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The crew of the expedition ship PRINCE ALBERT II seen in action during the rescue operation to take the last 10 crew members from the grounded OLIVA at Nightingale Island close to Tristan da Cunha

Photo : crew PRINCE ALBERT II – Silversea Expeditions

EVENTS, INCIDENTS & OPERATIONS



The loaded **OLIVA** seen grounded at Nightingale Island close to Tristan da Cunha, and below seen rescuing the crew



After braving swells, smashing waves and plenty of oil the crew of the **PRINCE ALBERT II** succeeded in the safe rescue of all the crew of the Ms **OLIVA**



All photo's : Crew **PRINCE ALBERT II**



The rescue team complete, all safe back onboard the **PRINCE ALBERT II** for the cleaning operation, on behalf of the readers of the newscippings worldwide I would like to say : **GOOD JOB, WELL DONE !!!**

NAMING CEREMONY FOR SEVEN HAVILA HELD IN STAVANGER



Subsea 7, a leading seabed-to-surface engineering and construction services contractor, Havila Shipping and Havyard Design & Engineering held an official naming ceremony for the new-build diving support vessel, **Seven Havila**, in Stavanger on Thursday 17 March 2011. The vessel, one of the most sophisticated of its kind, is 120 metres long with 1050 m² of deck space and is capable of travelling at a fast transit speed of 17 knots. Owned through a Joint Venture with Havila Shipping and Subsea 7, she is a DP Class III vessel, equipped with fully computerised diving systems and a 250 tonnes heave-compensated main offshore crane.

Designed by Havyard Design and Engineering, Norway and built by Havyard Ship Technology (previously Havyard Leirvik), the ship is capable of high speed transit, is classed for operations in ice and is fully NORSOK compliant. Accommodating a crew of 120, the vessel will operate with up to 24 divers. **Stuart Fitzgerald**, Subsea 7's Vice President – Norway, said: "This is an exciting day for all concerned and is the culmination of a close co-operation with the owner, designers and the shipyard to create this state-of-the-art vessel. The addition of **Seven Havila** continues our fleet rejuvenation programme and adds an industry-leading asset to our operations in Northern Europe. This key asset will assist us in winning challenging projects and work from a vessel which will differentiate Subsea 7 from its competitors in terms of safety, efficiency and productivity."

Geir Johan Bakke, Havyard Group's President & CEO, said: "We are very proud to have taken part in creating this fantastic and beautiful vessel. It's been an exciting and challenging process. We've learned a lot from cooperating with owners and key suppliers in the process of developing the vessel, and at the same time added value through our employees' knowledge of ship technology. This cooperation has taken Havyard Group to another level making us even

more capable of designing and building the most advanced offshore support vessels in the future." **Njål Sævik**, Havila Shipping's CEO, said: "Havila Shipping's goal is to be the leading provider of quality assured supply services to offshore companies. We have a top, modern fleet of platform supply vessels, anchor handlers and subsea vessels. **Seven Havila** is the new flag ship in our fleet and we are glad to have taken delivery of this vessel together with Subsea 7. We are looking forward to see her performing to the satisfaction of our customers in the years to come."

Left seen: **Njål Sævik**, CEO Havila Shipping; **Øyvind Mikaelson**, Vice President North Sea, Canada & Russia Territory, Subsea 7; **Ingeborg Hagen**, God Mother; **Fabio Tocco**, Captain and **Geir Johan Bakke** President & CEO, Havyard Group



Official says Russian Govt to invest in salvage vessels

Russian government will continue implementing the federal rescue fleet upgrade program in 2011, Russian Transport Minister Igor Levitin said on Friday, speaking at the Ministry Board, PortNews reports.

"Last year, ship owners funded the construction of 15 merchant vessels, there were also 9 rescue vessels built through the federal budget. In 2011, we plan to put into service the same number," Mr. Levitin said.

The Federal Agency of Maritime and River Transport of Russian Transport Ministry (Rosmorrechflot) has scheduled the launch of 6 Russian salvage ships of new generation for June. The vessels are being constructed at three Russian shipyards: JSC Nizhny Novgorod MV Plant, JSC Nevsky Shipbuilding, Ship Repair Plant LLC and JSC Yaroslavl Shipbuilding Plant. **Source : PortNews**



The **COSCO FUZHOU** seen moored in Brisbane – Photo : Willem Kappert ©

Tankers still in demand despite bleak outlook, Hellenic ship owners dominate ordering activity

As the tanker market's current orderbook has been decreased by 11% over the last year to 118 million dwt, against 132 million dwt, things are starting to pick up for ship owners, with BIMCO's shipping analyst Peter Sand, reporting that the current pace of new contracts signed (albeit steady) is now slower than that of newbuildings being delivered. Still, as he points out the ongoing ordering activity is taking place at a time when the short and medium-term outlook for all tanker markets is quite bleak. Of course, newbuilding prices are quite attractive, but whether the market can absorb the large amount of new tonnage flowing into the market and keep rates at sustainable levels, will depend on the strength and sustainability of the growth in demand. "This slower pace of new orders in combination with an overall larger fleet has brought the overall orderbook-to-fleet ratio slightly down. Today the orderbook-to-fleet ratio for crude tankers stands at 29% while the ratio for product tankers stands at 18%. Large delivery years in 2008 and 2009 into the product tanker fleet have impacted the ratio. The same thing is about to happen to the crude tanker segment, due to the large number of expected deliveries in 2011 and 2012" said the report. Hellenic owners have been dominant as the largest investors by far in tankers in 2008–2010 placing around 20% of all new orders for tankers. Other significant owner nationalities active in the newbuilding market include South Korea, Norway, China, Turkey and Japan. In terms of DWT in the total tanker orderbook, Greek owners firmly hold on to the top of the ranks holding approx. 30% of the order book.

"Newbuilding prices are expected to soften for both crude and product tankers as yards are eager to sign new deals and owners hesitating due to market conditions and the size of the active tanker fleet. Crude tanker freight rates have declined throughout the second half of 2010 and the sliding tendency has somewhat continued in 2011. BIMCO expects average crude tanker freight rates in 2011 to be lower than the average rate of 2010. On the other hand product tankers have felt the pressure for more than two years now and rates are expected to hover around the levels of 2010 with a potential of surprising on the upside, if the global economy strengthens" said Peter Sand. In terms of ship types, in 2010, 50 new VLCC's were ordered, up from just 19 in 2009 but considerably below 2008. These new orders put more pressure on the already oversupplied VLCC market. Currently the VLCC fleet consists of 548 vessels with an orderbook of 179 units. Inflow of new vessels in 2009 and 2010 was 55 new vessels each year and a similar amount is expected for 2011 when taking a variety of likely delivery short fall issues into consideration. The smaller crude segments, Suezmax and Aframax, have also seen rising ordering interest, with the larger Suezmax catching most of the attention. Aframax tankers appear to be out of fashion with only few orders in 2008-2010 and an orderbook-to-fleet ratio of just 15% as compared to 34% in the VLCC and Suezmax segments. This development may

also come as a counterbalancing reaction as the tanker workhorses saw a comparable larger inflow of tonnage in 2007-2010.

Where will it go from here? A flow of newbuilding orders lower than that of 2010 is expected for 2011. Even though the two-track global recovery is still on track, downside risks remain elevated for all. And since the large oil consuming countries are on the slower of the two-recovery tracks, oil demand and consumption will not be strong enough to move freight rates levels significantly. The downbeat sentiment in the trading markets is expected to be mirrored by lower level of newbuilding contracting. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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The 1988 built and Oslo registered 182 mtr long Car Carrier " **DYVI ADRIATIC** "seen arriving in Malta 18-03-2011

Photo : Gejtu Spiteri ©

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Malaysia seizes two contraband containers headed for Iran

Police in Malaysia said they have seized two containers possibly containing parts meant for producing weapons of mass destruction, including nuclear warheads, from a ship bound for Iran. An investigator said the equipment might be for building sites but if misused could be used to make a nuclear device. "We are liaising with our Interpol counterparts in both the source and destination countries," Mohamad Bakri Zinin, chief of the federal police's criminal investigation unit, told Malaysia's Sun daily newspaper. "We are viewing this find very seriously and we are unable to divulge details as we do not want to jeopardise our probe. I can only say that we are investigating and give us more time," said Zinin. He said investigators were still trying to determine the equipment's specific destination. The Malaysian-registered vessel, which had arrived from China, carried dismantled equipment parts that were listed among items subject to controlled and restricted sale by the UN Security Council and other international laws, the newspaper reported.

Source : PortNews

Call to boycott Suez Canal over pirates

A leading Norwegian shipowner called on tanker operators to boycott the Suez Canal which he said would force global powers to intervene in Somalia to crush piracy by forcing up oil and commodity prices. The call, which has yet to receive widespread support from other shipowners, raised the possibility that owners and crews could join hands in demanding more action against pirates.

The International Transport Workers' Federation, the largest seafarer's union with 720,000 members worldwide, said last month it was considering advising crews to refuse to enter pirate zones. 'The only way the politicians will be forced to take action is if we agree to stay out of the Gulf of Aden, meaning we wouldn't go through the Suez Canal,' said Jan Hammer, chief executive of Odfjell Tankers, which has 95 chemical tankers.

The Suez Canal is a short-cut between Asia and Europe using shipping lanes that traverse the Gulf of Aden north of lawless Somalia. More than 35 vessels and 800 crew are being held for ransom in and around Somalia, with recent ransom demands above US\$10 million per ship and the global economy drained of US\$7 billion to US\$12 billion a year, according to the One Earth Future Foundation.

'I can't see any other solution' except for a military intervention, Mr Hammer told Reuters. 'The politicians will have to get together in a Nato or UN context and address the real problems on land.' So far Mr Hammer said he has no public allies among shippers. He said many express private support for no-sail zones but fear banding together could violate anti-competition laws. In his view shippers should also consider shunning the Persian Gulf, source of 40 per cent of the world's oil transported by ship. He said today's international naval presence off the Horn of Africa would have to grow 700 per cent to scare pirates who now attack from hijacked 'mother ships' with hostages on board far out in the Indian Ocean.

Jakob Larsen, maritime security officer at the Bimco shipowners' association, said industry support for a strategic no-sail zone was growing as some crew unions threaten to hold shipping companies liable for pirate violence. 'We are not there yet, but if things continue to escalate it's possible they (shipowners) will be tempted to avoid conflict areas completely,' Mr Larsen said. 'Oil prices would then climb even higher than they are now.' Sailing around southern Africa instead of through the Suez Canal adds weeks of travel between the Indian Ocean and the Mediterranean Sea. Doing so regularly would boost commodity prices and cut the slack in a freight market weakened recently by too many competing ships, Mr Hammer said. Frontline, the world's largest oil tanker company, opposes such coordinated action. 'You would hit the Egyptian economy very hard at a time when they probably need every dollar,' said Frontline technical director Olav Eikrem, in a reference to the political turmoil in the region that forced president Hosni Mubarak from office last month.

Mr Eikrem agreed with Mr Hammer that military and political intervention in Somalia was needed to root out pirates but said a shipping campaign that hurt the global economy could backfire. 'We are not going to engineer that,' he said. 'We are in the supply business. But at the end of the day all these extra costs for security and insurance and diversions will be passed on to the consumer.' A marine insurance expert said a boycott of dangerous waters would be 'fully understandable'. 'If companies feel that the threat is so immense that they put forward that solution then it's fully understandable,' Stein Are Hansen, assistant director of the Norwegian Hull Club marine insurer. Source : Reuters

Cruise lines set for steady growth in 2011

Despite rising fuel costs and more stringent environmental regulations, the cruise industry expects modest growth in 2011 as eight new large ships debut and consumers continue to shake off the effects of a recession, industry executives said on Tuesday. The Cruise Lines International Association predicts that 16 million people - three-quarters of them from North America - will vacation aboard cruise ships this year, up 6.6 per cent from 2010.

Left seen the 1ST funnel for the newbuilding **DISNEY FANTASY** at the Jos Meyerwerft in Papenburg
Photo : Henk Lichtenberg ©

Last year's numbers exceeded the trade association's projections.

CEOs of six of the leading cruise lines, speaking during a panel discussion at the annual Cruise Shipping Miami conference, expressed tempered optimism for continued growth, noting the large untapped market worldwide for cruising. The industry said cruising still makes up around 3 per cent of the vacation sector in the United States. Holland America Line

CEO Stein Cruse said baby boomers who hold the majority of the wealth are a huge untapped customer base as the economy improves and vacation spending picks up again. 'They're living better, they're living longer, they have more interest in travel, and cruising appeals to them,' Mr Cruse said.



HAL's **MAASDAM** seen arriving in Willemstad (Curacao)

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

Cruise companies managed to keep their ships at capacity during the last few years by cutting prices. That made cruising more affordable for more people whose positive experience likely will bring them back for future vacations, said Gerald R Cahill, president and CEO of Carnival Cruise Lines. 'Once again, the industry showed how resilient it was,' Mr Cahill said. 'We filled our ships (with) lower pricing. We were still profitable as an industry, which is a big deal. The



industry continued to grow, we added new ships and we innovated.'

Among the new ships this year is the 4,000-passenger **Disney Dream**, the cruise line's third ship and its first new one in more than a decade. The **Dream** is sailing to the Bahamas from Florida's Port Canaveral. In May, Carnival Cruise Lines is debuting its largest ship, **Carnival Magic**. The 3,690-passenger vessel, sailing from Barcelona, is industry leader Carnival's 23rd ship.

Norwegian Cruise Line CEO Kevin Sheehan said newer ships are more fuel efficient

and feature better- designed and more comfortable cabins; more diverse dining options; more entertainment; and innovative outdoor spaces including water rides, and on-deck movie theatres and nightclubs. 'It's not enough for our guests to just smell the sea air, they want to breathe it and feel it, and we're figuring out more new and creative ways to bring our guests closer and closer to the sea,' he said.

Industry officials cited rising fuel costs, more restrictive emission control regulations, and lack of standardised regulations around the world as the most pressing challenges. **Source : AP**

Insolvency administrator takes the helm at Beluga

The future of Germany's Beluga Shipping Group is now largely in the hands of insolvency attorney Edgar Grönda of the law firm Schultze & Braun. Beluga Chartering GmbH filed for insolvency in the Bremen District Court on Wednesday, while Beluga Shipping GmbH followed suit yesterday. Mr. Grönda has been appointed Insolvency Administrator in both cases

The insolvency filings followed the March 8 revelation that Beluga Founder and former CEO Niels Stolberg and other executives are being investigated by the Bremen Public Prosecutor on charges, essentially, of cooking the books. The investigation came after Oaktree Capital, which has a 49 percent stake in Beluga, reported "irregularities" to the prosecutor.

Oaktree says it discovered the irregularities when it performed due diligence on the company in response to a February 2011 request for further liquidity. It says that, in response to its discoveries, Beluga suspended a number of senior managers, pending further investigations.

In a statement issued in response to news of the investigation, Oaktree said it had "convened meetings with various significant stakeholders to facilitate a longer-term restructuring which will enable Beluga, already the market leader, to become more efficient and to take advantage of current market conditions. Throughout the restructuring process, the group will continue to operate normally with full scale operations and serve its customers as it has in the past."

Whether the restructuring will now follow the course described by Oaktree is now very much up to Mr. Grönda - whose publications include "Companies in Crisis – The Lawyer as Emergency Doctor." **Source : MarineLog**



Built at the Amels yard in Flushing where the yacht was loaded the barge pushed by the [Jumbo](#) and towed by the [Linge](#) arrived in Terneuzen - Photo : [Richard Wisse](#) – [www.richard-photography.nl](#) (c)

ATP Oil & Gas Corporation gets deepwater drilling permit

ATP Oil & Gas Corporation reported that it has received a permit to resume drilling the Mississippi Canyon ("MC") Block 941 #4 well in the deepwater Gulf of Mexico.

"This permit for the [ATP Titan](#) drilling and production platform is the first for a stationary deepwater facility since deepwater drilling was allowed to resume on February 28, 2011. The previous two permits to drill oil and gas wells approved by BOEMRE in 2011, both of them in the last 18 days, are for wells drilled by Mobile Offshore Drilling Units (MODU)," stated T. Paul Bulmahn, ATP's Chairman and CEO. "We are ready and eager to return to work. ATP has always drilled safely and environmentally soundly. We are looking forward to delivering on our objectives to generate near-term production growth from these developments." The MC 941 #4 well at ATP's Telemark Hub in 4,000 feet of water was drilled to approximately 12,000 feet and cased during 2009. ATP said operations to finalize drilling and

completion would begin within the next 24 hours. ATP operates the deepwater Telemark Hub with a 100% working interest and owns 100% of the subsidiary that owns the ATP Titan and associated pipelines and infrastructure.

BOEMRE said that the permit was the third deepwater permit approved since the Deepwater Horizon disaster. It said that as part of its approval process, it reviewed ATP's containment capability available for the specific well proposed in the permit application. ATP has contracted with the Helix Well Containment Group to use its capping stack to stop the flow of oil should a well control event occur. The capabilities of the capping stack meet the requirements that are specific to the characteristics of the proposed well.

"This permit approval demonstrates that deepwater drilling can and will continue in the Gulf of Mexico provided that operators have successfully demonstrated their ability to operate safely," said BOEMRE Director Michael R. Bromwich. "Further deepwater energy development is necessary and appropriate so long as it is done safely and in an environmentally responsible manner." **Source : MarineLog**

NAVY NEWS



HMS ARGYLL seen arriving March 18th at the river Tyne bound for North Shields. **Photo : Kevin Blair ©**

Iran sends Navy fleet to Gulf of Aden

The Iranian Navy has dispatched its thirteen fleet of warships to the piracy-ridden waters of the Gulf of Aden in a bid to guard Iranian merchant containers and oil tankers. "The thirteen fleet of warships, comprised of **Tonb** and **Delvar** vessels is tasked with boosting security for Iranian merchant containers and oil tankers in the Gulf of Aden and north of the Indian Ocean for a period of 60 days," IRNA quoted Commander of Iran's First Naval Zone Fariborz Qaderpanah as saying on Thursday.

The Iranian military commander also hailed the successful passage of the 12th fleet of warships through the Suez Canal and to the Mediterranean Sea in late January --the first ever journey following Iran's 1979 Islamic Revolution .

"Over the course of the last two years, the Iranian fleet of warships has successfully managed to display its powerful presence in turmoil-stricken Gulf of Aden, and foil any attempt to impair transportation routes along the country's sea border" Qaderpanah added. The Iranian Navy has so far dispatched a number of military warships to the Gulf of Aden to guard Iranian and foreign vessels sailing in international waters. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship MV **Delight** off the coast of Yemen. The Gulf of Aden -- which links the Indian Ocean with the Suez Canal and the

Mediterranean Sea -- is an important energy corridor, particularly because the Persian Gulf oil is shipped to the West through the Suez Canal. According to US Department of Energy estimates, the water way is the quickest transit point for ships laden with some 3.3 million barrels of crude -- almost 4% of daily global demand. **Source: Press TV**

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U.S. Navy Orders Two More Littoral Combat Ships

The U.S. Navy's Littoral Combat Ship program continued its shift into series production with the announcement March 17 that two more ships have been ordered. Under the new contracts, Lockheed Martin received a \$376.6 million contract modification to build the yet-to-be-named **LCS 7**. Based on the steel-hull design of **LCS 1**, the ship will be built at Fincantieri's Marinette Marine in Marinette, Wis. The work is expected to be completed by April 2016.

Austal USA's deal is for \$368.6 million for **LCS 8**. Austal builds its LCS 2-class all-aluminum ships at Mobile, Ala., and work on that contract is expected to be completed by October 2015. The contract awarded Dec. 29 to Lockheed for **LCS 5** was for \$437 million, while Austal's **LCS 6** contract was for \$432 million.

The contracts are far below the congressional cost cap of \$480 million for LCS ships. Sean Stackley, the Navy's top acquisition official, said at the time of the December contract award that the average per-ship target price for Lockheed ships is \$362 million, with a goal of \$352 million for each Austal ship.

Congress on Dec. 21 approved the Navy's request to buy more ships of each design, shifting from the earlier plan to choose a single type. The Dec. 29 contracts to each shipbuilding team were for one ship, paid for with 2010 funds, with options for nine more. The March contracts are the first options to be exercised, and are funded under the 2011 continuing resolutions, which continue programs that were in effect the previous year.

Fort Worth (LCS 3) was launched Dec. 4 at the Marinette shipyard. Austal plans to launch the **Coronado (LCS 4)** this year. **Freedom (LCS 1)**, commissioned in November 2008 as the first Lockheed LCS, is at its home port of San Diego undergoing an overhaul, according to the Navy. The **Independence (LCS 2)**, the first of Austal's breed, was commissioned in January 2010 and is undergoing tests and trials at Mayport, Fla. The Navy intends to field a total fleet of 55 LCS ships. **Source : DefenseNews**

U.S. Navy Supports New Shipbuilder

Northrop Grumman's spinoff of its shipbuilding operations into a new entity, Huntington Ingalls Industries Inc. (HII), has received the approval of its top customer, the U.S. Navy.

The Navy "is now in a position to support Northrop Grumman Corporation's (NGC) spinoff of its shipbuilding business," the service said in a press release issued March 17. The Navy declared that HII is now "responsible" to be awarded construction contracts for two new ships, the amphibious transport dock **LPD 26** and the destroyer **DDG 113**. Negotiations for both ships have been underway for some time with Northrop.

Both ships will be built at Northrop's Ingalls shipyard in Pascagoula, Miss., which, along with Newport News shipyard in Virginia, are the primary facilities of the new company. Sean Stackley, the Navy's top acquisition official, praised Northrop for working with the Navy to satisfy a number of government concerns about the spinoff. "NGC has cooperated with the Navy in working through the complex issues related to its potential spin-off of its shipbuilding business to HII," Stackley said in the release. "Our support of the spin-off is based on a critical review of HII's proposed capital structure, current contract financials, required capital investment and proprietary forward-looking projections." The company made a number of "appropriate adjustments" because of Navy concerns, Stackley added, allowing the Navy "to resolve our concerns about the risk involved to this important segment of our shipbuilding

industrial base." Northrop is the Navy's top shipbuilder, building all the service's aircraft carriers and amphibious ships and about half the submarines and destroyers. The company announced March 15 that its board of directors had approved the spinoff. Pending final approval from the Securities and Exchange Commission, the new company will stand up on its own March 31.

Northrop Grumman stockholders of record on that date will receive one share of HII for every six shares of Northrop Grumman common stock they hold. No fractional shares of HII common stock will be distributed to shareholders, but fractional shares will be aggregated and sold in the open market.

Critics of the proposed spinoff have worried about the new company's credit rating and the amount of debt it will be saddled with at startup - concerns that were shared by its top customer. "The Navy's concern with HII's credit rating, driven by its initial debt, has been offset by NGC's agreement to relieve HII of first quarter 2011 debts, to provide a starting cash balance of \$300 million, and not to recoup retentions, performance incentives, and economic price adjustment payments that the Navy might owe under current shipbuilding contracts with Northrop Grumman Ship Building from HII," the Navy said in its press release.

"The Navy evaluated the extent of considerations made by NGC as appropriately addressing the risk of this spin to Navy shipbuilding," Stackley said. **Source : DefenseNews**

Ministry of Defence announces British assault ship to visit London

The British warship **HMS Bulwark** will be taking a break from her busy training schedule to visit London on the 16th March 2011. **HMS Bulwark**, the UK's largest and most technologically advanced amphibious assault and command and control ship, will be mooring at Greenwich for 5 days. whilst in London **HMS Bulwark** will be playing host to a number of visitors ranging from Senior Naval and Ministry of Defence officials to senior academics (Corbett Centre). Also visiting the ship will be local sea cadet units and London based charities which the ship supports.

The main purpose of this visit however, is to display her breathtaking capabilities. This exhibition will include how the military, in particular the Royal Navy, can rapidly deploy in times of need, with a wide range of assets and skills. Demonstrations will include Command and Control aspects, military aid to civil powers, field kitchens, and medical and first-aid techniques. It will also give the ship the opportunity to show off her hardware. The ship will be carrying a large variety of boats, land vehicles, amphibious landing craft and helicopters. The event will culminate in a dynamic demonstration both airborne and afloat on and over the River Thames in Greenwich.

HMS Bulwark's Commanding Officer, Captain Alex Burton, said: "**BULWARK** is the Country's very own Swiss Army Knife. Totally indispensable and phenomenally versatile: she packs a punch with our Royal Marines and delivers proven essential support to the softer Humanitarian and Disaster Relief Operations and Homeland Defence. It is extremely fortunate we have found time in the busy generation programme to demonstrate to the Capital what we can deliver. My team can't wait to show it off – in these uncertain times we are totally focussed on our commitments to the Country's interests and responsibilities and expect to be very busy once fully operational later this year."

The Secretary of State for Defence, Mr Liam Fox said: **HMS Bulwark** is a great asset that, along with **HMS Albion** provides the UK with impressive amphibious and command and control capability for a range of options. Ships like Bulwark play an important role in projecting UK power abroad and protecting British interests around the world."

Along with her sister ship **HMS ALBION, BULWARK** once operational will be part of the UK's maritime contingent capability known as the Response Force task Group (RFTG)..

The task force comprises amphibious shipping, frigate and destroyer escorts, support shipping, and the Lead Commando Group Royal Marines. Elements of the RFTG are available to be used in a number of different scenarios around the world and are due to be deployed on Operation COUGAR in the Mediterranean, Indian Ocean and Arabian Gulf. **Source: Ministry of Defence.**

SHIPYARD NEWS

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WAGENBORG BARGE No 8 LAUNCHED



Sunday March 13th new building “**Wagenborg Barge 8**” is launched in Nanjing China.

Photo's : Wagenborg Sleepdienst & Hanzestad Hijstransport

Keel laying ceremony for Havyard 843 AHTS held in China

Early March saw Yuexin Shipyard in China lay the keel of a **Havyard 843 (Yuexin hull No 3138)** it is building for Sinopec. The ceremony was carried out in drydock No 2 at the yard with representatives from the shipyard, the owner, the Marine Safety Administration of China, Havyard China and the classification societies DNV and CCS. The **Havyard 843** AHTS is due to be delivered by Yuexin to Sinopec in April 2012. **Source : Offshore Shipping Online**

S. Korea's Samsung Heavy wins US\$1.1 billion ship order

South Korea's Samsung Heavy Industries said it had won a US\$1.11 billion order from a U.S. company to build two drill ships. The country's third largest shipyard said it would deliver the ships, used to explore for oil and gas wells, by September 2013. Details were not given. Samsung Heavy has targeted orders worth US\$11.5 billion this year. **Source: AFP**

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Newsclippings reader and contributor **PATRICK PICALUGA** seen onboard the **DAIO CREACION** seen enroute the Bunge terminal in Rio Grande , below seen the tug Wilson Sons group tug **HERCULES** connected up for the mooring operation
Photo's : Patrick Picaluga ©



Lack of Japan-made parts closes GM plant in North America

General Motors said it will suspend production at its Shreveport, La., pickup assembly plant next week because of a parts shortage resulting from the disaster in Japan. It is the first automotive plant closure in North America to result from the disaster that has disrupted supply chains of parts and components for automakers. Toyota and Subaru have said they would halt overtime work at their U.S. plants in order to conserve supplies of parts, but both automakers have continued production. GM said its other North American plants continue to operate normally. The company would not identify the parts involved but said it planned to resume production as soon as possible. "At this point, we have sufficient vehicles to meet customer demand," the company said.

Although U.S. assembly plants source most of their components within North America, trans-Pacific supply chains from Japan are an important part of the auto manufacturing mix. Last year the 575,371 20-foot-equivalent units of containers the U.S. imported from Japan included 230,463 TEUs of auto parts, tires and engines, motors and parts, according to PIERS, a sister company of The Journal of Commerce. **Source : PortNews**

DFDS had a profitable 2010



The **KING SEAWAYS** seen moored in IJmuiden - Photo : Simon Wolf ©

DFDS Group reports a strong financial 2010 and increased revenues as well as profits after the purchase of Norfolk Line. Revenue totalled DKK 9.8 billion. The pretax profit was DKK 547 million compared to DKK 20 million in 2009. DKK 6.9 billion of the revenues comes from the shipping division (both ro-ro and passengers), while DKK 3.3 billion comes from the logistics division. During the year, the number of employees went up from 3,924 persons in 2009 to 4,862 in 2010. "We now have the resources to continue to expand and thus continue growing as a good and exciting place to work", says Niels Smedegaard, CEO of DFDS. And he continues: "We have yet to reap all the rewards of the synergy from the integration of Norfolk Line into DFDS, the bulk of which will be completed this year." By the end of 2010, the DFDS fleet consisted of 57 ships (both owned and chartered). Source : ShipGaz

Royal visit for Maasvlakte 2 project

Prince Willem-Alexander, a member of the Dutch royal family, recently visited the Maasvlakte 2 project at Port of Rotterdam and met with representatives of the PUMA consortium that is reclaiming the site. The President and CEO of the Port of Rotterdam Authority, Hans Smits, and Ronald Paul, Managing Director of Project Organization Maasvlakte 2, showed the Prince all aspects of the land reclamation project. Prince Willem-Alexander said that he was impressed by the vast operation and appreciative of the effort made in this project. The expansion of the Rotterdam port will enlarge the Kingdom of the Netherlands by some 20 km², with the port growing an extra 20 per cent. Source : Dredging News Online

Zim Hikes India-Europe Rates

Zim Integrated Shipping Services will seek a general rate increase on the westbound trades from India to Europe and the Mediterranean, the second GRI this year.

Starting April 1, the planned increase will be \$250 per 20-foot equivalent unit. The GRI will apply to all cargo moving from India to ports in North Europe, the Mediterranean, Israel and the Black Sea region. The Israel-based carrier earlier raised rates on the same route with a GRI of \$200 per TEU that took effect as of Feb. 1. Zim's move follows similar GRI announcements by several major carriers covering the Indian subcontinent-Europe-Mediterranean trade lanes. Recent increase announcements included: \$200 per TEU by Mediterranean Shipping Company as of March 1; \$250 per TEU by Maersk Line as of March 1; and \$150 per TEU by CMA CGM as of March 5. Source: The Journal of Commerce



The BESS seen in the port of Santos – Photo : Marcelo Vieira ©



Vietnam Ships 40,000 Tons of Coffee in First 10 Days of March

Vietnam, the world's largest producer of robusta beans, exported 40,000 metric tons of coffee in the first 10 days of March, Dutch coffee trader Nedcoffee BV said.

February shipments totaled 83,944 tons, while stockpiles at the end of February were 262,465 tons, Nedcoffee, which has offices in Vietnam, said in an e-mailed report. Vietnam exports were forecast to reach 90,000 tons in February, according to figures released by the General Statistics Office in Hanoi, the capital, on Feb. 25. Exports may rise 9.4 percent to 1.28 million tons this calendar year, the Ministry of Agriculture and Rural Development said Feb. 9. The price of coffee in Vietnam has risen as high as 46,500 dong (\$2.23) a kilogram, surpassing a record in 1994, Thoi Bao Kinh Te Vietnam newspaper reported March 7 without saying where it got the information. "Due to this high price of coffee, financial difficulties appear, so most of the coffee exporters in the country have only bought and exported about 30 to 40 percent of the annual plan for 2010-11," Nedcoffee said in the report. Robusta coffee for May delivery rose \$109, or 4.4 percent, to \$2,596 a ton at 2:13 p.m. on NYSE Liffe in London. Prices earlier today reached \$2,615, the highest level since March 13, 2008. Robusta, used in instant coffee and espresso, is harvested mostly in Asia and parts of Africa. The arabica variety is grown mainly in Latin America and favored for specialty beverages such as those made by Starbucks Corp. **Source: Bloomberg**

Thy Ferries bankrupt

Thy Ferries Cargo A/S has filed for bankruptcy and the company's activities will be continued in a newly formed company called TF Cargo. The old company, Thy Ferries Cargo, was unable to pay its bills after the first months of trading. Therefore, the investors behind Thy Ferries formed a new company, chartered the ferry **Victoria VI** and started all over again. "We have had some rather high costs in the months when starting the service, but with a cheaper ro-ro vessel and more cargo we are close to a balance", explains Rasmus Haugaard, chairman of the board, to Nordjyske.dk. The bankruptcy leaves a number of creditors without payment, including the owners of the ro-ro vessel Clare, which sailed on the route for the first couple of months. TF Cargo sails daily between Hanstholm and Kristiansand with trailers and up to 12 trucks with driver **Source : ShipGaz**

Fire in ship docked at Beirut port contained

Firefighting units contained a huge fire inside a ship docked at Beirut Port Friday. The fire erupted on the **Nour Land**, which was loaded with livestock and fodder, after it unloaded its cargo at the port. The fire broke out on the second and third decks of the 78-meter-long ship and four firefighting vehicles rushed to the scene to put it out. In the meantime, firefighters located specific positions on the floors where the fire was raging, especially near the ship's engines and fuel tank, to prevent the blaze from spreading. – **Source : The Daily Star**

MOL Recovers Bulker Vessel

Mitsui O.S.K. Lines recovered a vessel, the chartered bulk carrier **C.S. Victory**, that had been carried away by the massive tsunami that hit Japan last week, the shipping line said Thursday. MOL was able to bring the ship back under its own power after it had been grounded in a shallow harbor at Ishinomaki in northeastern Japan. The vessel "is now safely anchored nearby." The ship was one of about a dozen large commercial vessels swept up in the tsunami that devastated the coastal area of Japan last week. MOL said the ship "was carried toward a breakwater." MOL has been providing transport through its ferry subsidiary to rescue and relief forces in the region.

Source: The Journal of Commerce



The **YAYOI EXPRESS** seen anchored of Singapore yesterday – **Photo : Piet Sinke ©**

Shell signals major new Brunei oil find

Shell has announced a major new oil find in South East Asia offshore Brunei marking the deepest discovery in the country so far. Today Shell announced the Geronggong discovery 100 kilometres (62 miles) offshore in a water depth of 1,000 metres (3,300 ft) after drilling with the Noble Phoenix deepwater rig.

Few details of the discovery were made available by Shell and no-one at its media headquarters in The Hague was immediately available to discuss the discovery, but it is highly likely that the find could lead to a major development once further evaluation of the resource base is carried out.



The **JUMBO SPIRIT** seen outbound from Rotterdam with loaded ondeck the Russian newbuild tugs **DEDAL** (Imo 9605566) and the **AGOY** (Imo 9605554) homeported Tuapse along the Black Sea – **Photo : Ruud Zegwaard ©**

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Nova Scotia marine group seeks permits to dredge in Sydney Harbour

Canadian Press reports that the project manager for the proposed Sydney Harbour dredging project, Jim Wooder, is targeting early October as a start date for the project. Proponents of the C\$38 million project in Sydney and their consultants are navigating their way through a long and complicated permit process before the work can begin.

Permits are required from Transport Canada for the dredging activity itself, the federal Fisheries Department for habitat conservation, and the Nova Scotia Environment Department for the construction of a confined disposal field. Mr Wooder, chairman of Sydney Marine Group, said the current target is to have a dredging contract signed with Dutch company Boskalis by late March or early April. October has been identified as a preferred date to mitigate the impact on the local lobster fishery.

The federal government will contribute C\$19 million to the cost of the dredging while Nova Scotia will kick in C\$15.2 million and the Cape Breton Regional Municipality C\$2 million. The dredging is part of a plan to develop of a C\$200 million container terminal in Sydney. **Source : Dredging News Online**

Evergreen starts new Japan-Taiwan service

In an expansion of its intra-Asia regional network, Evergreen Line is launching a weekly service called the Japan-Taiwan-South China Sea service from March 17. The Taiwanese carrier is deploying three container ships with capacities of 900 20-foot equivalent units on the following port rotation:

Tokyo, Yokohama, Nagoya, Osaka, Keelung, Kaohsiung, Shekou, Hong Kong, Hai Phong, Zhangjiang, Hong Kong, Shekou and back to Tokyo. The JTS service expands Evergreen's coverage by adding a new calling port in Zhangjiang (Kwangchouwan) and increasing in its current Hai Phong frequency from two to three calls per week. Together with the carrier's existing North East Asia-South East Asia-C service from Hong Kong and Shekou to Japan, the JTS service will double the frequency of its services between Japan and China. **Source : PortNews**

Bourbon's income falls but likely to rise again with increased E&P activity

Offshore vessel operator Bourbon said employment rates for ships are rising in its sector as oil companies stick to promises to increase investment spending.



The **BOURBON TEGUH** seen anchored off Singapore last weekend – **Photo : Piet Sinke ©**

According to IHS Fairplay, Bourbon announced that 2010 net income was 75 per cent down on the previous year at €39.2 million (US\$54.66 million) but said it had shown its capacity to resist a market downturn.

Revenues increased 4.6 per cent to €849.9 million. Operating income fell 70 per cent to €53.5 million, mainly because of a sharp rise in depreciation resulting from fleet expansion, the French group said. Higher demand for its ships in the first two months of 2011 indicate that oil companies are on track for an 11 per cent increase in investment in exploration and production this year, Bourbon explained; this would be a factor in expected growth in employment rates in the coming months, which would spark a rise in vessel day rates.

MARITIME ARTIST CORNER



Water colour made by **Ronald van Rikxoort** of the **GLASGOW EXPRESS** outbound from Rotterdam during a misty day - See more work of **Ronald** at : www.artabc.nl

.... PHOTO OF THE DAY



Above seen the 1975 built KNA flag ferry **ELEGANT I** offshore Malta awaiting bunkering operations before heading to India to be broken up on Thursday 17th March 2011. She was built in 1975 as the **PRINCESSE MARIE CHRISTINE** and in 1998 she was renamed **PRIMROSE**.

Photo : **Cpt. Lawrence Dalli** - www.maltashipphotos.com ©

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