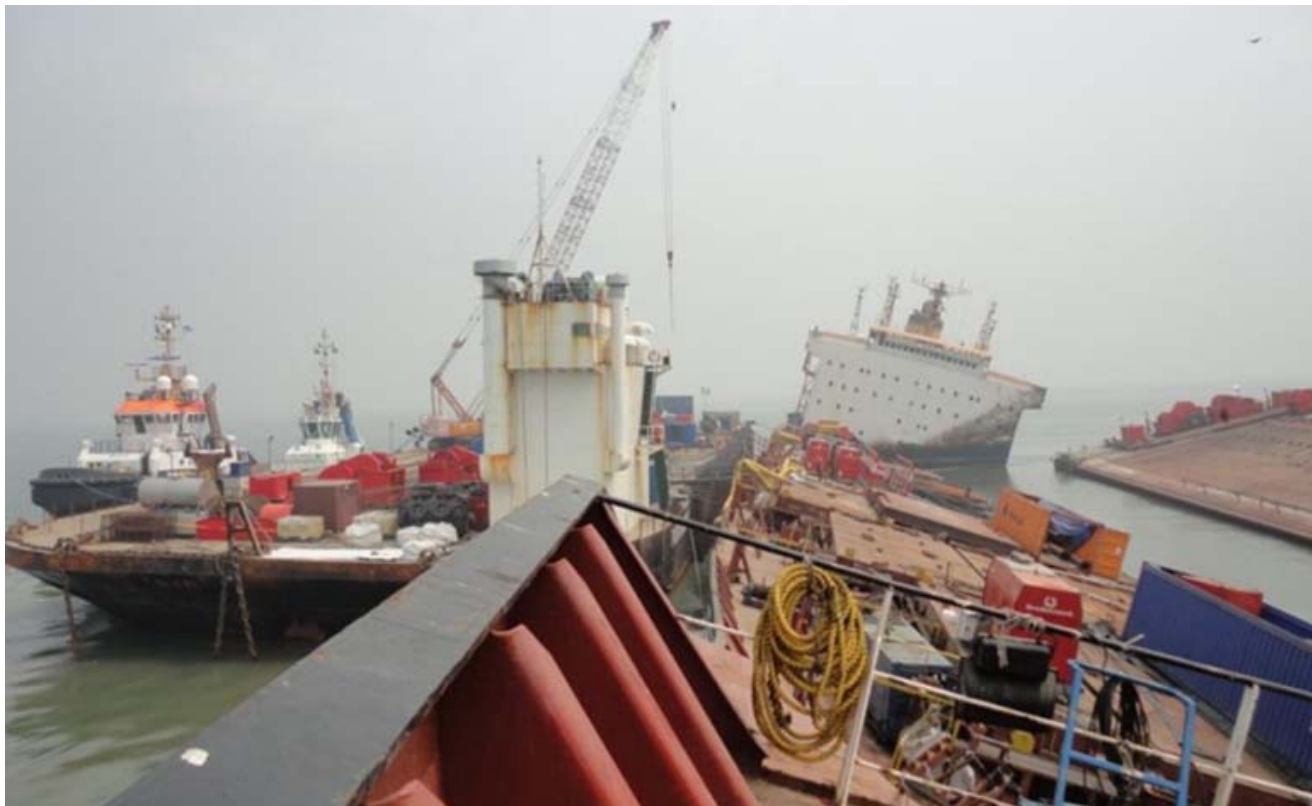
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Above seen the refloating operation of the MSC CHITRA off Mumbai (India) earlier this week with from the left seen the UNION BOXER, SMIT LYNX, POSH/SEMCO lift barge, the MSC CHITRA and the GIANT 2 all seen in action

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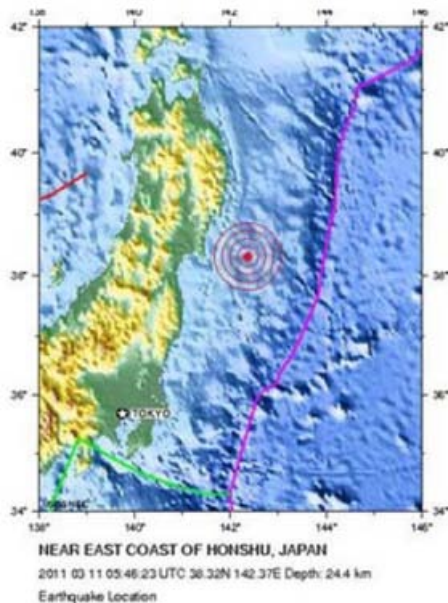
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Huge tsunami slams coastal Japan after 8.9 magnitude quake

The biggest earthquake to hit Japan in 140 years struck the northeast coast on Friday, triggering a 10-metre tsunami that swept away everything in its path, including houses, cars and farm buildings on fire, media and witnesses said.

At least one person was killed in Fukushima prefecture, north of Tokyo where four million homes were without power. The 8.9 magnitude quake caused many injuries, public broadcaster NHK said, sparked fires and the wall of water, prompting



warnings to people to move to higher ground in coastal areas.

The Philippines, Taiwan and Indonesia all issued tsunami alerts, reviving memories of the giant tsunami which struck Asia in 2004. The Pacific Tsunami Warning Center issued alerts for countries as far away as Colombia and Peru.

There were several strong aftershocks. In the capital Tokyo, buildings shook violently. An oil refinery near Tokyo was on fire, with dozens of storage tanks under threat. "I was terrified and I'm still frightened," said Hidekatsu Hata, 36, manager of a Chinese noodle restaurant in Tokyo's Akasaka area. "I've never experienced such a big quake before."

TV pictures showed the tsunami carrying the debris and fires across a large swathe of coastal farmland near the city of Sendai, which has a population of one million. The pictures suggested the death toll was going to rise. NHK showed flames and black smoke billowing from a building in Odaiba, a Tokyo suburb, and bullet trains to the north of the country were halted. Black smoke was also pouring out of an industrial area in Yokohama's Isogo area. TV footage showed boats, cars and trucks floating in water after a small tsunami hit the town of Kamaichi in northern Japan. An overpass, location unknown,

appeared to have collapsed into the water. Kyodo news agency said there were reports of fires in Sendai where waves carried cars across the runway at the airport. The western prefecture of Wakayama ordered 20,000 people to evacuate after further tsunami warnings.

"The building shook for what seemed a long time and many people in the newsroom grabbed their helmets and some got under their desks," Reuters correspondent Linda Sieg said in Tokyo. "It was probably the worst I have felt since I came to Japan more than 20 years ago." **Source : AsiaOne**

See also : <http://www.youtube.com/watch?v=pcaFBIH8tjM>

Tsunami forces shut down of Japanese ports

A powerful 8.8 magnitude earthquake that hit northeastern Japan has forced the shut down of Sendai and Tokyo ports. A 7.3-metre tsunami was seen in Soma port in Sendai and a 4.1-metre tsunami was observed in Kamaishi port in Iwate prefecture in northern Japan, according to the Japan Meteorological Agency. The Tokyo metropolitan government said it has shut all 19 of its floodgates to prepare for possible tsunami. A large ship was reportedly slammed into a breakwater in Kesennuma city, while an oil refinery in Chiba prefecture near Tokyo caught fire. The massive earthquake damaged ships, cars and buildings and sparked fires in several areas including Tokyo. The tremor hit at 2:46 local time and seismologists said it is one of the largest earthquakes to hit Japan for many years. Meanwhile, the Pacific Tsunami Warning Center in Hawaii has issued a tsunami warning for Russia, Taiwan, New Zealand, Chile, Marcus Island and the Northern Marianas, while weather agencies in the Philippines, Indonesia, Australia, Papua New Guinea, Mexico, Panama and Peru also issued similar warnings.

Dry bulk market showing signs of stronger recovery

The dry bulk market jumped by 3.37% yesterday, with the industry's benchmark, the Baltic Dry Index (BDI), moving up to 1,472 points, levels not seen in weeks. The recovery was led by the Capesize market, which burst forward by an impressive 6.52%, with the Baltic Capesize Index reaching 1,699 points, finally surpassing the relative earnings of the much smaller in size Supramax ship type (1,512 points). As for the Panamax segment, it still "rules" the dry bulk market with the highest earnings, with the Baltic Panamax Index rising yesterday by 2.29% to 2,095 points.

According to Fearnley's latest weekly report, in the capesize market, "both actual and nominal levels rising throughout the week, assisted by improving paper values and ever-increasing bunker prices. Considering the market remains massively overtonnaged, however, this appears more of a "dead cat bouncing" situation than the start of a fundamental recovery. Atlantic stands out as the most active/promising area, with genuine end-users to a large extent making up spot demand. Average tc-levels are up some 65% to come in at around usd 8k - which at least makes it worthwhile to sail instead of drifting. Period fixing is limited to a handful of key players - levels varying considerably from usd 10k done on 16,4000 dwt/blt 1996 delivery China prompt for 4-6 months, to 180kdwt/blt 2010 fixing 4-6 months at usd 15k also basis delivery china prompt - the latter interestingly almost on par with 12 months concluded on 177kdwt/blt 2004 delivering end march for major miners" said the shipbroker. Regarding the Panamax market, it mentioned that "after a slow last week the Panamax market took a clear turn this week. Fresh grain cargoes out of ECSA appeared and owners starting to ballast their vsls from Pacific in the same direction. Typical rates to secure ECSA grain business around 19,000/Day. Moreover, a more active period market with operators booking short period tonnage to cover grain business at levels rising from mid 17 towards the 19,000 mark. Atlantic still fine balanced and Continent tight for prompt tonnage with TA rounds fixed at 16-18k. The Pacific spot market not as enthusiastic. However, owners able to secure levels around the healthy mid teens. Propelled by the fresh grain orders, more active short period market and a slightly positive forward curve, nervousness turned into a growing positive sentiment. As the cape market also show signs of a recovery owners are raising their levels for longer periods. Takers are still reluctant though" the report noted.

In a separate weekly analysis by Commodore Research & Consultancy, "Chinese iron ore fixtures have remained low due the near record amount of iron ore that is stockpiled at Chinese ports. 21 vessels were reportedly chartered to export iron ore to China last week, 1 less than the previous week. Chinese thermal coal fixtures have also remained low in recent weeks due to robust port stockpiles, but a greater than usual amount of coal fixtures did come to the market last week. Chinese steel production could come under a small amount of near-term pressure due to falling prices and the continued surge in domestic steel stockpiles. Market sentiment inside and outside of China remains firm.

Similarly, Commodore mentioned that coastal shipping rates continue to rebound, with rates to haul grain along the Chinese coast now finding support (only rates to ship coal were previously finding support). Rates to haul coal continue to find the most support; rates to haul iron ore remain flat. Coastal rates to ship coal from Qinhuangdao (located in northeastern China) to Shanghai have increased to about \$6.71/ton, an increase of \$1.06 (19%) from a week ago. Rates to haul coal from Qinhuangdao to Zhejiang province (located directly south of Shanghai) have increased to \$6.87/ton, an increase of \$0.92 (15%) from a week ago" said Commodore. Thermal coal demand remains firm and the 6 vessels chartered to ship thermal coal to China last week were up slightly from the trailing four-week average. On average, 4 vessels were chartered to export thermal coal to China during the weeks ending February 4 to February 25. A large amount of coal remains stockpiled at Qinhuangdao and other major Chinese coal ports which continues to result in Chinese thermal fixture volumes remaining much lower than the robust fixture activity seen in late November through early December. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MUNTEBORG** seen passing Puttershoek (Oude Maas) – **Photo : Cees de Bijl ©**

Aberdeen Harbour ships collision caught on camera

The three vessels colliding at Aberdeen Harbour is being investigated Footage has been captured of a multimillion-pound offshore vessel being involved a three-ship collision at Aberdeen Harbour. The **SBS Typhoon** collided with **VOS Scout** head-on and forced her into the **Ocean Searcher**. **SBS Typhoon's** owners, SBS Marine, said the accident was caused by a software fault. The video has been posted on YouTube by an onlooker and has been viewed thousands of times.

http://www.youtube.com/watch?v=nZprXq_osq0

SBS Marine managing director Nigel Taylor said the accident happened as a result of a glitch in fitting new, high-tech equipment. He said: "We were in the process of installing a new dynamic positioning system. "We were doing checks on the system and had to have the engine running. There was a fault in the software. The controls were fully manned at the time, as were the other two vessels.

"No one was hurt. There was some damage caused to our ship and to the **VOS Scout** and minor damage to the **Ocean Searcher**. "Damage was caused to the bow of our vessel but all three vessels remained water tight." He added that the YouTube footage appeared to be speeded up. The incident happened on 26 February. An Aberdeen Harbour spokeswoman said: "The incident was reported to the Marine Accident Investigation Branch and investigations are ongoing **Source : BBC**



Unicorn's **BREDE** seen at the SBM with the "Pentow Malgas" static towing.- Photo : Aad Noorland ©

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Suez Canal office staff strikes, but shipping unaffected

Administrative staff of Suez Canal Authority are protesting the lack of pay and promotions, engaging in strike action which has not as yet affected ship movements, Reuters reports.

Staff threatened to extend a range of protests, including hunger strikes, at the canal authority's HQ at Ismailiya. Protests are part of widespread unrest in Egypt in the wake of toppling of President Hosni Mubarak. Demonstrators waved banners and expressed grievances. They have been among the civil servants and workers who have gone on strike at businesses and factories across Egypt. **Source : PortNews**

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The **GREEN KARMOY** seen moored in IJmuiden loading frozen fish – Photo : H. Blomvliet ©

Oil tanker bookings for Libya end

No activity as oil supply has been disrupted: Clarkson

Tanker bookings to pick up Libyan oil cargoes have ended, the world's largest shipbroker said, as an uprising against leader Muammar Gaddafi disrupts supply.

As much as 1 million barrels of Libya's 1.6 million barrels of daily production is being lost, the International Energy Agency said last week. Europe is the largest importer of the crude and at least seven oil companies' output in the country, Africa's third-largest producer, has been disrupted.

'There's no real activity being concluded from Libya,' Bob Knight, head of tankers at London-based Clarkson plc, said. 'Activity has dried up as far as we are concerned.'

Forward freight agreements, used to bet on or hedge future shipping costs, jumped 40 per cent to the equivalent of US\$34,118 a day last week, according to Imarex ASA. Traders are speculating that fewer Libyan cargoes would mean extra shipments from the Persian Gulf to Europe, increasing journey lengths and tying up ships for longer periods.

Crude oil traded in New York jumped 14 per cent this year because of concern that protests erupting across the Middle East and northern African will disrupt more supply. There have been riots in Bahrain, Egypt, Oman and Yemen, which all share land or sea borders with Saudi Arabia, the world's second-biggest oil producer behind Russia.

Libya's oil ports of Ras Lanuf and Brega were shut because of fighting between rebels and forces loyal to Col Gaddafi, Al Arabiya television reported on Monday. Col Gaddafi's air force on Tuesday resumed bombing around Ras Lanuf, which has a tanker terminal and Libya's biggest refinery, the Associated Press reported.

Tanker rates for shipping 600,000-barrel cargoes of crude across the Mediterranean fell 19 per cent on Monday to 143.75 industry standard Worldscale points, according to the London-based Baltic Exchange. Owners' returns from such shipments plunged 35 per cent to US\$26,856 a day.

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. **Source : Bloomberg**



The dredger **QUIBIAN 1** seen leaving from the Wilton harbor under tow of the **En Avant 27** assisted by the **Tyfoon**
Photo : Jan Simons ©

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The **TRADEWIND PASSION** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Two major Libyan oil ports closed

Ras Lanuf and Brega, two major oil ports in eastern Libya, have been closed as pro-regime forces intensify attacks on the revolutionary forces, PressTV reports. Embattled Libyan ruler Muammar Gaddafi's warplanes have launched fresh airstrikes on anti-regime positions around the port city of Ras Lanuf, Reuters reported late Monday. Reports say at least three people have been killed in the attacks. The violence resulted in the closure of two oil ports of Ras Lanuf and Brega.

"Ras Lanuf is not operating. It's the same in Brega," an official in a shipping company in Ras Lanuf said. The revolutionary forces have begun pulling back from Ras Lanuf and the nearby city of Ben Jawad after the regime resorted to heavy use of air attacks. According to an anti-government official, beleaguered Gaddafi could attack oilfields like a "wounded wolf." Meanwhile, reports say fighting erupted in the Libyan city of Zawiyah as forces loyal to the incumbent ruler launched a renewed attempt to capture the city. Three of the revolutionary forces and over 30 pro-Gaddafi soldiers lost their lives in the clashes. Earlier on Sunday, Gaddafi's tanks shelled the civilian population in the western city of Misratah. According to medics, at least 21 people, most of them unarmed civilians, were killed in the clashes. **Source : PortNews**



The **TRINITY REVIVAL** seen anchored off Singapore – **Photo : Piet Sinke ©**

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

Somali pirates release 11 Indians

Somali pirates on Wednesday freed all crew members of a hijacked ship m.v. **Rak Afrikana** including 11 Indians, who have since been shifted to a Spanish naval ship. However, the fate of six Indians aboard another hijacked vessel m.v. **Suez** still hangs in the balance even as its owner has been persuaded by the Egyptian government to hold negotiations. He has baulked at the increase in ransom demanded by the pirates.

The Indian Navy and the Consulate in Dubai had requested the Spanish Navy to use its vessel located near **Afrikana** to rescue the 11 Indian crew members. Foreign Secretary Nirupama Rao said all of them were safe aboard the Spanish naval ship.

The Shipping Ministry had approached the Defence Ministry to bring ashore **Afrikana**, said to be in bad shape, having developed technical problems and running short of water and diesel. **Afrikana**, registered in Saint Vincent and the Grenadines, was taken over by the Somali pirates about a year ago and it continues to be on high seas even after its release. The ship was captured on April 11, 2010 about 280 nautical miles west of the Seychelles and 23 crew members were taken hostage.

Officials were tight-lipped on what happened behind the release of **Afrikana**. The issue was raised in the Lok Sabha, where members of the Bharatiya Janata Party staged a walkout claiming that the government was ineffective in securing the release of 79 Indians held by Somali pirates. The reference was to the capture of m.v. **Suez** and the fate

of six Indians aboard the ship, and not to the vessel from which 11 Indians were released. Leader of the Opposition Sushma Swaraj said the deadline for the execution of eight of the 79 Indian sailors expired on Wednesday.

External Affairs Minister S.M. Krishna assured the House that the government was doing everything possible for the release of Indian sailors. He said 215 Indians were among those whose ships had been captured by the pirates, and 136 of them were released. "At present, there are 79 Indians on seven ships that are in the custody of Somali pirates." The Minister said he had held talks with the Egyptian ambassador, who promised all assistance for the safe and quick release of the hostages. The Indian envoys in Egypt and Dubai were also making efforts. The BJP, however, was not satisfied with Mr. Krishna's response. Meanwhile, Egyptian Ambassador Khaled el Bakly told The Hindu: "Egypt is doing all it can. I am on the phone every day, talking to Cairo. But please understand, it is prohibited under international law to negotiate with pirates." He took umbrage at media reports focussing on the Egyptian vessel and its owner. "We opened our ports to thousands of Indians fleeing Libya. We put them on our planes. We should talk about that too. All that the Egyptian government can do is to persuade the owner of the vessel to negotiate. Media reports also say that the French and the British have rescued their citizens. Under international law this is not allowed. Let us know how this was done," he said. **Source: The Hindu**



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NAVY NEWS



The BRAZILIAN Niteroi class frigate **F 44 INDEPENDENCIA** seen off Rio de Janeiro

Photo : Maarten Raemakers ©

Testteam marine beproeft nieuw supersnel vaartuig

Een team van de marine test sinds 2 weken het interceptor-model van het nieuwe, supersnelle vaartuig Fast Raiding Interceptor and Special Forces Craft (FRISC). De kleine boten zijn breed inzetbaar, van anti-drugs operaties tot maritieme terrorismebestrijding.



"In de eerste week hebben we tests uitgevoerd met de Maritime Special Forces Operators", vertelt eerste luitenant Harm Jonker, leider van het testteam. "Wat zijn de beste vuurposities? Waar kunnen we het best gaan zitten en hoe zetten we alles zeevast? Geen onbelangrijke vragen in een boot die met ruim 40 knopen over het water vlamt," aldus Jonker.

Een team van de marine test sinds eind februari 2011 het interceptor-model van de nieuwe supersnelle boot Fast Raiding Interceptor and Special Forces Craft (FRISC). Het testteam heeft 14 weken om

de boot in de Nederlandse wateren te beproeven. De kleine boten zijn breed inzetbaar, van anti-drugs operaties tot maritieme terrorismebestrijding. Voor de komende weken staan er meer tests op het programma. De Unit Interventie Mariniers vaart mee, er komt een team om de G-krachten te meten en de kleding voor de bestuurders wordt bepaald. Jonker: "Met die snelheid is het pijnlijk om een los koordje te hebben dat in je gezicht flappert." De testers zijn na 2 weken al erg onder de indruk: "De boot kan veel. We moeten goed testen hoe we hem zo werkbaar mogelijk maken." Voordat de FRISC operationeel inzetbaar is, heeft het team 14 weken om de boot in de Nederlandse wateren te beproeven. In het vierde kwartaal van dit jaar moeten de laatste verbeterpunten zijn weggewerkt.

De FRISC is momenteel in beheer bij de Defensie Materieel Organisatie (DMO), het Defensieonderdeel dat verantwoordelijk is voor de aankoop. Na de overdracht van de 48 snelle boten aan de marine, wordt de FRISC ingezet bij de vloot en het Korps Mariniers. **Bron : Mindef**

Blue Ridge Sailors Visit Malaysia

USS Blue Ridge (LCC 19) arrived in Port Klang, Malaysia, March 7, for the ship's first port visit to the city since October 2009. Port Kelang, located on the Strait of Malacca, is the leading port of Malaysia and the port of its capital, Kuala Lumpur. While in Port Klang, **Blue Ridge** and 7th Fleet staff Sailors will have the opportunity to interact with local residents through community service projects at Juara Children's Home and PBS Skills Training. The crew will also be able to experience the history, culture and sights of Malaysia, while taking part in more than 10 tours throughout the area.

"This is my first time visiting Kuala Lumpur," said Cryptologic Technician 2nd Class (Interpretive) James Huynh, an interpreter aboard **Blue Ridge**, "It's really beautiful. I'm going on a tour to an elephant sanctuary where you can see them in their habitat and even swim with them."

Blue Ridge serves under Commander, Expeditionary Strike Group 7/Task Force (CTF) 76, the Navy's only forward-deployed amphibious force. **Blue Ridge** is the command ship for Commander, U.S. 7th Fleet. CTF 76 is headquartered aboard White Beach Naval Facility, Okinawa, Japan, with an operating detachment in Sasebo, Japan.

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Above seen the Sunrise over the HHI shipyard in Korea. **Photo : Busiek ©**

Incat Crowther to design 42 m cat for Indonesia

Incat Crowther has secured a contract to design a 42 m wave piercing catamaran ferry for Indonesian operator Quicksilver Bali. Quicksilver runs day tours and dinner cruises out of Bali, using the Incat Crowther-designed wavepiercer Quicksilver 6.

Under construction at PT Caputra Mitra Sejati Shipyard, the new vessel will be built to Lloyd's Register class and carry 450 passengers in two salons and on three outdoor decks.

In addition to passengers, the vessel will carry up to 50 crew and Quicksilver personnel, many of whom work at the operator's pontoon at Nusa Penida Island. At this pontoon, the operator offers activities including snorkeling, semi-submersible scuba, jet skiing and even tattooing. The vessel is configured to not only transport this small army of support staff to the pontoon, but also to allow meetings and briefings onboard during the outbound voyage.

Incat Crowther worked in close collaboration with Quicksilver Bali to develop a vessel optimized for the service being offered. Many features have been implemented to increase passenger comfort, such as window washing platforms on both decks. Safety demonstrations and live music shows performed on the main deck are relayed throughout the vessel via the integrated AV system. The main deck interior cabin features seats for 268 passengers, and has a large



bar at the aft end. Adjacent to the bar is a dual-entry cool room, which allows for quick loading of supplies, and immediate access from the bar. Behind the bar and cool room are extensive amenities. A total of 15 toilets are provided.

The mid deck cabin seats 168 passengers, with a small servery aft. The servery is linked to the main deck bar via a dumb waiter. The aft mid deck has 42 exterior seats. Stairs lead from this deck to a large sundeck, with 50 outdoor seats and ample standing room.

The vessel will have multiple boarding points to allow quick embarkation and disembarkation. Large aft quarter

decks are provided for transfer of passengers to the pontoon. These load into broad stairs that link to the main deck boarding area. Large passageways and stairs are provided to the main deck cabin and the mid deck. There are also passenger loading gates on the mid deck.

At the aft end of the main deck is an area reserved for luggage trolleys and supplies for the pontoon. These are loaded by a pair of davits outboard allowing loading and unloading on both sides.

The design of the vessel pays particular attention to adequate access for maintenance of machinery and to the fast and easy removal of engines for major overhauls. The vessel is fully compliant with IMO HSC stability regulations, providing a level of safety exceeding regulations for domestic use.

The vessel will be powered by four Caterpillar C32 Acert C engines, each producing 1,080 kW. Propulsion is carried to KaMeWa 50A3 waterjets via ZF3050/D gearboxes and cardan shafts. The vessel will have a service speed of 26 knots and a top speed of 30 knots. Extensive long-range fuel tanks will be fitted, giving the vessel a delivery range of 800 nm.

Length Overall: 42.0 m
Length Waterline: 38.2 m
Beam: 15.6 m
Draft Hull: 1.4 m
Depth: 4.55 m
Fuel: 6 200 litres
Fresh Water: 2 000 liters
Sullage: 2 000 liters
Passengers: 450
Crew: 50
Service Speed: 26 knots
Maximum Speed: 30 knots
Main Engines: 4 x Caterpillar C32 Acert C Rating
Installed Power: 4 x 1080kW @ 2,30 0rpm

Propulsion: 4 x KaMeWa 50A3 Waterjets
Construction Material: Marine Grade Aluminium
Flag: Indonesia
Class: Lloyds Register

Source : MarineLog

Keppel Shipyard books two fast-track contracts

Singapore's Keppel Shipyard Limited, a wholly owned subsidiary of Keppel Offshore & Marine (Keppel O&M), has secured new contracts totaling S\$170 million (about US \$134 million) for two fast-track projects. The new jobs comprise completing a pipe laying vessel for Saipem S.p.A (Saipem) and converting a floating, storage and offloading (FSO) vessel for Bumi Armada Berhad (Bumi Armada).

The first contract was awarded by Saipem for the completion of a newbuild pipe laying vessel, **Castorone**. The major work scope includes detailed engineering, constructing marine systems and outfittings, installing and integrating marine and pipe laying equipment as well as commissioning the marine systems and sea trials. Sister company, Keppel Singmarine, will jointly execute this project with Keppel Shipyard.

Castorone is expected to arrive in Keppel Shipyard towards the end of the first quarter of 2011. When completed in mid 2012, the technologically advanced **Castorone** will be equipped with a DP3 system and will be able to lay triple-jointed 12 m (or double-jointed 18 m) pipes of up to 60 inches through an 'S' lay method. The vessel will also be equipped for the future addition of a fixed tower for pipe laying in the 'J' lay method.

Keppel FELS, another company in the Keppel O&M group, is currently commissioning the technologically advanced Frigstad D90 semisubmersible rig, **Scarabeo 9**, for Saipem.

The second contract is from repeat customer Bumi Armada for the conversion of a tanker into an FSO vessel. Work, which began in first quarter 2011 includes refurbishment and life extension works, fabrication and installation of the cargo offloading balcony and helideck, installation and integration of a 12-point spread mooring system, and the upgrading of accommodation facilities.

Mr. Hassan Basma, Executive Director and Chief Executive Officer of Bumi Armada, said, "Working with Keppel is one of the partnerships which we have developed over the years of collaboration. One that is built on trust. The first three projects which Keppel has undertaken for us were high quality vessels, delivered promptly and safely. We look forward to yet another FSO to complement our fleet here in Asia."

When completed in the second half of 2011, the converted FSO vessel with storage capacity of 500,000 barrels of oil will be deployed on the Sepat oilfield (Block PM 313), located off the eastern coast of Peninsular Malaysia. Keppel Shipyard is also currently carrying out the conversion of an FPSO for Bumi Armada, destined for the TGT (Te Giac Trang or White Rhinoceros) oilfield in Vietnam. Source : MarineLog

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Swiber inks \$34m offshore support contract

Offshore support services provider Swiber Holdings has on Thursday secured a \$34m contract from an international oil company in Southeast Asia for transportation, installation and subsea works. Swiber will use its in-house fleet of vessels to perform the full spectrum of work, which is expected to start in the second quarter of 2011. "We expect the demand for offshore EPCIC work to be high and we are anticipating more contracts to be awarded in the market," said Raymond Goh, executive chairman of Swiber. Last year, Singapore-listed Swiber took delivery of 10 vessels – five construction vessels and five support vessels, bringing its fleet strength to 50. **Source : Seatrade Asia**



The **GEO BARENTS** seen moored in IJmuiden – **Photo : Marcel Coster ©**

Tadadi port project put on fast track

The State Government has put the ambitious port project at Tadadi, on the outskirts of Honnavar in Uttara Kannada district, on fast track and expects the work to commence in a few months. Karnataka State Industrial Investment and Development Corporation Limited (KSIIDC), which is implementing the project, has drawn up plans to expedite the work.

The new port is expected to cater to cargo traffic from places located between Goa and Mangalore. KSIIDC Chairman K. Diwakara told The Hindu on Wednesday that work on the first phase, on which Rs. 3,000 crore would be spent, would commence in a few months.

This would be the first greenfield port in the State and also the first to be developed on the public-private partnership (PPP) model, he said. The project would need at least 2,000 acres of land, of which 1,000 acres had been identified.

The port would come up at the Aghanashini estuary. He said the port would be developed on the Mumbai port model wherein fishermen would not be displaced. The old Tadadi port is located 50 km from Karwar. The nearest railhead is Ankola, about 25 km away. At present there is only a lighthouse, an RCC jetty and a transit shed at the port. KSIIDC sources said a team of officials led by its Chairman had visited Tadadi twice and decided to put the project on fast track. The sources said the port could be used for transporting iron ore from Bellary and surrounding areas. Mr. Diwakara said the KSIIDC would write to the Union Government seeking approval under the Coastal Regulation Zone

(CRZ) for implementing the project. The corporation has also initiated steps to obtain approval from statutory bodies such as the Karnataka State Pollution Control Board. The sources said Karnataka had a coastline of 300 km and the old Tadadi port was one of the 10 minor ports in the State. The other minor ports are Belikere, Honnavar, Bhatkal, Kundapur, Hangarkatta, Malpe, Padubidari, Karwar and old Mangalore. The State also has a major port — New Mangalore. **Source : The Hindu**



The pilot SWATH **CETUS** seen in IJmuiden – **Photo : Ton Kompier ©**

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Songa Offshore SE announces fleet update

Songa Venus achieved operating efficiency of 97% during the month. The rig continues to operate for Total E&P in Australia. **Songa Mercur** is currently in transit to Singapore after obtaining Chinese customs acceptance of rig departure. The rig is expected to arrive Singapore mid March. Following the earlier announced BOP and Marine Riser drop during operations in China, the BOP and equipment will be fully inspected, re-instated and re-certificated in Singapore. **Songa Dee** achieved operating efficiency of 91% during the month. The rig continues operations for Marathon / Lundin in Norway. **Songa Delta** achieved operating efficiency of 98% during the month. The rig continues to operate for Wintershall / Det Norske Oljeselskap in Norway..

Songa Trym achieved operating efficiency of 98% during the month. The rig continues to operate for Statoil in Norway. **Songa Eclipse** remains under construction at Jurong Shipyard in Singapore, overall construction and commissioning activities are progressing. The Company continues marketing the rig and has several specific contracts targeted for immediate start up after commissioning and delivery. **Source: Songa Offshore.**



The 2010 built “upgraded Samsung 10000 design” drillship **PACIFIC BORA** seen anchored off Singapore, the dynamically-positioned drillship capable of operating in moderate to harsh environments and water depths up to 3,048 m (10,000 ft) using 18¾” BOP and 21” OD marine drilling riser.

Photo : Piet Sinke ©

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

New shipping line provides weekly link between Hamburg and the east coast of South America

On 6 March 2011, the container ship **HANJIN CHENNAI** docked in the Port of Hamburg for the first time within the scope of the new joint service shared by HANJIN, UASC, COSCO and CCNI between Northern Europe and the east coast of South America.

The new ESE service will see six 2500-TEU ships deployed on a weekly basis between Hamburg and the Brazilian ports of Rio de Janeiro, Santos (northbound and southbound) and Itajai. Mr YK Song, managing director of Hanjin Shipping Europe Regional Headquarters, emphasised the significance of the additional service line for the company in declaring, "Our customers operate globally and therefore we have to provide them with diversified, global services. Hamburg is and will remain an important hub for both our company and our customers." The new service represents a further stage in the shipping line's diversification plans and is a response to the change in global cargo flows and markets.

In 2010, the flow of container traffic cargo between Hamburg and the east coast of South America increased to 260,000 TEU, a rise of 10.6 percent over the previous year. Brazil alone accounted for container traffic totalling over 189,000 TEU. Brazil's economy is continuing to generate increased export trade and with the transshipment of around 5.6 million tons has consolidated the country's position as Hamburg's third most important shipping freight trading partner. In terms of imports, shipping freight brought in from Brazil via Hamburg primarily involves iron ore, oilseeds, raw coffee and meat, while exports via Hamburg mainly encompass fertilizers, vehicles, machinery, plant parts and chemical products.

In connection with services between northern Europe and the east coast of South America, HANJIN had previously booked cargo space on the River Plate Express between Hamburg South and Aliança. Together with the "K" line (Condor Express), Compania Chilena de Navegacion Interocéanica (CCNI) served South America's west coast from Hamburg. COSCO has only actively participated in traffic to South America from Asia to date, while South America is a totally new area of operation for UASC. Highlighting the market significance of import and export traffic between Hamburg and Brazil, under the banner "Hafen Hamburg/Port of Hamburg" and in cooperation with member companies, Port of Hamburg Marketing will be presenting the diversity of services offered by the Port of Hamburg at the INTERMODAL SOUTH AMERICA trade fair in São Paulo from 5-7 April . **Source : Port of Hamburg**



EEMS DELFIA seen enroute Alkmaar at the river Zaan – **Photo : Lourens Visser ©**

Zim and CSCL settle dispute with launch of joint Asia-Europe loop

ISRAELI flag carrier Zim Line has settled the dispute with China Shipping Container Lines (CSCL) relating to a slot charter agreement, reported Israeli online publication Shipper.co.il.

CSCL claimed that Zim had not paid US\$151 million for slot charters in 2008 on the Asia-Europe AEX1 loop. But Zim said only a small part was owing, according to London's Containerisation International, which added that it was still unclear how the matter had been resolved, but the launch of an Asia-Europe joint service with Evergreen indicated relations had improved.

It is understood the carriers will each deploy three 10,000-TEU ships from mid-April. Besides, the negotiation for further co-operation is underway, which suggests offering a joint Asia-US west coast service with five 4,250-TEU ships.

Source : Schednet



The **ITC CYCLONE** seen operating together with her sister **ITC CHINOOK** with the Semi Submersible **TRANSOCEAN DRILLER** In Brazil – Photo : Capt. Leen van Dijk – Master ITC CYCLONE ©

Royal Caribbean International en Celebrity Cruises duiken 'down under'

Na een afwezigheid van drie jaar besliste Celebrity Cruises om **Celebrity Century** komende winter in Australië en Nieuw-Zeeland te laten varen. **Celebrity Century** zal niet minder dan 36 havens in zes landen bezoeken. Op het programma staan tien verschillende routes vanuit Sydney en Perth (Freemantle), Auckland, Honolulu, San Diego en Ensenada. Het seizoen start op 2 oktober 2011 met twee opeenvolgende 15-nachtencruises vanuit San Diego naar Hawaï, gevolgd door een 10-nachtencruise tussen Ensenada en Honolulu. Vanuit Hawaï zet **Celebrity Century** haar

reis verder naar Nieuw-Zeeland met cruises van 12, 13 en 18 nachten. Op deze routes ligt de klemtoon heel duidelijk op de bestemmingen. Het aantal zeedagen wordt daarbij tot een minimum beperkt.

Door twee 18-nachtencruises te combineren kunnen gasten op een unieke zeereis bovendien voor het eerst met **Celebrity Cruises** helemaal rond Australië varen. Tijdens de eerste cruise met vertrek op 30 januari 2012 verkent **Celebrity Century** het zuidelijke deel van Australië met een overnachting in Sydney en de doortocht van Milford, Doubtful en Dusky in het Fiordland National Park in Nieuw-Zeeland. Tijdens de daaropvolgende reis met vertrek op 17 februari 2012 ontdekken de passagiers de noordkust met onder meer een bezoek aan het idyllische Bali, een primeur voor Celebrity Cruises. Twee droomcruises van 18 nachten in de Stille Oceaan laten de gasten dan weer Hawaï en de eilanden van Frans-Polynesië bewonderen.



Celebrity Cruises breidt voor het winterseizoen 2012-2013 haar capaciteit in Australië en Nieuw-Zeeland uit. De rederij heeft bekend gemaakt dat **Celebrity Solstice** het continent 'down under' zal bezoeken tijdens dat winterseizoen. **Celebrity Solstice** vaart in de zomer 2012 – net als dit zomerseizoen – in de Middellandse Zee. In het najaar zal het schip een indrukwekkende repositionering aanbieden en onder weg onder meer overnachten in Dubai in de Verenigde Arabische Emiraten en Cochin in India. In Australië zal **Celebrity Solstice** een reeks 12- en 13-nachtencruises voorstellen tussen Sydney en Auckland, Nieuw-Zeeland. In twee opeenvolgende cruises tussen Sydney en Perth (Fremantle) zal het schip helemaal rond Australië varen. Het volledige programma zal beschikbaar zijn op 23 maart. Vanaf die dag zullen ook alle afvaarten te boeken zijn.

Ook zustermaatschappij Royal Caribbean International biedt een uitgebreid pakket aan cruises aan in Australië, Nieuw-Zeeland en de Stille Oceaan. Bij Royal Caribbean International krijgt **Rhapsody of the Seas** tijdens het winterseizoen 2011-2012 het gezelschap van **Radiance of the Seas**. Samen bieden de schepen een waaier aan lange en korte cruises aan om de andere kant van de wereld te leren kennen. Zo zal **Radiance of the Seas** onder meer twee maal rond Australië varen. De eerste ronde van Australië vindt plaats van 15 tot 31 oktober (Noorden) en van 31 oktober tot 18 november (Zuiden). Een tweede keer vaart het schip rond het continent met Sydney-Perth van 19 februari tot 6 maart 2012 en Perth-Sydney tussen 6 en 24 maart 2012. **Rhapsody of the Seas** loopt maar liefst acht keer de idyllische eilanden in de Stille Zuidzee aan tijdens een reeks cruises van 9 tot 12 nachten.



The 44970 DWT **MAERSK CLARISSA** (ex **BRO CHARLOTTE** / **PORT CHARLOTTE**) 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](#)

Hapag-Lloyd and RCL announce additional Asia service

Hapag-Lloyd and Regional Container Lines (RCL) will start a new weekly service from China and Korea to Sri Lanka, India and Pakistan to be operated under the name CIS (Hapag-Lloyd) and RCI (Regional Container Lines) respectively.

The service will offer direct connections on fixed day sailings between the major ports in these countries. The first departure from Qingdao will commence from the beginning of April with the following port rotation:

Qingdao • Xingang • Busan • Shanghai • Da Chan Bay • Singapore • Colombo • Nhava Sheva • Karachi • Singapore • Qingdao

Each partner will deploy three ships with an effective capacity of approximately 2,000TEU each. Source : Baird

Columbia dredging left unfinished as financial dispute continues

The Baltimore Sun reports that a Pennsylvania dredging company hired by the Columbia Association to remove tons of sediment from the bottom of Lake Elkhorn is packing its equipment and leaving the job unfinished as a financial dispute continues over the massive task. Workers for Mobile Dredging and Pumping this week began vacating the work site at the 37-acre lake instead of resuming the work after a winter hiatus.

Columbia Association board chairwoman Cynthia Coyle confirmed that CA did not extend an expired contract with Mobile. "The main thing everybody needs to understand is the lake is not finished," she said, adding that CA is

committed to completing the work. The firm, which got the US\$5.2 million contract in September 2009, had not finished when the contract expired in January. **Source : Dredging News Online**



The tug **KUPE** seen leaving the dry-dock in her new hull colours, above seen the **Kupe** being towed out by the ex lifeboat **LPC Rescue** and the port company tug **Purau** in the background waiting to connect up to **Kupe**.

Photo : Alan Calvert ©

Three Carriers Start Japan-Indonesia Loop

Hanjin Shipping, CNC Line and KMTC Line are teaming up to launch an intra-Asia service connecting Japan and Indonesia later this month. The new vessel-sharing alliance, called JPI, will consist of four vessels with nominal capacities of 1,700 20-foot equivalent units apiece. Hanjin Shipping will provide two ships, and CNC and KMTC one each. The service will start from Osaka on March 22 with the following port rotation: Osaka, Kobe, Tokyo, Yokohama, Hong Kong, Manila, Surabaya, Jakarta, Manila, Hong Kong and back to Osaka. **Source: The Journal of Commerce**



The bulker **VENUS** seen assisted by Iskes tug **HERCULES** seen near Velsen South outbound from Amsterdam bound for Puerto Ordaz along the Orinoco River in Venezuela – **Photo : H.Blomvliet ©**

MARITIME ARTIST CORNER



Painting by [Rob Andrew](http://www.robandrew.co.uk) of the **DEA OLYMPIAN** seen riding high - www.robandrew.co.uk ©

OLDIE – FROM THE SHOEBOX



SVEA's 3500 DWT **FYLGIA** seen discharging cargo in the port of Tunis in 1964

Photo : Coll. Kees van Huisstede

.... PHOTO OF THE DAY



Kotug,s **RT Spirit** with **Capt. M. van Honk** seen towing the **J.B.Thor** loaded with the blades for a turbine at the windmilpark Bard Offshore off the Eemshaven

Photo : Henk Theissen ©

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SALVIGILANT	-	AHTS	STENA PARIS	-	Tanker
ALLIED ACHIEVER	-	Offshore sup.	KOWIE	-	Tanker
HELLE KOSAN	-	Tanker	AURIGA LEADER	-	Car Carrier
UNI-CONCORD	-	Containervessel	LEWEK EBONY	-	AHTS
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