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**Number 083 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 24-03-2011**

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**SAL latest fleet addition, the 11 March 2011 christened LONE seen departing from Rotterdam earlier this week, the vessel 'Lone' is named after Lone Esbensen from Denmark, the sister-in-law of SAL co-owner Lars Rolner. After the christening, Captain Lothar Rietzschel took over the ship, and started the first voyage to Korea. Including the MV 'Lone', SAL Schifffahrtskontor Altes Land, which Japan's 'K' Line Group has a 50 per cent stake in, now has a fleet of 16 ships.**

**Photo : Jan Oosterboer ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Above seen the "MARSOPA" ex "ICE EXPRESS" preparing for her last voyage to the breakers in Turkey.

Photo : Reinier Kadijk ©

### KNRM verguld met Koninklijk predicaat

## Koninklijke status KNRM verlengd

Hare Majesteit de Koningin heeft besloten het recht van het voeren van het predicaat 'Koninklijk' van de Koninklijke Nederlandse Redding Maatschappij (KNRM) te bestendigen. Het recht om dat predicaat te voeren moet tegenwoordig elke vijfentwintig jaar worden verlengd. Op woensdagmiddag 23 maart 2011 werden de bijbehorende documenten ondertekend, waarin de KNRM onder meer verklaart „zich daarnaar te zullen gedragen”. Namens de gemeente Velsen was burgemeester Weerwind aanwezig en namens de KNRM tekenden Peter van den Brandhof (vice voorzitter Raad van Toezicht) en Roemer Boogaard (directeur). De KNRM is verguld met de toekenning. “Het predicaat „Koninklijk wordt niet zo gemakkelijk verleend of bestendigd. Er is een hele procedure doorlopen waarbij de organisatie aan strenge eisen moet voldoen: een goede reputatie, levensvatbaar en financieel gezond. Het symboliseert respect,



waardering en vertrouwen van de Koningin tegenover deze organisatie dat wij de volgende 25 jaar dit bijzondere predicaat mogen blijven voeren”, aldus Roemer Boogaard, directeur van de KNRM.



The KNRM Hoek van Holland lifeboat **JEANINE PARQUI** seen during an exercise with the **WESER STAHL**  
Photo : Paul Borsboom ©

De voorlopers van de KNRM (de K.N.Z.H.R.M. en de K.Z.H.M.R.S.) kregen beide bij het 125-jarig bestaan het predicaat 'Koninklijke'. Bij de fusie in 1991 mocht de nieuwe organisatie Koninklijke Nederlandse Redding Maatschappij gaan heten. De bestendiging anno 2011 betekent dat de KNRM zich tot 13 december 2035 Koninklijk mag blijven noemen. Het Koninklijk Huis en de KNRM hebben een bijzondere band: koningin Beatrix is beschermvrouwe van de KNRM. Naar aanleiding van de betrokkenheid bij de ramp met de **Berlin** en het onderzoek naar het reddingwezen had Z.K.H. Prins Hendrik in 1910 het beschermheerschap voor de toenmalige beide reddingmaatschappijen aanvaard, waarna een traditie was geboren.

## Bulker breaks in halves in South Atlantic

The dry bulk carrier MS **Olivia** has broken in two halves after having hit the Nightingale Island, part of Tristan da Cunha (GB), on Wednesday last week, Shipgaz reports. The Greek-controlled and Malta-flagged vessel was on a voyage from Santos in Brazil to Singapore with a cargo of soya beans when it hit the remote island in the middle of the South Atlantic. The salvage tug **Smit Amandla** set out from Cape Town on Thursday to pull the vessel off the cliffs but as it is expected to reach the vessel on Monday 21 the task at hand will be very different as the vessel has now broken up in two. The crew of 22 were rescued by the cruise vessel Prince Albert II crew by means of rubber boats. The bulker's bunker oil has now spread around the small island and contaminated parts of the very rich bird life. The islands administration is worried there are rats onboard the vessel that might come ashore and further threaten the bird life. Baited traps have been set even though the bulker's operator has assured there are no rats onboard. **Source : PortNews**





The **ALSTER N** seen taking bunkers off Singapore last Saturday – Photo : Piet Sinke ©

## Asian shipowners outraged over lack of government action on piracy

Representatives of Asian shipowners' associations have expressed outrage over a lack of government action against an increasing number of attacks on their ships and the brutality shown by Somali pirates. The Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) meeting held in Singapore last Friday expressed grave concern at the threat posed by pirates to international shipping, particularly in the Gulf of Aden, the Indian Ocean and the waters off Somalia. "The current situation, where a handful of pirates in open skiffs can hold the world's economy hostage, is completely unacceptable – as responsible owners and managers, we must take all necessary steps to ensure the safety and wellbeing of our seafarers!" said Teo Siong Seng, chairman of SNEC. "Not only are seafarers being tortured and murdered – civilians and children are being targeted as well. The situation is increasingly untenable." The committee urged all governments to "act decisively" and "eradicate piracy and attacks on ships." The committee also acknowledged that the use of private armed guards should be a measure of last resort. Pirates had attacked 445 ships, hijacked 53 of them and taken 1181 seafarers hostage worldwide in 2010. Today, about 700 seafarers remain hostages in deplorable conditions off Somalia. Source : Seatrade Asia



The AHTS **MAERSK LAUNCHER** seen arriving in Cape Town - Photo : Aad Noorland ©

# Nuclear crisis may trigger orders for LNG carriers

**Demand for LNG as alternative source of energy may lead to shortage of vessels**

Renewed concerns about atomic power triggered by an earthquake and nuclear crisis in Japan may spur orders for liquefied natural gas (LNG) tankers already in short supply, according to Mirae Asset Securities Co. 'The earthquake is a landmark event for the shipbuilding industry,' Lee Sok Je, a Seoul-based Mirae analyst, said. 'Demand for LNG is going to grow as a source of alternative energy, which could lead to a shortage of vessels. There's already not a lot available.'



The **LNG EBISU** seen anchored off Singapore last Saturday – Photo : Piet Sinke ©

Only 10 new LNG tankers have been ordered worldwide in the past three years, creating the smallest backlog among major commercial vessel types, according to Mirae. A pick-up in tanker demand is likely to benefit Hyundai Heavy Industries Co, Samsung Heavy Industries Co and other South Korean yards, the builders of about 90 per cent of gas carriers completed since 2000, according to Mirae. LNG tankers are used to haul gas that has been chilled into liquid form to consumers in the US, Europe and Japan, the world's biggest user of the fuel, from producers such as Qatar and Australia.

California's power blackouts in 2001 were followed by orders for 214 gas carriers over the next six years as governments sought to diversify energy supplies, Mirae's Mr Lee said. At the beginning of the month, the global order backlog for LNG tankers stood at 26, able to carry a combined 3.6 million cubic metres of gas, according to Clarkson plc, the world's largest shipbroker. That is equivalent to 7 per cent of the current global fleet. The backlog was 26 per cent for oil tankers, 29 per cent for container ships and 49 per cent for dry-bulk ships.

Shipping lines may be quick to order LNG tankers as contracts for container ships and offshore drilling structures mean that yards have few slots available before 2014, Mirae's Mr Lee said. A new 160,000 cubic metre LNG vessel costs about US\$202 million, down from a peak of US\$250 million in 2008, according to Clarkson.

LNG tanker sales were already expected to climb this year as shipping lines prepare for the start of production at new gas fields. South Korea's Ministry of Knowledge Economy in January forecast a 75 per cent increase in global orders this year. Nippon Yusen KK, Japan's largest shipping line by sales, ordered an LNG carrier from Mitsubishi Heavy Industries Ltd earlier this month, which is due for delivery in 2014. Chevron Corp's A\$43 billion (S\$54.8 billion) Gorgon development, Australia's largest resources investment, is scheduled to begin liquefying gas for export the same year.

Japan, which depends on imported fuel for most of its needs, consumed 35 per cent of the world's LNG in 2009, according to BP plc. Woodside Petroleum Ltd, based in Perth, Australia, is due to start exports from its A\$14 billion Pluto LNG field in September. Qatar, the world's biggest LNG exporter, may boost its production capacity by as much as 10 million tonnes from 77 million tonnes, Energy Minister Abdullah al-Attiyah said in December.



Qatar Gas Transport Co last year received the last of 54 LNG tankers that it had ordered from Hyundai Heavy, Samsung Heavy and Daewoo Shipbuilding & Marine Engineering Co, the world's three largest shipyards. However, analysts said that the demand for LNG itself from Japan is expected to rise only modestly in the medium term, as the country's energy needs will likely be met by increased coal and fuel oil generation.

'Japanese gas-fired electricity generators were operating at high capacity prior to the earthquake, and have limited ability to further increase production,' Arnon Musiker, a Sydney-based director of energy and utilities at Fitch, said in a report. 'This will limit the increase in demand for spot LNG cargoes.' Australia's coal and gas export industries are still 'well-positioned' to meet the longer-term fuel requirements in Japan, according to Mr Musiker. Replacing 11 GW of nuclear-power capacity with gas-fired stations could increase LNG demand by nine million tonnes a year, he said.

Japan's oil demand could rise by 130,000 barrels a day, or 2.9 per cent, from the 4.27 million barrels a day consumed before the March 11 earthquake, Deutsche Bank AG analysts said in a March 18 report. **Source : Bloomberg**



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The **STEMAT SPIRIT** seen arriving in Rotterdam – **Photo : Stan Muller ©**

## **Oud-KNRM-schipper ontvangt de De Ruytermedaille**

**Ane Ruijg**, voormalig beroepsschipper van de **Koninklijke Nederlandse Redding Maatschappij (KNRM)**, kreeg gisteren (23 maart) in Den Haag de gouden De Ruytermedaille opgespeld door minister van Infrastructuur en Milieu, mevrouw Melanie Schultz - Verhagen. De voordracht van **Ane Ruijg** is ingegeven door de enorme hoeveelheid reddenen waarmee hij ruim 2300 mensen in veiligheid bracht en eremedailles die Ruijg toebedeeld werden tijdens zijn

dienstverband bij de KNRM. Naast onderscheidingen van de KNRM, zoals de zilveren en bronzen draagmedailles, werd Ruijg in 2008 Ridder in de Orde van Oranje Nassau. De KNRM is bijzonder trots op het feit dat Ane Ruijg wordt geëerd met de De Ruytermedaille. De medaille wordt door de KNRM gezien als een eerbetoon voor alle inspanningen die Ane Ruijg als schipper van de reddingboot van Terschelling heeft gedaan om zeevarenden op Noordzee en Waddenzee te helpen. Vakmanschap en gedrevenheid kenmerken de Terschellinger die van 1997 tot en met 2008 in dienst was van de KNRM. De Ruytermedaille is een kroon op zijn grote inzet voor de KNRM in het algemeen en zijn grote staat van dienst voor het reddingswezen op Terschelling in het bijzonder.



De **De Ruytermedaille** is een ere- teken dat in 1907 werd ingesteld voor schippers, stuurlieden en verder bemanning van koopvaardij en vissersschepen en andere personen, die zich door verdienstelijke daden voor de Nederlandse scheepvaart hebben onderscheiden. In de 104 jaar sinds 1907 is de **De Ruytermedaille** 203 keer uitgereikt. De Ruyter-medaille kan in brons, zilver of goud worden toegekend. Ruijg wordt met zijn medaille een van de 87

dragers van het gouden exemplaar. De een-na-laatste gouden medaille ging in 2007 naar de heer Sip Wiebenga, oud-directeur van de KNRM. **Photo : Arie van Dijk ©**

## NAVY NEWS

# France Sends Aircraft Carrier to Join Libya Campaign



France sent its **Charles de Gaulle** aircraft carrier to Libya on March 20 to bolster the West's air campaign against Moammar Gadhafi's forces. The French Navy's flagship set off from the southern naval port of Toulon at 1210 GMT, with 20 warplanes, most them Rafale and older Super Etendard combat jets, as well as helicopters and two E-2 Hawkeye surveillance aircraft.

Left : The **Charles de Gaulle** seen moored in Toulon

**Photo : Jasper van Raemdonck ©**

Tugs pulled it from the wharf as dozens of onlookers watched it depart. "The aircraft carrier is 24 hours by sea from the Libyan coast but will take 36 to 48 hours to get there, to take the time to

load on the fighter jets that will participate in the operations and to hold some landing exercises," a military source said. The aircraft carrier was to be escorted by three frigates - the anti-submarine **Duplex**, the anti-air **Forbin** and the multi-mission stealth **Aconit** - and the oil tanker **Meuse**, military officials said. The French naval group was to be

protected by a nuclear attack submarine, they added. French warplanes also continued sorties over Libya early March 20 as part the West's biggest intervention in the Arab world since the 2003 U.S.-led invasion of Iraq. Saturday, French jets spearheaded the West's assault with four air strikes in Libya, destroying several armored vehicles of forces loyal to the embattled Libyan strongman. Those strikes came before U.S. warships and a British submarine fired at least 110 Tomahawk cruise missiles into Libya against Gadhafi's anti-aircraft missiles and radar batteries. The intervention was mandated by U.N. Security Council Resolution 1973 which authorized the use of force to protect Libyan civilians from attacks by Gadhafi loyalists. Gadhafi, in a brief audio message on Saturday night also broadcast on state television, fiercely denounced the attacks as a "barbaric, unjustified Crusaders' aggression." He vowed retaliatory strikes on military and civilian targets in the Mediterranean, which he said had been turned into a "real battlefield. Source : defenseNews

## SHIPYARD NEWS



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AMELS latest newbuilding the AMELS 212LE named **IMAGINE** departed from the Amels yard in Vlissingen

Photo : Wim Kosten - <http://www.maritimephoto.com> ©



## BLRT to build new dredger for Rohde Nielsen

The largest shipbuilding company in the Baltic States, a subsidiary of BLRT Grupp, has entered into the agreement with a Scandinavian company to build a new dredger. The company, Vakarø Baltijos laivø statykla, has signed an agreement with Danish company Rohde Nielsen to build the dredger.

"This agreement gives us the opportunity to show ourselves on the market of building specialized vessels," said the head of the company Fjodor Berman. "The dredging vessel will enrich an already quite impressive list of projects we have completed," he added. Construction will begin in July of 2011 and will last until the end of the next year. The completed dredger will be work at Port of Beira that in the Republic of Mozambique where the construction of a new terminal is to take place. **Source : Dredging News Online**

## Swiftships gets mod to Iraq patrol boat FMS contract

Swiftships Shipbuilders, LLC, Morgan City, La., is being awarded a \$42,181,000 modification to a previously awarded Foreign Military Sales contract (N00024-09-C-2256) for the detail design and construction of three 35-meter patrol boats, with an option for three additional 35-meter patrol boats and associated technical services for the Iraqi navy. This contract modification includes options which, if exercised, would bring the cumulative value of this contract modification to \$83,479,000. Work will be performed in Morgan City, La. (60 percent); Detroit, Mich. (30 percent); Ocean Springs, Miss. (8 percent); and Charlottesville, Va. (2 percent), and is expected to be completed by August 2012. Contract funds will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington, D.C., is the contracting activity. **Source : MarineLog**



New build Anchor Handling, Offshore Support Vessel "SEAWAYS 20" was launched at Keppel Singmarine yard in Singapore last Tuesday. This Robert Allan "Rampage 5500 Z-M" design is state of the art and at 55 meters long, with a bollard pull over 100 tonnes, Oil Recovery, Firefighting and DP2 capability, she is perfectly suited for offshore FPSO, FSO and SBM tanker assist roles as well as ocean towage and offshore exploration and construction projects.

**Photo : Sophia Low, M3 Marine Pte Ltd ©**

## Tidewater orders PSV's at Bay Shipbuilding

Fincantieri Marine Group's Bay Shipbuilding Company, Sturgeon Bay, Wis., is to build two 92.4 m x 19 m Platform Supply Vessels (PSVs) for Tidewater Marine LLC, a subsidiary of Tidewater Inc., New Orleans. The two PSVs will be based on the MMC 887 LH PSV Design from MMC Ship Design of Poland.

Built for deepwater operation, the two DP2 PSVs will be built to ABS Polar Class 7, Firefighting Class 2 (FFV 2) and ENVIRO. The vessels will be diesel-electric with Z-drive propulsion. The first PSV will be delivered in the fourth quarter of 2012 and the second in the second quarter of 2013. These are believed to be the first two Platform Supply Vessels ever built at a Great Lakes shipyard. **Source : MarineLog**

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The **AMUR STAR** seen enroute Amsterdam – **Photo : H.Blomvliet ©**

## Port of Kingston prepares for Panama Canal expansion

Port Technology reports that the Jamaican Port Authority has announced plans to expand the Port of Kingston at a cost of US\$200 million. The expansion of the port in the country's capital of Kingston, is seen by the authority as being essential if the port is to capitalise on the influx of larger vessels stemming from the completion of the Panama Canal expansion in 2014. President and Chief Executive Officer of the Port Authority, Noel Hylton, told the Jamaican Information Service that by 2014 the port expects to see a rise from 39 to 149 of "ultra large" carriers calling at the

port by 2014. "These ships will certainly have a tremendous impact on world trade and of course, on ports. What is quite evident is that only a few ports will be able to accommodate these mega ships," Hylton said at a Jamaica Chamber of Commerce (JCC) Board of Directors forum. The US\$200 million project involves the dredging of the port's channel and turning basin to approximately 16m to accommodate mega vessels, plus the option of expanding the port into Fort Augusta. Here the project will enable additional berthing of 1,500m and the development of a 173 acres of yard space and value-added logistics, according to the JIS **Source : Dredging News Online**

## **SCI Set To Acquire Anchor Handling Towing & Supply Vessels**

State-run Shipping Corporation of India (SCI) is all set to acquire two anchor handling towing & supply vessels of 120 T. Bollard Pull capacity each which were earlier contracted by a Norwegian Ship-owner, the Ministry of Shipping said in a statement. The contracts were terminated by the owners in January, 2011. Later SCI signed the shipbuilding contracts with Cochin Shipyard in February, 2011 at New Delhi. These vessels are in advance stage of construction and will now be delivered to SCI in July 2011 & September, 2011, the statement adds. Shares of SCI are currently trading down 0.19 percent at Rs. 106 on the Bombay Stock Exchange. **Source: RTT News**



The **FONSECA TIDE** alongside semi submersible tender drilling rig **West Vencedor** offshore Angola on the **N'Dola platform**. **Photo : Patrick Kok ©**

## **Shipping Corporation of India Accepts Delivery of Aframax Crude Oil Tanker**

The Shipping Corporation of India (SCI) last week accepted delivery of m. t. **Desh Samman**, an Aframax crude oil tanker. The vessel is the last in the series of 4 Aframax crude oil tankers SCI had ordered in August 2007 from Hyundai Heavy Industries Co. Ltd, Korea. The first three vessels were delivered in October 2010, January 2011 and February 2011, respectively.

The vessel has a gross tonnage of 64,397 tonnes and deadweight of 114,683 tonnes at scantling draught. Classed with ABS and IRS and built to comply with the latest international regulations, m. t. Desh Samman also adheres to the



requirements of 'Green Passport' which ensures a safe and environmentally-sound approach right from building to recycling.

Given that the country is dependent on import of crude oil, having tankers under the Indian flag provides vital energy security, according to a release. Energy transportation has continued to remain the core business for SCI and the induction of this vessel is expected to strengthen its position in the segment. With the addition of this vessel, SCI's fleet now stands at 79. Its acquisition is in line with the company's strategy of maintaining a modern and young fleet, the release highlights. SCI currently has 29 vessels on order, 13 of them slated for delivery this year. **Source : Exim News**

## **Hanjin Shipping receives first VLOC**

Hot on the heels of receiving its first ever VLCC Hanjin Shipping announced this week that it had received its first very large ore carrier. Named after the Brazilian port with the country's largest iron ore export, **Hanjin Tubarao** is a VLOC of 300,000dwt class. The ship is under long-term contract with steel mill POSCO and will be deployed in the transportation of iron ore from Brazil to Korea.

Attending the naming ceremony held at Hyundai Heavy Industries in Ulsan, Korea, Young Min Kim, president and ceo of Hanjin Shipping commented, "We are delighted with the delivery of our first ore carrier and that we secured long-term contract with one of the world's major clients." He added, "It will not only contribute to improving our profitability but also be a milestone for us as we continue our efforts to develop our bulk business."



## **SCI to acquire anchor handling towing & supply vessels**

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## **LNG and silencer equipment ordered for new ferry**

Wärtsilä has announced an extension contract from STX Finland for the supply of equipment for the world's biggest LNG fuelled passenger ferry, added to the order received at the beginning of March. The ship is to be built for Finnish owner Viking Line, and the additional contract covers onboard LNG storage and supply systems and an advanced compact silencer system. Wärtsilä is already supplying four gas-fuelled main engines and propulsion machinery for the same vessel, which will be built at the STX Turku shipyard, and is scheduled to enter service in 2013. The LNGPac gas system comprises onboard liquid natural gas bunkering, two storage tanks, and handling equipment with related safety and automation systems. The scope of supply includes a patented cold recovery system, which uses the latent heat of

LNG for the air conditioning systems. By reducing electrical consumption from the cooling compressors, the cold recovery system is claimed to bring significant operational savings and overall increased vessel efficiency.

The compact silencer system enables disturbing low frequency noise from the engines to be eliminated, which Wärtsilä says is an important consideration because of the ship's sailing route through the islands of the Turku and Stockholm archipelagos. The dual-fuel engine technology will enable the ferry to sail without restrictions in emission control areas. **Source : The Motorship**



The large AHT's "**REM GAMBLER**" and "**KL SANDEFJORD**" seen moored in Stavanger

**Photo : Anders Bohn Hansen ©**

## Shipping firms set to raise rates this year

SHIPPING companies will raise their cargo and passenger rates this year to help them cope with the rising costs of oil, the industry's largest player said. A wave of revolutions in the Middle East and North Africa have pulled up oil prices lately. Sulficio Tagud Jr., president and CEO of Negros Navigation Co. Inc. (NeNaCo), explained that one way shipping firms may raise fees is to reclaim the discounts they have implemented last year.

Tagud said that slashing the discounts – which had brought shipping rates to 40 percent below the approved tariffs – will not require shipping companies to apply for increases with regulator Maritime Industry Authority. Negros Navigation has become the Philippines' largest shipping group after it bought its top rival, Aboitiz Transport Systems Corp., from the Cebu-based Aboitiz family for over P4 billion. Tagud described Aboitiz as five times bigger than Negros Navigation. The Negros Navigation CEO said the group expects to post P15.5 billion in consolidated revenues this year, up from P14 billion last year, and a net income of about P1 billion from a net loss of P500 million. To reach its financial goals, Tagud said the company will spend P2.5 billion to expand its logistics business 2GO, an Aboitiz brand. "There's still a lot of potential for growth in that area," he said. **Source: Business Week Mindanao**



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The **ARCTIC SUNRISE** seen arriving in IJmuiden enroute Amsterdam – Photo : Marcel Coster ©

## Increase in Teeside container traffic signals optimism

Container traffic into Teesport is steadily increasing and figures show it rose 15% just in the last year. An article recently in the Evening Gazette discussed that Port owner PD Ports is keen to build on this momentum with a multi-million pound expansion of Teesport's container terminal facilities. The move is part of a wider plan – praised by shipping minister Mike Penning – to position Teesport as an international logistics hub that can capitalise on a revival in European markets.

Expansion like this for business purposes can only be positive for the area, hopefully bringing in much needed investment and the creation of new jobs; however we can never forget the human element involved. For seafarers on board the container ships and ferries, life is busy, often with very little time in port so there is no time to go ashore or to enjoy any of the leisure activities we take for granted. With some working patterns, crewmembers don't even get to meet up as one group, even at meal times, as while some are working, others may be sleeping. This is where the support of seafarers' charity Apostleship of the Sea comes in. Their chaplains and ship visiting volunteers visit the ships and bring news in the seafarers' own language, top ups for mobile phones or for remote Internet access to contact family and loved ones; and on occasions when time does allow, transport crew members to enjoy a few hours in town away from the ship. A recent example of this happened when the Captain of one container ship called forward and asked AoS Chaplain Tony McAvoy if he could possibly call at the ship on Sunday morning at 9.00am in order to take some crew members to town on a well earned break. However, overnight the ship's orders were changed and it came into Teesport at 1.00am on the Sunday morning. Following discharge and re-loading of containers the ship had already left by 7.00am. This was obviously disappointing for the crewmembers, but it made the AoS more determined to assist the crew and the next time the ship came into Teesport, transport to town was provided and the crewmembers had a well earned break away from the ship. With the increase of traffic into Teesport it may mean that ships will be urged to deal with their cargo even faster, and to move on to make room for the next ship. This will mean even less time for the crews to have any form of break or down time and will also give a narrower window of opportunity for ship visiting teams to even visit seafarers. Whether this will happen remains to be seen however AoS will amend its pro-active ship



visiting strategy to cope with these changes as it is vital that someone is there to provide practical and pastoral care to visiting seafarers. **Source:** Apostleship

## A weekend busy with ship calls

The time is 00.57 at night from Saturday to Sunday, 13 March. Moored at the Port of Gdansk's anchorage, there are four tanker ships, among them the 243 metres long Liberian "**Alexia**", the one hundred metres shorter Swedish "**Prospero**" and the Italian "**Granto**". On the course of the approach fairway, awaiting a permission to enter the port and accompanied by two smaller vessels, there is the Panama car-carrier "**City of St. Petersburg**" with her hull streamlined like the Challenger spaceship. Her goal is to sail through the Port of Gdansk on her way to the Gdansk Repair Yard SA. The brand new vessel, just one year old, will undergo repairs of her propeller damaged by the ice in the Gulf of Finland. The oil tankers must wait for their turn since all four berths at the Naftoport fuel piers remain busy. Two British giants, "**Vigdis Knutsen**" and "**British Robin**" (either one over 250 metres long) and two 150 metres long ships, "**Ternholm**" (under the Danish flag) and "**Fure Nord**" (under the Faroe flag) are continuing the discharge of oil.



In the vicinity of the Northern Port, at the DCT Terminal, "**Cornelia Maersk**" is docked. This 347 metres long ocean-going container-carrier is one of the several dozen vessels operating the AE10 weekly direct service from the Far East.

On the western bank of the port canal, in the inner part of the Port of Gdansk, the unloading of further seven commercial ships is under way. In the Wladyslaw IV Basin of the Port Free Zone, the British car-carrier, "**City of Sunderland**", is docked (the following day, her place will be taken by the

nearly 190 metres long "**Pearl Ace**" sailing under the Panama flag and carrying the load of over 3,800 vehicles, which could not enter the ice-bound port of Ust-Luga).

Moored at the Oliwskie Quay, there are the Liberian "**Christina**" and "**Komet III**" (under the flag of Antigua Barbuda) carrying the load of biomass. At the Siarkoport quay, heating oil is being loaded onto "**Alice**". The Wislane Quay has accommodated "**Chris**", registered in Egypt, which with the full holds has a draught of over 13 metres. She has brought to Gdansk almost 50 thou. tonnes of soya meal, some of which was discharged in... Gdynia. This is the evidence that the good forwarding and operational organisation may ensure a successful cooperation between the neighboring Pomeranian ports.

In the Gornicz Basin, the Liberian "**Yeoman Bank**" is unloading aggregate, while the Maltese "**Baltia**" is taking coke.

It is a common joke among the marketing specialists at the Port of Gdansk Authority SA that traditionally, when the port receives prospective investors in the "gondola" on top of the Northern Port's Harbour Master's Office affording a panoramic view of the whole facility, the quays are deserted. And indeed, occasionally this happens to be true. However, the daily routine observed at the Port of Gdansk in the recent time gives no reason for such sarcasm. Gdansk's significant position as a transportation node has been evidenced by the last year's record high throughput. Another sign of the port's rapid growth is exemplified by this weekend at the port, busy and vibrant with cargo operations. "All hands on board" - as sailors call on each other gathering for hard work. Thanks to the concerted effort of the stevedoring teams of Port of Gdansk Cargo Logistics SA, Naftoport and Chemiki, the services on duty at the Harbour Master's Office and the Port's Dispatch Officer, as well as the crews of the tug and pilot boats, the Port of Gdansk handled more than 400 thousand tonnes of cargo over the weekend. During two and a half months of this year, the port processed as much as 6.3 million tonnes of cargo, including 3.6 million tonnes of liquid fuels and over 130 tonnes TEUs. **Source :** Port of Gdansk



The **NEDLLOYD BARENTSZ** seen moored at the Pasir Panjang terminal in Singapore – Photo : Piet Sinke ©

## DP World seeks support to speed up Saigon Premier Container Terminal port project

Peter Wong, DP World's senior vice president and managing director for the Asia Pacific region, has met authority of Ho Chi Minh City to seek the city's support to quicken dredging of the Soai Rap River to facilitate its port project, reported Vietnam News Brief Service.

The slow dredging progress has slowed down the Saigon Premier Container Terminal (SPCT), Wong said, adding that large container ships could not enter SPCT because the passage is not deep enough. Earlier, the city government promised to meet DP World's requirements for infrastructure, especially the North-South Highway and the Soai Rap River waterway leading to SPCT, he noted.

The road nears completion while the second phase of the river dredging project is still underway. This waterway needs to reach the average depth of 11 or 12m for 30,000-DWT or even 50,000-DWT container vessels to travel to and from SPCT.

Covering 40 hectares in Nha Be district, the two-phase SPCT needs total capital of US\$305 million. During the first phase with 24 hectares, the container port will be able to handle 800,000 TEUs per year, and this capacity will be raised to 1.5 million TEUs in the second phase. Source : PortNews

## MPI Offshore Takes Delivery of Wind Turbine Installation Vessel

MPI Offshore Limited (MPI) announce delivery, 21 March 2011, in Qidong, People's Republic of China, of the **MPI Adventure**, the first of two state-of-the art wind turbine installation vessels to be built at the Cosco Qidong Shipyard. The second vessel, **MPI Discovery**, is scheduled for delivery later this year.

The **MPI Adventure** is a wind turbine installation vessel (WTIV), designed to transport, lift and install wind turbines and their foundations. She is the world's most advanced and most efficient WTIV, in terms of jacking speed, deck space, lifting capacity and positioning capabilities (DP2). These enhanced characteristics have been achieved without losing the original concept of a unique combination of tested technologies, pioneered by MPI on its first WTIV, MPI

Resolution. The experience gained from operating **MPI Resolution** in the offshore wind turbine installation market since 2003 has proved vital in implementing these enhancements.

Key features on the **MPI Adventure** include a 1,000-tonne-capacity main crane, plus a 50-tonne-capacity auxiliary crane, accommodation capacity for 112 persons, a maximum operating depth of 40 metres (at 5.0m leg penetration and 7.8m air gap) and an ability to jack with 6,000 tonnes of cargo onboard.



Paul Gibson, Chairman of MPI Offshore Limited said "This is truly a proud day for all at MPI, Vroon and the Cosco Shipyard, plus the many other parties who have worked tirelessly for the last three years to bring about the delivery of such an impressive piece of engineering. I have no doubt that, once in service, **MPI Adventure** will soon demonstrate that she really is a class act! She is a welcome addition to the MPI fleet and will serve to consolidate our position as a world leader in the construction of offshore wind installations."

Following completion of the repositioning voyage from China and arrival in European waters, **MPI Adventure** will be

engaged in the installation of foundation components for the London Array Offshore Wind Farm in the United Kingdom. The London Array is an offshore wind farm under construction in the outer Thames Estuary. The development is approximately 30 km off the North Foreland on the Kent coast in the area of Long Sand and Kentish Knock and, when complete, will cover 230 square kilometres between Margate in Kent and Clacton in Essex. Phase 1, with 175 turbines and a combined capacity of 630 megawatts is planned to deliver power to the 2012 Summer Olympics in London. With an eventual total of 1,000 megawatt capacity, the London Array Offshore Wind Farm is expected to become the world's largest offshore wind farm. **Source : Vroon**

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## Rio Tinto awards Cape Lambert contract

Mining Weekly reports that ASX-listed project NRW Holdings has been awarded a A\$101-million contract by diversified miner Rio Tinto for the company's Cape Lambert port B project in Western Australia. Rio Tinto's Cape Lambert port B project comprises the construction of a new port facility adjacent to the existing Cape Lambert port.

The expansion of the port facilities forms part of Rio's drive to expand its iron-ore capabilities to 330 million tons a year. The Cape Lambert port B project would increase the mining giant's port capacity from the current 80 million tons a year to around 180 million tons, by 2016. This will be achieved through construction of a new 1.8km jetty and four-berth wharf to run parallel to the existing jetty and four-berth wharf. **Source : Dredging News Online**





The **Maersk Batur** making her first visit into the Port Chalmers container terminal 20/3/2011

Photo : Ross Walker ©

## Seaspan Accepts Delivery of Fifty-Eighth Containership

Seaspan Corporation announced that it accepted delivery of the **COSCO Prince Rupert**, an 8500 TEU containership. The new containership, which was constructed by Hyundai Heavy Industries Co., Ltd., is Seaspan's third delivery in 2011 and expands the Company's operating fleet to 58 vessels.

The **COSCO Prince Rupert** is on charter to COSCO Container Lines Co., Ltd. under a twelve-year, fixed-rate time charter with options to COSCON to extend the charter term up to an additional three years. The vessel is the seventh of eight 8500 TEU sister ships and the ninth of a total of eighteen vessels to be chartered by Seaspan to COSCON.



**Kestrel** towing barge **UR 141** into Sunderland. The second such delivery she has made in 2 days. There are now 4 barges alongside all with cable winders/layars on them. Photo : Derrick Johnson (c)

## Dar es Salaam Port to Slash Cargo Dwelling Time by 50 Percent

Tanzania is mulling over a \$6 million modernisation plan for Dar es Salaam port that will reduce cargo dwelling time from the current 11 days to five days thereby boost efficiency. Analysts say this could save traders \$42.8 million annually and give the port an edge over Mombasa, its main competitor. Tanzania Ports Authority director general Ephraim Mgawe said that the works to implement the single electric window project are expected towards the end of the year.

Mr Mgawe said a steering committee and secretariat have been set up while tender documents for the project have already been prepared. According to Tanzania Freight Forwarders Association (TAFFA) president Otieno Igogo, the system will greatly reduce human intervention, which would lead to a great reduction in chances of corruption while helping to create a data bank.

Mr Igogo said the new electronic platform would enable stakeholders, operating under a port community system, make submissions for clearance electronically, in the process bring about more transparency as all people connected to the system would be able to access all information submitted. The single electric window (SEW) will also enable regulatory agencies, besides the Tanzania Revenue Authority to access information. According to plans, the system should be in place by July 2012.

Dar has recently embarked on numerous projects to ease congestion at the port. This has included the creation of inland container depots (ICDs), creating more berths and dredging of the inlet to the port. The ICDs are located in different parts of Dar es Salaam. These have greatly eased the congestion that was experienced by motorists using the Nelson Mandela Port access road.

"The system was already being applied at the Port of Singapore and Mauritius. In the latter, the system has advanced such that it is being used to collect revenue whereby the system alerts the relevant revenue collection agencies whenever information is logged into the system," said Mr Igogo. Ghana, too, applies the single electric window (SEW). The project has been funded by the World Bank through the East African Community Transport and Trade Facilitation Project.

The government and stakeholders have already engaged a consultant to look at the legal framework, before it embarked on the project. It is currently looking for competent suppliers in order to be on schedule. Some suppliers had already made presentations and what remained was to pick the best. Mombasa port is also working on putting in place the same system.

Early this year the Dar port increased its container handling capacity by 12.5 per cent thanks to the scrapping of the monopoly clause that restricted containers handling task to the Tanzania International Containers Terminal Service (TICTS). Since the Tanzania Government abolished TICTS monopoly on handling containerised cargo in 2009, the containers handled by the port have increased from 307,986 twenty-foot equivalent units (TEUs) in 2009 to 455,279 TEUs in 2010.

Dwell time has also been reduced from a high of 24 to 11. Container handling at Dar port is now undertaken by two organisations: TICTS and the Tanzania Ports Authority (TPA). While TICTS handles containers at three berths, the TPA operates at the other two berths **Source : All Africa**

## **Polarcus Alima AS Takes Delivery of POLARCUS ALIMA**

Polarcus Limited announce that Polarcus Alima AS, a member of the Polarcus Group, took delivery on 21 March 2011



of **POLARCUS ALIMA**, the fifth 3D seismic vessel to date to join the Polarcus fleet. **POLARCUS ALIMA** is the sister ship to **POLARCUS ASIMA**, delivered to the Polarcus Group in August 2010. The vessel was built at Drydocks World – Dubai in the United Arab Emirates and following a short shakedown will transit to India to commence her first contract.

**POLARCUS ALIMA** is an ultra-modern and Arctic-ready 12 streamer 3D seismic vessel of the ULSTEIN SX134 design, with an overall length of 92m and a beam of 21m. **POLARCUS ALIMA** is also one of the most environmentally responsible seismic vessels in the industry, with diesel-electric propulsion, high specification catalytic convertors, a double hull, and advanced ballast water treatment / bilge water cleaning systems. The vessel

carries the stringent DNV CLEAN-DESIGN class notation. **POLARCUS ALIMA** has a maximum speed of 15 knots and is capable of deploying 12 streamers of 9,000m length at 100m separation. **Source : Polarcus**

## Evergreen starts second Japan-south China service

TAIWAN's Evergreen shipping line has commenced an intra-Asia service linking Japan to south China, called the JTS service. The port rotation for the new weekly service is: Tokyo, Yokohama, Nagoya, Osaka, Keelung, Kaohsiung, Shenzhen-Shekou, Hong Kong, Haiphong, Zhangjiang, Hong Kong, Shenzhen-Shekou and back to Tokyo.

According to affiliate ComPair Data, the JTS service deploys three 1,164-TEU ships. It said this marks the second service that Evergreen operates to connect ports in Japan to south China. The port rotation for its NSC service is: Tokyo, Yokohama, Shimizu, Nagoya, Yokkaichi, Taichung, Kaohsiung, Hong Kong, Ho Chi Minh City, Hong Kong, Shenzhen-Shekou, Hong Kong and back to Tokyo. The NSC deploys three 1,618-TEU ships. The carrier also participates in two other intra-Asia services that call at ports in Japan and south China, including Wan Hai's JTP service, with Evergreen operating one of three vessels running the service. Evergreen also purchases container slots on Yang Ming's JCM service that is operated with four ships, reported American Shipper. **Source : Schednet**



Taken across the road from my house, the **Silver Lake** seen departing Ravensbourne Fertilizer Works after discharging fertilizer there. **Photo : Ross Walker ©**



## Vroon Offshore Services Takes Delivery of New AHTS Vessel



**Vroon Offshore Services (VOS)** has taken delivery of a new addition to their offshore fleet. The **VOS Aphrodite**, an anchor handling tug supply (AHTS) vessel built at the Fujian Shipyard in China, was delivered, 21 March 2011, in China. She is the second in a series of eight "A-types" that will be delivered during the next 18 months, following her sister vessel, **VOS Achilles**. The "A" vessel type is slightly more advanced than the "H-type" and "T-Type" AHTS vessels that Vroon operates, having a bigger bow thruster (8 MT) and stern thruster (6 MT). As a consequence, these vessels have better manoeuvring and station-keeping capabilities. The **VOS Aphrodite** has a DP-1 notation.

**VESSEL PARTICULARS** : Length o.a. 59.25 m - Beam 14.95 m - BHP 5,150 BHP - Bollard Pull 66 Tonnes

## Zim, Hapag, MOL to offer fast-transit Europe-West Africa loop

ZIM, Hapag-Lloyd and Mitsui OSK Lines (MOL) plan to offer a fixed day of the week north Europe to west African ports starting April 5, reported London's Containerisation International.

The rotation will be Antwerp, Hamburg, Thamesport, Antwerp, Dakar, Lagos-Tin Can Island, Tema, Abidjan, Amsterdam and back to Antwerp. Amsterdam calls only will be made in the main cocoa exporting season, and calls at Abidjan have been suspended for the duration of European Union sanctions over the disputed Ivory Coast election result.

"With its fast transit times, this will be useful for shippers of fresh produce from West Africa to Europe and further afield," said MOL's Colin de Souza, vice president for north south trades. Zim, Hapag-Lloyd and MOL have been operating separate services, Zim's NAF, Hapag's WAX and MOL's on which they have been trading slots with each other. "We have rationalised and upgraded and we will all be working together as vessel providers," said Mr de Souza, adding that the new combination puts MOL in a much stronger position than before. Hapag-Lloyd said in a statement that the decision to upgrade the operation reflected its "continuous efforts to improve our services to our customers".

The move also supports carrier strategies of enhancing their emerging market presence in trades which they feel offer growth prospects than their established east-west lines, noted London's CI. It is understood that Hapag-Lloyd/MOL will operate three ships and MOL three more, all of which are in the 1,700-TEU range. **Source : Schednet**

## MARITIME ARTIST CORNER



**"SHIPS AT THE MAASVLAKTE"** is the title of **Ronald van Rikxoort** latest water colour

Seen more of Ronalds work at : [www.artabc.nl](http://www.artabc.nl)

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



The brandnew 190 ton BP **PACIFIC CHAMPION** seen moored at Loyang supply base in Singapore, tomorrow a special report can be found in the newsclippings about this new state of the art offshore “workhorse”

Photo : Piet Sinke ©

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