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The GRANDE ARGENTINA seen passing the Backhoe dredger GOLIATH in Rio de Janeiro

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Passing Hoek van Holland, the outbound **MAERSK BOGOR** seen by Pilot **Rik van Marle** onboard the inbound **NORDAUTUMN** for Rotterdam.

Photo : Rik van Marle ©

Ship owners wait for ship values to drift even lower before reentering the market

With the dry bulk market recovering last week, one should expect that ship owners would “flood” the second hand ship market in securing new deals, on renewed hopes for a swifter rebound of freight rates. Although during Monday and with the aftermath of the Japan disaster still being assessed, rates were a bit lower (-0.19%), the Baltic Dry Index fell to 1,559 points, it's still way higher than the levels it stood during the previous month.

In any case, the investment plans of Hellenic and Chinese owners are still on the low edge in the secondhand market as it seems that they wait asset prices to be at rock bottom before buying again, while in the newbuilding market Chinese appear more active with 6 orders placed in the bulk carrier segment in their domestic yards, said a report from shipbroker Golden Destiny. Greek presence appeared this week only in the secondhand market, with 3 acquisitions in the bulkcarrier sector of a total invested capital of \$ 64 mil, one in the Liner sector of region \$ 0.6 mil and lastly one in the container sector at region \$ 13.5 mil, however the sale appears to still have subjects to be lifted.

In any case, the earthquake in Japan and its aftermath is expected to play a role in the dry bulk market in the near future, although at the moment most analysts suggest it's too soon to estimate what the impact will be in the shipping market. According to Commodore Research, there are rumors that five major steels have been damaged to the point of having to be shut down. The rumored mills are JFE mills located in Chiba and Keihin, Nippon Steel mills located in Muroran and Kimitsu and a Sumitomo metals mill located in Kashima. Early indications suggest the market might see iron ore demand decline by roughly 20 million tons during the next 6 months if these mills are shut down. Still, as Golden Destiny the improved rates are just in excess of operational breakeven levels and still below from the earnings in the panamax and supramax segment around \$5,000-\$7,000/day less. Panamax and supramax rates are on rise due strong South American grain exports and are expected to remain robust as we move through the corn and soybean harvest season. Cape rates are expected to remain weak as long as Chinese iron ore demand and steel production rebounds at the beginning of the second quarter. “In terms of S&P activity, the week ended with 46 sales reported in the secondhand and demolition market posting a 48% positive w-o-w change with buying sentiment being centered on both bulkcarriers and tankers. The highest activity has been recorded in the newbuilding market, however we see an upward trend both in the secondhand and demolition sectors. The S&P momentum in the bulk carriers sector was more noticeable this week with 11 vessels reported to have changed hands, almost double than last week, equalling a total invested capital around \$156 million.

In the secondhand market, 29 vessels reported to have changed hands this week equalling a total amount of money invested in the region of US\$ 441 million. In terms of reported number of transactions, the S&P activity has been marked with a 81% positive w-o-w change, while is down by 14% comparable with previous year's weekly S&P activity when 34 vessels induced buyers' interest with bulk carriers grasping 55% share of the total volume of S&P activity. In terms of invested capital, the tanker sector again appears to be the most overweight representing a 60% of the total invested capital this week. In the demolition market, Bangladesh ban has been finally lifted by the High Court but with certain conditions after several accidents at demolition yards. The High Court's conditions include tankers being gas free for hotwork, training requirements and age limits for workers at the yards and environmental regulations. India seems to take again the lead from China offering \$495/ldt for wet and \$465/ldt for dry cargo, while Pakistan keeps its appetite. In terms of dwt, China is leading by winning two capesizes of total deadweight of 229,598 tons. The week ended with 17 vessels reported to have been headed to the scrap yards of total deadweight 959,238 tons. In terms of reported number of transactions, the demolition activity has been marked with a 13% w-o-w increase with vessels from all types and sizes appearing in the frontline. In terms of scrap rates, the highest scrap rate has been achieved this week again by India for a 8,851 ldt tanker at \$ 535/ldt. At a similar week in 2010, 13 vessels were reported for scrap indicating a positive yearly change 31% in terms of reported number of transactions with bulk carrier's demolition activity standing at virtual standstill and Bangladesh offering \$380/ldt for dry and \$410/ldt for wet cargo” concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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The **Westpac Express** High Speed Vessel pulls away from the pier at Naha, Okinawa Military Port as it departs March 14 to deliver a forward arming and refueling point to support humanitarian operations in Japan following an 8.9 magnitude earthquake and tsunami. **Photo : U.S. Marine Corps / Lance Cpl. Heather Choate/Released**

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Indonesia Ready to Supply Additional LNG to Japan If Needed

Indonesia, the world's third- largest liquefied natural gas exporter, is prepared to ship more of the cleaner-burning fuel to Japan if needed, the country's energy regulator BPMigas said. "Japan may ask for additional LNG supply from Indonesia" to produce electricity to make up for reduced nuclear power output, Gde Pradnyana, a spokesman at BPMigas, said in an interview in Jakarta. Japan relies on its 54 nuclear reactors to supply 30 percent of its power. Tokyo Electric Power Co. is seeking to avoid a meltdown of at least two reactors at its Fukushima Dai-Ichi power station, following an 8.9-magnitude earthquake on March 11, the largest ever recorded in Japan. BPMigas said in July that Indonesia will offer 60 cargoes of LNG from Bontang, Tangguh and Arun plants to buyers from countries including Japan through 2012. The supplies "will come from excess capacity at Bontang plant," Pradnyana said, adding that there are still 20 cargoes available for sale from the plant in East Kalimantan province. Arun in Aceh province and

Bontang produced more than 95 percent of Indonesia's LNG in 2009, according to Bloomberg calculations based on official data. LNG is natural gas chilled to liquid form for transportation by ships to places not connected by pipelines. Qatar and Malaysia are the world's largest and second-biggest exporters of the fuel, respectively. **Source: Bloomberg**



The newbuilding **ENNIO MARNIX** seen departing from IJmuiden for the seatrails – **Photo : Marcel Coster ©**

Somali pirates cut ransoms to clear hijacked ships

Somali pirates said on Sunday they would lower some of their ransom demands to get a faster turnover of ships they hijack in the Indian Ocean. Armed pirate gangs, who have made millions of dollars capturing ships as far south as the Seychelles and eastwards towards India, said they were holding too many vessels and needed a quicker handover to generate more income.

"I believe there is no excuse for taking high ransoms. At least each of our groups holds ships now," pirate Hussein "We have lowered the ransom only for the ships we have used to hijack other ships. We sometimes release these ships free of charge for they generate more (money). But we shall not lower the ransom for the bulk ships we are sure can bring bulk money."

Using captured merchant vessels as launchpads for new hijackings, the pirates have grown bolder despite a loosely coordinated global response, and insurance premiums for shipping lines have rocketed. Pirates hold seized ships for an average of up to 150 days before freeing them for ransoms, some as high as \$9.5 million for the release of Samho Dream, a South Korean oil supertanker. Abdullahi, another pirate, said any decrease in ransom would be calculated by the ship's value, its cargo and the length of time it had been held.

"We have changed our previous strategies. We have altered our operations and ransom deals with modern business deals," he said from the port town of Haradhere. "We want to free ships within a short period of time instead of keeping them for a long time and incurring more expenses in guarding them. We have to free them at a lower ransom so that we can hijack more ships." Attacks have grown since 2007 when young Somalis in small skiffs with AK-47s and rocket propelled grenades took to the water to seek their fortunes. But since late February, the pirates have had to share their spoils with the Al Shabaab Islamist rebels, who profess loyalty to al Qaeda. The insurgents — who have been waging a four-year insurrection against the country's Western-backed government — struck a deal to get a 20 percent cut of ransoms in Haradhere.

Pirates said the rebels had no say in their plan. "Al Shabaab has nothing to do with our plan to lower ransoms. We agreed on a fixed 20 percent cut. Low or high ransom, the agreement is fixed," said Abdullahi. **Source : Khaleej Times**



The transport barge **DISCOVERY II** loaded with 8 newbuilding hulls from China, seen moored in Rotterdam-Waalhaven - **Photo : Vijay Mangroe - Concordia Holland B.V ©**

An advertisement for Vlierodam B.V. featuring a crane and a ship. The ad includes the DNV 2.7-1 logo and text describing their services: Wire Ropes, Towing, Lifting and Hoisting Equipment, and Consulting. The contact information is Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000. The company name and website are Vlierodam B.V. - THE NETHERLANDS - www.vlierodam.nl. A small Vlierodam logo is also present.

Malta denies sending back ferry with 1,500 migrants

The Maltese government has denied a report by Italian news agency Ansa that Maltese forces have 'pushed back' a ferry carrying some 1,500 migrants. The agency is claiming that the ferry **Mistral Express** left from the Libyan city of Misurata. It is quoting unnamed sources. The government said contact had been made with the ferry by the AFM. Meanwhile, according to Italian media, the Italian government has denied entry for the ship in Italian ports. The boat

is carrying a large number of Moroccans as well as some Libyan migrants. It had been previously reported that the ferry may refuel in Augusta before proceedings to Morocco. **Source : Timesofmalta**



The Cattle Carrier **GHENA** seen anchored off Singapore last Saturday, the **GHENA** re-delivered by **KEPPEL shipyard** in Singapore after been converted from the car carrier **MERLION ACE** into a livestock carrier for Hijazi & Ghosheh Co, The 190m by 32.2m vessel, powered by a single Sulzer 7RTA58 diesel engine of 12,901bhp, was built in 1984 by Japan's Shin Kurushima Dockyard Co Ltd as **Aurora Ace** before being sold to Singapore Shipping Corporation Limited for operation by its subsidiary, SSC Carriers Pte Ltd as **Merlion Ace**. In 2009 the vessel was acquired by Hijazi & Ghosheh for US\$4 million with the stipulation that she be converted for livestock use and not returned to the car-carrying trades. **Photo : Piet Sinke ©**

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

Marinefregat begeleidt Nederlandse sleepboten

Hr. Ms. De Ruyter heeft vorige week 2 Nederlandse sleepboten, varende onder Maltese vlag, op een deel van hun reis begeleid. Dat gebeurde nadat de schepen, 830 mijl voor de kust van Somalië, een aanval van piraten hadden afgeslagen. Het luchtverdedigings- en commandofregat ontving donderdag 10 maart een melding dat de **RT Leader** en de **RT Champion** waren aangevallen door 2 skiffs. Aan boord van elk schip bevonden zich 3 Indonesische en 3 Nederlandse bemanningsleden. **Hr. Ms. De Ruyter**, die zich op 400 mijl afstand bevond, stoomde op naar de opgegeven locatie.



Hoewel 2 uur later werd gemeld dat beide boten veilig waren, vervolgde het marinefregat toch zijn ingezette koers. **Hr. Ms. De Ruyter** ontmoette beide sleepboten afgelopen vrijdag, waarna ze hen gedurende de avond en nacht begeleidde op hun weg naar de haven van Suez. Op verzoek van de reder is gewacht met berichtgeving totdat haar schepen zich echt in veilige wateren bevonden. **RT Leader** en **RT Champion** varen momenteel in de Rode Zee.

Hr. Ms. De Ruyter is nog tot eind maart actief voor de antipiraterij-missie Ocean Shield. Het schip, met een 220-koppige bemanning, een special forces team van het Korps Mariniers en een helikopter, fungeert in het gebied naast piratenjager eveneens als vlaggenschip voor de NAVO. Aan boord bevindt zich dan ook meen internationale NAVO-

staf, onder leiding van de Nederlandse commandeur Michiel Hijmans. [Hr. Ms. Tromp](#) neemt eind van de maand de taken van de [De Ruyter](#) over. Bron : [Defensie.nl](#)



Biglift's **ENCHANTER** seen entering Barcadera harbor Aruba to discharge Wartsila engine's for the Aruba energy plant WEB ARUBA NV. - [Photo : Rafael E. Maduro](#) ©

Kustwachtvliegtuig naar Italië

Nederland stelt Kustwachtvliegtuig ter beschikking van Italië. 22 februari 2011

Frontex, het Europees agentschap dat de buitengrenzen van de Europese Unie bewaakt, heeft Nederland om ondersteuning gevraagd van een Kustwachtvliegtuig. Het is de bedoeling dat dit vliegtuig, in de periode tussen 21 februari en 31 maart voor een aantal weken i.h.k.v. de Operatie 'Hermes' gaat surveilleren in het luchtruim tussen Zuid Italië en Noord Afrika. Reden is de grote toestroom van migranten uit Noord Afrikaanse landen naar het Italiaanse eilandje Lampedusa. Daar zijn de afgelopen weken grote aantallen immigranten aangekomen. Alleen al uit Tunesië zijn meer dan 5000 mensen naar dit eiland uitgeweken. het gaat vooral om economische vluchtelingen en Lampedusa is niet meer in staat om hen op te vangen. Het Kustwachtvliegtuig is van het type Dornier-228. Er gaan vier piloten van

de Koninklijke Luchtmacht, twee waarnemers van de Koninklijke Marechaussee en één waarnemer van Rijkswaterstaat mee.



Photo : Arie van Dijk ©

Update: 10 maart 2011

Het Kustwachtvliegtuig zal ondersteuning verlenen aan de Operatie 'Hermes' van 15 t/m 31 maart. Er gaan drie piloten van de Koninklijke Luchtmacht, twee waarnemers Koninklijke Marechaussee, één waarnemer Rijkswaterstaat en twee technici mee. Verder levert Nederland een officier in het Hoofdkwartier in Rome. Tijdens surveilleren moet het vliegtuig een overzicht geven van de situatie op zee, zodat de walautoriteiten daar op kunnen anticiperen m.b.t. de opvang. Verder speelt het vliegtuig een rol in geval schepen of scheepjes worden aangetroffen die in problemen zijn. Daartoe zal het vliegtuig een aantal afwerpbare vlotten meenemen.

Update 15 maart 2011

Vanmorgen om 08.00 uur is het Kustwachtvliegtuig vanaf Schiphol vertrokken naar Pantelleria om ondersteuning te verlenen aan Operatie 'Hermes' van de Frontex organisatie. Via tussenlandingen in Frankrijk en Italië zal het toestel vanmiddag arriveren op Pantelleria. Vertrek van Schiphol-Oost, 15 maart 2011

Israel navy seizes weapons vessel 'en route to Gaza'

Israeli naval commandos operating deep in international waters have boarded a cargo ship carrying arms the Jewish state said was being smuggled from Iran to militants in the Gaza Strip. "After midnight I gave the order to the navy to seize the ship, the **VICTORIA**," said Prime Minister Benjamin Netanyahu. "We had clear evidence that the vessel was carrying weapons intended to harm Israel." The Liberian-flagged vessel was intercepted as it sailed about 200 nautical miles west of Israel's territorial waters, and warships then began escorting it to the southern port of Ashdod, said military spokeswoman Lieutenant Colonel Avital Leibovich.

Israel said the vessel had set sail from the Turkish port of Mersin and was heading for Alexandria in Egypt, but that the arms originated in Iran and were destined for the Gaza Strip. "On the boat we discovered many weapons destined for terror groups in the heart of Gaza," said Netanyahu. "The source of the weapons was Iran, which is trying to arm the Strip." He said Iran had sent the arms through a "relay station" -- in an apparent reference to Syria. The military said it believed the weapons were loaded onto the ship in the Syrian port of Latakia and stressed that Turkey was in no way involved. "As far as we understand it, Turkey has no relevance or connection to this event," said Leibovich. "This was from Syria to radical components in Gaza." Defence Minister Ehud Barak said Israeli forces had been tracking the vessel for several days.

The ship belongs to a German company, but was chartered by French firm, the army said, noting that commandos had boarded with the permission of the crew. "It was a compliant boarding -- there was no resistance, no violence used whatsoever," said Leibovich. "The capture of the ship was done deep at sea in accordance with international practices," said Netanyahu. Israel did not immediately release any details about the quantity or type of weapons believed to be on board. But Leibovich said weapons had been found in at least three shipping containers and the rest would be searched when it reached Ashdod, adding that there were "hundreds of containers" on board. Later, the

military released photos that showed masked soldiers apparently on the **Victoria** uncovering hundreds of crates filled with ammunition and mortar shells.



File photo of the **VICTORIA** seen in Malta – Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Israel has frequently accused Iran and Syria of trying to smuggle weapons to Gaza's Hamas rulers as well as to the Lebanese Shiite militia Hezbollah. In November 2009, Israel said its navy had intercepted a ship carrying "hundreds of tonnes" of arms from Iran to Hezbollah in a raid dozens of miles off the Israeli coast.

NAVY NEWS



The Dutch MCM **M 864 WILLEMSTAD** seen passing Willemstad enroute Moerdijk - Photo : Dirk Veldhoen ©

AWACS crews are taking off from Germany to join in Sicily their colleagues in charge of the surveillance for the Operation Active Endeavour. NAC extended the air surveillance to 24/7. :

http://www.youtube.com/watch?v=-yotElx942E&feature=player_embedded

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Above seen **HMS CAMPBELTOWN** firing an 11-gun salute on her departure from the town of Campbeltown, Argyll on 14 March 2011. The ship had just completed a five day farewell visit to her affiliated town. She will shortly be decommissioned as part of the UK's recently-announced defence cuts. The first **HMS CAMPBELTOWN** played the leading role in the raid on St. Nazaire in 1942, during which she was rammed into the gates of the dry dock and blown up thus denying this facility to the Germans for the remainder of the war.

Photo : Mairi Johnston ©



The Barbados Coast Guard, Damen Gorinchem built Stan 4207 patrol vessel **HMBS LEONARD C. BANFIELD (P02)** seen arriving in Willemstad (Curacao), the cutter was delivered / commissioned September 14th 2007

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

SHIPYARD NEWS



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The **BRITOIL 71** seen under construction yesterday at the Britoil yard in Batam – **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Odfjell arbitration award

In 2004 Odfjell placed an order at Sevmash, a large state-owned shipyard near Arkhangelsk, for up to 12 chemical tankers, each of about 45,000 dwt. Excessive and continuing delays during construction forced Odfjell in 2008 to cancel these contracts. Odfjell claimed for damages and was awarded USD 43 million plus interest by the Swedish Arbitration Tribunal on 30 December 2009. The Russian shipyard failed to honour the international award, forcing Odfjell to seek enforcement within Russia. A ruling was made by the State Commercial Court in Arkhangelsk on 10 December 2010, in Odfjell's favour. However, Sevmash appealed the decision. The Cassation Court in St. Petersburg today Thursday 10 March 2011 decided in favour of Odfjell, and confirmed the decision of the State Commercial Court

allowing enforcement of the arbitral award, which now with interest is about USD 50 million. The decision was handed down orally in the court, and Odfjell will receive the full written decision within a week from today. **Source: Odfjell.**

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Dockwise **TRANSHELF** seen anchored off St. Anthony Head, Falmouth 13/3/11. **Photo : Krispen Atkinson ©**

Swiber wins subsea contract

Swiber Holdings Limited has secured a contract from an international major oil company in South East Asia worth approximately US\$34 million. Swiber will be using its in-house fleet of vessels to perform the work, employing one of its pipelay barges together with several support vessels.

The contract's scope of work comprises transportation, installation and subsea works. Work on the project is expected to commence in the second quarter of 2011. **Source : Offshore Shipping Online**

Stena Line Predicts 100% Increase in Indian Tourists to Mainland Europe

Stena Line has predicted that Indian tourists travelling to mainland Europe will increase by 100%

Stena Line, one of the world's largest ferry operators, has announced it is predicting a 100 per cent increase in Indian passengers in 2011 on its twice daily ferry service between Harwich and the Hook of Holland. Some 10,000 Indian

tourists travelled the route between Harwich and the Hook of Holland in 2010 and 20,000 are expected to travel it in 2011 as Indians holidaying in Europe are trying to avoid the Air Passenger Duty (APD) costs that would be incurred if they chose to fly back home from the UK.

India is in the APD band C which means that the tax has doubled at the end of 2010 to 100 pounds Sterling for standard class passengers and to 150 pounds for premium passengers. Indian tourists who traditionally travel around on a trip to Europe are deliberately planning their itineraries to avoid flying back to India from the UK to prevent paying the newly increased charge.

Lars Olsson, general manager of Stena Line said, "Whilst I am not condoning the hike in APD, there has definitely been a huge upturn in traffic for Stena Line, particularly from the Indian market, who are ensuring they create a comfortable and relaxing itinerary that means they do not have to fly back from the UK."

Stena Line offers six hour overnight and daytime ferry crossings between Harwich and the Hook of Holland, aboard the largest Superferries in the world, the [Stena Line Hollandica](#) and [Britannica](#), which were launched in 2010.

Hanjin Shipping opens Vietnam terminal

South Korea's Hanjin Shipping has on Wednesday opened its dedicated terminal in Cai Mep, Vietnam, Seatrade-asia reports. The terminal is part of a joint venture Tan Cang-Cai Mep International Terminal (TCIT) developed by Hanjin Shipping, Saigon New Port, Mitsui O.S.K. Line and Wanhai Lines. "We are expecting a lot from this new dedicated terminal in Vietnam as it will soon become a major logistics hub in the region," said Jung Se-Hwa, chief executive of Hanjin Shipping's terminal business unit. "Many of major carriers as ourselves are investing in intra-Asia and we believe having a dedicated terminal will help us make stronger presence in the market," Jung said. The terminal, sitting on approximately 346,000 square metres of land, has two berths and a depth of 15.8 metres. It is capable of handling up to 1.15m teu of cargoes annually. **Source : PortNews**

Cargotec bags anchor handling systems for Singapore owner

Cargotec has bagged a contract to supply anchor-handling systems for a pair of tugs being built in China. The company will supply MacGregor anchor-handling systems for two anchor-handling tug /supply / oil recovery vessels currently being built for a Singapore owner. The equipment is scheduled for delivery by the end of this year. The anchor-handling towing winches have a 380 tonnes line pull and a 500 tonnes static brake. The bollard pull of these ABS classed vessels is 150 – 160 tonnes. "We are pleased that our customers have opted for MacGregor anchor-handling systems with their proven technology and high levels of operational reliability," said Gavin Lim, Cargotec's sales director for towing and mooring solutions. **Source : Seatrade Asia**

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ROLLDOCK SUN LOADED QUIBIAN 1 AND ENROUTE CRISTOBAL



Above seen the **ROLLDOCK SUN** after loading the brandnew IHC build cutterdredger **QUIBIAN 1** for the Panama Channel Authorities. As the dredger was 18.90m wide and the cargo hold 19.00m it was a very tight fit with only a few centimeters to spare. After seafasteningworks was finished the **Rolldock Sun** left on Saturday morning with destination Cristobal.

Photo top : Jan Jakob Bijlsma ©

Photo below : Erik Lindeman ©



Dubai World unit nears \$2.2 bln loan deal

Drydocks World (DDW), a unit of debt-ridden Dubai World, expects to complete the restructuring of a \$2.2 billion loan by April 30, its chairman said on Tuesday, Reuters reports. "We are in the final stages of restructuring for the Dubai Drydocks World. The headline terms have been agreed upon," Khamis Juma Buamin told reporters on the sidelines of an event in Dubai.

Dubai Drydocks signed a \$2.2 billion loan involving 15 lenders in October 2008, according to Thomson Reuters LPC. The shipbuilding arm of Dubai World has a \$1.7 billion loan maturing in November 2011. "The \$2.2 billion is the only major syndicated loan facility we are restructuring. The rest are smaller bilateral loans which are being dealt with according to business needs separately," he said.

The Dubai-based ship and rig builder is not in need of any government aid from a support fund that was created during the financial crisis to back debt-laden state-owned companies, the chairman said. "We are not in talks for support from Dubai," the chairman said. Dubai World, the Gulf emirate's flagship conglomerate, which has itself restructured \$25 billion in debt, has said Drydocks World was not part of its own restructuring as it had sufficient financial capacity to service its own debt.

Drydocks World signed a new \$200 million credit facility in January and said it expected talks on terms of its core debt to be concluded within months. Demand for oil rigs and ships plunged during the financial crisis as tumbling oil prices forced oil and gas explorers to delay or cancel orders placed in the boom years. The company was targeting total revenues of \$2 billion in 2010, with Southeast Asia and the Middle East to generate around \$850 million each, its chief executive said in an interview last year. **Source : PortNews**



The **ULICIA** is a 56-meter (183-foot) expedition ship designed for extended deployments in remote and challenging locations, above seen the vessel in Panama before proceeding to Brazil.

Photo : Rob Fijn - Radio Holland Panama ©

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Sanko and Hellenpont form offshore service vessel JV

Sanko Steamship and **Hellenpont Group** have set up a manning and ship management joint venture to serve their offshore service vessel fleets. The Singapore-based JV company, **Sanko-Hellenpont Offshore Management Pte. Ltd.** is owned on an equal partnership basis by Sanko Ship Management (Singapore) Pte. Ltd. and Hellenpont Singapore Pte. Ltd. It started operations March 7, led by Captain Andrew Lidgard of Hellenpont, as CEO, and Mr. Yasushi Hashimoto of Sanko, as Chairman.



The companies say the JV gives them both economies of scale in delivering the specialized expertise needed for offshore industry operations and allows them to attract and retain a greater pool of experienced and capable offshore seafarers.

Left : The **SANKO BRIDE** 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](#)

Initially, the company will provide manning and /or ship management services to four 12,250 bhp anchor handling tug supply vessels and four 3,250 dwt platform supply vessels. A further four new 16,320 bhp AHTS's and four new 4,700 dwt

PSV's along with some further vessels will enter the JV during 2011-2012, making a total of about twenty units in all.

The company is located at 26-12 International Plaza, 10 Anson Rd, Singapore. Sanko and Hellenpont this year celebrate forty years of business relations during which 36 vessels have been period-chartered by Sanko from Hellenpont. **Source : MarineLog**

Crew Transfer Vessel for offshore wind farms



Off-shore areas are optimal for wind power due to more reliable winds and smaller aesthetic problems. Service and maintenance in the maritime environment however is more challenging. The conditions can be very demanding at sea and it makes it difficult for the service crew to access the turbines safely. Especially the forceful waves, make docking hazardous.

Meriaura and Mobimar announce a new type of crew transfer vessel. It is an energy efficient trimaran hull

based vessel. The vessel has an innovative gripping mechanism, that ensures safe docking to the turbine in a significant wave height of 2,5 meters. The multi-purpose **MOBIMAR 18 WIND** is also designed for ice-conditions and towing tasks. Some of the benefits of the trimaran hull are:

- Very good fuel economy
- More stable and wider work deck compared to mono-hull vessels of the same size, excellent seagoing properties and its pitch, roll and sway are soft even in harsh waters. Because of these properties it is also suitable for oil recovery, survey and transportation of passengers.
- The length of the vessel is 18m and it is 8,5 m wide. The rating of the main engine is 750kW and cruising speed 20 knots.
- The hull is made of aluminium and it is ice-strengthened. The accommodation is spacious for 12 service technicians. During the construction, we will also consider using hybrid-technology, which enables even more energy-efficient operation and completely emission free operation in port areas.

Meriaura's parent company Aura Mare Ltd has placed an order at Mobimar Ltd for the first crew transfer vessel which will be delivered in the spring 2012. This order fits conveniently into the larger strategic policy which the Meriaura Group is presently pursuing with regards to the offshore wind & renewable energy markets. The Meriaura group, with its extensive shipping and logistic experiences is well underway to become the leader in supplying a wide range of offshore operations and marine services in the Northern Baltic Sea region. Investments in new assets and resources are planned together with innovative business developments. Having a trustful reputation with the major players in the offshore wind and renewable energy markets, the Meriaura group is highly motivated and confident in its continuous efforts to participate in a sustainable development for a cleaner world. www.meriaura.fi



The **OCEAN RIG CORCOVADO** seen at the outer anchorage of Cape Town – Photo : Aad Noorland ©

Betere teamprestatie in shortsea mogelijk door alternatieve bemanningssamenstelling

In combinatie met gestructureerde onderhoudssystemen en 24-uurs ondersteuning vanaf de wal, kunnen beginnende maritiem officieren op een veilige wijze de taken overnemen van een hoofdwerktuigkundige. Dit is de conclusie van een recent uitgevoerd onderzoek door TNO. Het onderzoek vond plaats in het kader van het innovatieproject SHORE SUPPORT.

60.000 meeturen

TNO heeft de nieuwe bemanningsopzet vergeleken met een traditionele samenstelling, zoals internationaal voorgeschreven. Bij de studie zijn 25 shortsea schepen betrokken met een voortstuwingsvermogen tussen 749 kW en

3000 kW. Metingen zijn gedaan op 311 reizen, tijdens meer dan 16.000 diensten die bijna 60.000 uren in beslag namen. De metingen zijn gedaan door kapiteins, stuurlieden, hoofdwerktuigkundigen en maritiem officieren.

Gelijkwaardiger werkdruk

Het onderzoek naar deze alternatieve bemanning toont aan dat de werkdruk aan boord met een maritiem officier gelijkwaardiger wordt verdeeld. Een maritiem officier is opgeleid in zowel technische als nautische vaardigheden. Hij of zij is in staat om toezicht te houden op het technische bedrijf en kan daarnaast ook navigatietaken op zich te nemen. Dit draagt bij aan het voorkomen van oververmoeidheid van de gehele bemanning. Vooral de deelnemende kapiteins voelen zich hier prettiger bij. Daarmee lijkt de toegevoegde waarde van een hoofdwerktuigkundige te zijn afgenomen.

Internationale context

Omdat moderne shortsea schepen technisch relatief eenvoudig zijn en weinig onderhoud nodig hebben kan deze nieuwe bemanningssamenstelling worden toegepast op een groot aantal Nederlandse shortsea schepen. Volgens internationale regels moeten zeeschepen met een voortstuwingsvermogen boven 749 kW, een hoofdwerktuigkundige aan boord hebben. Dit onderzoek toont de wenselijkheid aan van een alternatief regime.

Presentatie resultaten op seminar

De resultaten van het onderzoek worden op 17 maart 2011 gepresenteerd tijdens een speciaal SHORE SUPPORT seminar bij TNO in Soesterberg. Het rapport wordt aangeboden aan de heer Rob Huyser, directeur Maritieme Zaken van het ministerie van Infrastructuur en Milieu.

Aanmelden voor het seminar kan via www.hme.nl, onderdeel activiteiten. Meer informatie over het onderzoek is te verkrijgen bij TNO. Meer informatie over het project SHORE SUPPORT vindt u via HME of op www.shoresupport.eu



The **NYBORG MAERSK** seen arriving in Cape Town – Photo : Ian Shiffman ©

Uitbreiding ligplaatsten voor binnenvaart

Deze maand zijn nieuwe ligplaatsen in de Heijshaven te Rotterdam, Heijplaat in gebruik genomen. Het gaat om twee steigers. Aan de eerste kunnen vier schepen liggen met een scheepslengte tot 135m. Op steiger 2 gaat het om vijf schepen met een scheepslengte van maximaal 110m.

De steigers zijn groter van omvang dan normaal het geval was. Het laatste decennium is de gemiddelde scheepsgrootte van binnenvaartschepen alleen maar toegenomen. Een 110m lang bij 11,45 breed schip is al lang geen groot binnenschip meer. De aanleg past in het beleid van het Havenbedrijf om de binnenvaart, als belangrijkste achterlandverbinding, aan de haven te blijven binden. Het Havenbedrijf zet daarbij in op schaalvergroting. De Rotterdamse haven telt 900 lig-/wachtplaatsen voor de binnenvaart.



Dockwise **BLACK MARLIN** loaded with the the Jack up rig **COSL CONFIDENCE** spotted westbound in the Singapore straits yesterday early morning – **Photo : Piet Sinke ©**

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

Dockwise Yacht Transport Made Official Yacht Logistics Provider to 2011 Audi Hamilton Island Race Week

Dockwise Yacht Transport and their Australian Agent, Aurora Global Logistics have been announced as the Official Yacht Logistics Provider to the 2011 Audi Hamilton Island Race Week. The event, in its 28th year and scheduled for August 19-27, hosts over 200 boats and is hosted by Australia's Hamilton Island Yacht Club on Hamilton Island, the leading island resort destination in the Whitsunday Islands, part of Australia's Great Barrier Reef. Aurora Global Logistics, DYT's exclusive commercial



agent for Australia, will manage the servicing of the event through lift-on/lift-off services. "The appointment of Dockwise Yacht Transport/Aurora Global Logistics as Official Logistics Provider to Audi Hamilton Island Race Week will no doubt strengthen the presence of both entities in the global marine community," said Aurora Global Logistics President Jason Roberts, explaining that DYT can accommodate yacht transport with its own fleet of four semi-submersible ships that offer a unique "float-on/float-off" approach or through its shipping partners offer lift-on/lift-off services. "We have earned the trust of owners and captains in coordinating their visits to the most beautiful places around the globe, and it is safe to say that Audi Hamilton Island Race Week has become a destination event that rivals all others."



Shipping voyages for Audi Hamilton Island Race Week are scheduled for loading May 1-15 in Rotterdam or Antwerp to Port Everglades, where more boats can load May 20-30 for arrival in Brisbane, June 20-30. (This ship's final destination is Wellington, NZ.) DYT & Aurora will also be working the spot market to accommodate customers who are not able to make these dates or ports.

"We are pleased to be working with the organizers of race week and look forward to assisting cruising yachts and competitors alike with their transport requirements prior to the commencement of the event," said Roberts

.... PHOTO OF THE DAY



Above seen Secunda Marine Services vessels **Sable Sea** and **Hebron Sea** laid up at Pictou Nova Scotia.

Photo : John Attersley ©

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