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The 1977 built LNG tanker KHANNUR seen anchored off Singapore last weekend, the tanker is managed by Golar Wilhelmsen A/S and according information the vessel will be renamed soon in LNG KHANNUR (IMO 7382744)

Photo : Piet Sinke ©

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The **POSH CONSTANT** seen anchored at Singapore Selat Pauh anchorage – Photo : Piet Sinke ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Seafarers' Trust announces £1.47m of grants

The Seafarers' Trust, the charity arm of the ITF, has announced the award of £1.47 million to seven different projects dealing with the welfare of seafarers, and one regional welfare development programme in South East Asia. A decision on the possible giving of a further half a million pounds to smaller projects is likely in April, as part of an overall total of £4.1 million in grants under consideration by the Trust for 2011. The recipients of the current £1.47 tranche include Seafarerhelp, the Royal Bombay Seamen's Society, the Queen Victoria Seamen's Rest, and the International Committee for Seafarers' Welfare (ICSW). The regional programme in South East Asia – which is run the ICSW and funded by the Trust – will receive £511,000 for distribution to welfare agencies including the Mission to Seafarers, Apostleship of the Sea and Seamen's Christian Friend Society, to improve the welfare services for seafarers in the region. Tom Holmer, administrative officer of the Seafarers' Trust, commented: "We're pleased to be able to dedicate this slice of funding to these worthy bodies, which are doing so much to address the needs of seafarers, often in places where they would otherwise be out of reach of the basic necessities and comforts of life, and any lifeline to home." "Along with these grants, the Seafarers' Trust's trustees have also agreed to provide additional funds in 2011 for vehicles and communications equipment. We remain very interested in projects and proposals which can improve visiting seafarers' access to transport and communication, and actively encourage those formulating them to apply to us for funding."



The **KALIPSO** (ex CECILIA SMITS) seen moored in El Ferrol – **photo : Alex Houben (c)**

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Dutch MPs agree to troops on merchant ships

The Dutch parliament has agreed to deploy Dutch troops on board a number of Dutch merchant ships to protect them against piracy in the Indian Ocean and the Gulf of Aden. The only party to vote against the measure was the Socialist Party, which said too many things about the mission were unclear. The first Dutch sailors will embark in the Indian city of Mumbai on Wednesday. Thirty sailors will join two tow boats sailing under the Dutch flag and a crane ship sailing under the Panamanian flag. The convoy will sail to the United Arab Emirates. Later this month 20 other sailors will sail with a Dutch ship sailing from China to the Netherlands - the troops will join the ship for 22 days at Singapore and disembark in the Republic of Djibouti on the Horn of Africa.

The operation will cost 1 million euros altogether and the costs will be shared between the Ministry of Defence and the shipping companies. Most of the costs will be for the ministry as it covers the costs of transporting troops and military hardware. The cabinet has promised to take another look at how the costs are divided as MPs are reluctant to approve such high spending.

Defence Minister Hans Hillen expects this kind of operation to be an exception rather than the rule. The minister declined to say what material will be on board to prevent attacks by pirates. This is the first time military personnel will be on board merchant ships to protect them for piracy. **Source : Radio Netherlands Worldwide**



The "**THOMSON CELEBRATION**" arriving at the passenger Terminal in Valletta, Malta, on the 23-03-2011.

Photo : Gejtu Spiteri ©

Wilh. Wilhelmsen launches next generation cargo vessel

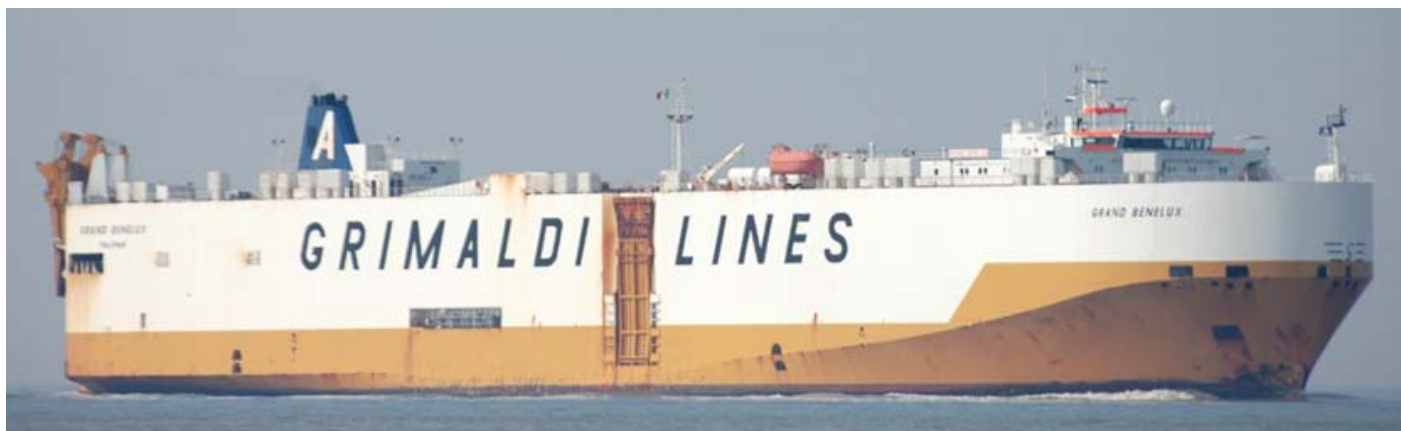
The Wilh. Wilhelmsen group has launched its 150th anniversary vessel, **MV Tønsberg**, into operation. The Mark V class is the most sophisticated vessel ever built in the roll-on roll-off segment. "We expect that Mark V will strengthen our position as the global market leader within deep sea roll-on roll-off transport", says Jan Eyvin Wang, president and CEO of Wilh. Wilhelmsen ASA, representing the owner of the vessel. "The Mark V class is the most sophisticated ro-ro vessels ever built, with major innovative design criteria such as high ramp capacity, deck strength and height, low fuel consumption, good transportation economy and safe cargo handling. Together with Mitsubishi Heavy Industries, we have constructed a class of environmentally friendly vessels with several unique features".

The Mark V vessel is the largest of its kind, with a length of 265 metres offering a cargo volume of 138 000 cubic metres over six fixed and three hoistable decks. The pioneering roll-on roll-off vessel is built at Mitsubishi Heavy Industries in Nagasaki, Japan. Four Mark V vessels will be delivered to Wilh. Wilhelmsen ASA and its partner Wallenius Lines. The second vessel will be delivered in August and two in 2012. Wilh. Wilhelmsen technical department developed the design in close cooperation with the shipyard and has been responsible for follow-up of the construction work at the yard.

Wilh. Wilhelmsen ASA experienced a strong rebound in its shipping operations last year, with a 25% increase in transported volumes in 2010 compared with 2009. "The market demands new and more effective tonnage, and we foresee the Mark V class as a dynamic driver in its segment", explains Jan Eyvin Wang. The entire cargo hold of the MV Tønsberg is arranged for customer's high and heavy cargo such as excavators, bulldozers, wheel loaders and harvesters. With a width of 12 metres and safe working load of 505 tonnes, the vessel's stern ramp offers customers the possibility to ship larger units than ever before. The clear height of the main deck, 7.1 metres, is also unprecedented for this kind of vessel. Cargo can even be loaded on the weather deck, which has a ramp from the deck below. Three decks can be hoisted by electric winches to provide maximum flexibility and utilisation. MV Tønsberg will commence service in the Wallenius Wilhelmsen Logistics' round-the-world trade. "M/V Tønsberg will make Wallenius Wilhelmsen Logistics unique position in the market for transport of high and heavy cargo even stronger," explains Wang.

"The M/V Tønsberg is a welcomed addition to our fleet, allowing us to carry larger cargo, and more of it, with reduced environmental impacts," says Arild Iversen, president and CEO of Wallenius Wilhelmsen Logistics. "MV Tønsberg and our entire 2011 newbuilding programme mean better service, more options and more capacity for our customers. Such investments are how we maintain our promise to deliver innovative and sustainable global shipping and logistics solutions for manufacturers of cars, trucks, heavy equipment and specialised cargo."

The Mark V will use 15 to 20% less fuel per transported unit than its predecessors, thanks to a optimised hull form and a number of energy saving features such as the streamlined rudder design and duck tail. In the engine room an advanced turbo generator produces electricity from the waste, exhaust heat. In total, these initiatives help to cut emissions significantly. A Unitor water ballast water treatment system avoids harmful transfer of microorganisms to the sea. Further, all fuel oil tanks are protected to minimise the risk of leakage in case of grounding or collision. MV Tønsberg is the fourth vessel with this name in the Wilh. Wilhelmsen fleet. It is named after the coastal town in Norway where Wilh. Wilhelmsen was founded in 1861. MV Tønsberg is the Wilh. Wilhelmsen group's 150th anniversary vessel. Manning and technical management will be performed by Wilhelmsen Ship Management Norway. MV Tønsberg will fly the Maltese flag, and be owned by Wilhelmsen Lines Shipowning Malta, which is owned by Wilh. Wilhelmsen ASA. Source: Wilh. Wilhelmsen ASA



The GRANDE BENELUX seen enroute Antwerp – Photo : Henk de Winde ©

Iran: Merchant Mariners Syndicate invitation to support the "SOS Save our Seafarers" campaign

Iranian Merchant Mariners Syndicate invited owners, Seafarers, Agents, Operators for joining to the international campaign under title of The SOS Save Our Seafarers campaign which aimed to draw the attention of all ocean-going Vessels to provide maximum solutions we'll take prompt reaction to your decision. According to the report, an open letter has been submitted by Mohammad Vaferi –chairman of the syndicate-to the parliament, president and

judiciary offices as well as the International Labor Organization, International Maritime Organization, the International Transport Workers Federation (ITF).



In part of this recall letter also mentioned for Ship owners and seafarers are calling on 'people power' to push their governments to act now and show the political will to resolve the growing Somali piracy crisis before it strangles world trade and before more innocent seafarers are tortured and murdered. The **SOS Save Our Seafarers** campaign, launched early March, 2011 by BIMCO, ICS - International Chamber of Shipping, the International Shipping Federation (ISF), Inter cargo – International Association of Dry Cargo Ship owner, INTERTANKO –

International Association of Independent Tanker Owners and ITF – International Transport Workers' Federation, is aimed at encouraging millions of people around the world to heap pressure on the national Governments to crack down on piracy. Source: Iranian Mariners Associations News Agency



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Margate lifeboat assists stranded Belgian trawler



The volunteer crew of the Margate RNLI lifeboat have provided assistance to a Belgian trawler that ran aground on a sandbank off the north Kent coast with fears at one stage that its crew would have to be taken off.

Photo: The Belgian trawler **Marreje Aaltje** aground on the Kentish Knock sands off Margate, photo taken from the Margate RNLI lifeboat (RNLI Margate)

The 20m long, 190 tonne Belgian trawler **Marreje Aaltje** contacted coastguards at Dover Wednesday afternoon reporting they had run aground while fishing on the South Knock, part of the Kentish Knock sandbank around 14 miles north east of Margate. The skipper of the vessel, which had four crewmembers on board asked for assistance in refloating.

The Margate all-weather lifeboat was launched, and once on scene assessed the situation. The trawler had grounded at high water, meaning they would have to wait around 12 hours before they had the opportunity to refloat. As the trawler settled on the falling tide there was concern that it would heel over excessively on the steeply shelving bank, endangering the crew when the tide came in. Consideration was therefore given to taking the crew off as a precaution.

Meanwhile the trawler's skipper made arrangements for another Belgian trawler to come and assist them to refloat again.

The trawler eventually settled at an angle of 45° and the lifeboat took soundings around the area and advised the skipper on the best route to take to get clear of the sandbank at the next high tide. Once the situation had stabilized and it was confirmed that the assisting vessel would arrive before the expected time of refloating the lifeboat was released and returned to station.

The vessel was later towed clear by the other trawler and after establishing that no damage had been suffered they continued fishing. Peter Barker, deputy launching authority said: 'Vessels running aground are not unusual but there were two areas of concern with this particular incident. The sandbanks in the area include some with very steep sides with the danger of the vessel failing to settle safely. Also, as it grounded close to high tide and the next high water was predicted to be lower than the previous one there was the potential that there would be insufficient water for it to float clear. Fortunately all ended well on this occasion with the lifeboat crew able to provide advice and provide the coastguard with an accurate assessment of the situation' **Source : Peter Barker - RNLI Press Officer (Margate)**



The **SANTA CATHARINA** seen outbound from Rotterdam – **Photo : Nico Ouwehand ©**

TEN INDONESIAN SAILORS FREED FROM SOMALIA ORDEAL

FV JIH-CHUN TSAI 68 (aka **JIN CHUN TSAI NO 68**) (日春財68號) operating out of the Seychelles was seized by Somali captors on March 30, 2010. The vessel reportedly had been observed to fish in Somali waters earlier. Since almost a year the vessel is held by a Somali pirate gang and since the owner is not willing to buy her freedom, is used to launch piracy attacks against merchant vessels. 10 Indonesian sailors from the Taiwanese fishing vessel were then exchanged on 19. March 2011 with a navy vessel in a deal to return the body of a Somali pirate from VLCC **IRENE SL**, who had been seriously wounded earlier, was then handed to the naval ship for emergency surgery, but died on the operation table. The ten Indonesians are in safety now. On 22nd March at 07h32 UTC pirated **MV JIN CHUN TSAI 68**, suspected to still act as mother ship, was then reported in position 17 41N and 063 18E with her remaining crew comprising the Taiwanese captain along with two Chinese and one Indonesian sailor, which still remain as hostages and human shield on the fishing vessel. The vessel continues to be used as piracy launch in the middle of the Southern Arabian Sea of the Indian Ocean and is wanted. **Source : Ecop marine**

CASUALTY REPORTING



3 die in fishing boat collision off Shizuoka

Three men were killed after two fishing boats collided Tuesday morning in waters about 10 kilometers east off Iwata, Shizuoka Prefecture, a local maritime safety agency said. The three killed in the collision between the **Fukuju Maru** and the **Kaisho Maru**, both 8.5 tons from the Omaezaki fishery cooperative in Shizuoka, were identified as Tetsuo Kawaguchi, 60, Takeshi Onoda, 71, and Takashi Onoda, 69. Four other crew members of the two ships sustained injuries but they are not life threatening, the agency said, while investigating the cause of the accident. It was the opening day of the fishing season for whitebait, and many boats went out for fishing. Takashi Onoda went missing after the collision, and was found in the evening by a fishing boat, but he was confirmed dead at a hospital. **Source :** Japan Today

NAVY NEWS

Timor Leste interested in buying Indonesia-made ships

Leste is interested in buying fast patrol boats produced by Indonesian shipbuilder PT PAL and has asked Indonesia to provide an export credit for the purpose. Defense Minister Purnomo Yusgiantoro said at the presidential palace after accompanying President Susilo Bambang Yudhoyono in a meeting with visiting Timor Leste Primer Minister Kay Rala Xanana Gusmao here on Tuesday that Timor Leste would buy two FPB boats each worth around US\$20 million.

"They discussed it just now and the government is ready to provide an export credit through Indonesia's export financing body. The price is about US\$20 each and they (Timor Leste) have ordered two units," he said. Besides fast patrol boats Timor Leste was also interested to increase military cooperation especially in the field of training by sending its officers to participate in Indonesia's National Defense Institute (Lemhanas), Staff and Command College (Sesko) and Defense University (Unhan).

"(They) wish to increase military cooperation and military education. They wish to participate in Lemhanas, Sesko and Unhan. We have so far also received participants from other countries," he said. Besides Timor Leste a number of countries in Southeast Asia have also been interested to buy Indonesia's strategic industry products such as the Philippines, Brunei Darussalam and Malaysia. Purnomo said the Philippines had expressed its interest in landing platform dock (LPD) ships which could accommodate helicopter and be used for transporting troops and in natural disaster handling operations. Malaysia meanwhile has ordered ANOA tactical vehicle produced by arms industry PT Pindad while South Korea has ordered CN 235 aircraft produced by PT Dirgantara Indonesia, Purnomo said. Prime Minister Xanana Gusmao would be in Indonesia until March 25. Besides meeting with President Yudhoyono he was also

scheduled to give a lecture at state University of Indonesia and attend an international defense convention here.
Source : the Jakarta Post

LIBYA: GERMANY WITHDRAWS SHIPS FROM THEATRE OF OPERATIONS



The German frigate **F 208 NIEDERSACHSEN** seen approaching Valletta, Malta, on 02-03-2011 –
Photo : Gejtu Spiteri ©

The German government decided to withdraw its military forces in the Mediterranean engaged in Libyan operations. A ministry of defence spokesman confirmed that two Germany navy frigates and two motor patrol boats, with a total of 550 men on board, have again been placed under German command. Germany has also withdrawn the sixty to seventy soldiers who have been taking part in AWACS surveillance operations over the Mediterranean. **Source AGI**

SA Navy Festival 2011

For those of you who are fortunate enough to be in the Cape Town area over the period 1st to 3rd April.....Keep your diaries free. It is here...the bigger, better Navy Festival. The South African Navy will once again open its doors to the people of South Africa to come and explore naval culture in the naval environment at the East Dockyard in Simon's Town. Last year, the SA Navy saw over 120 000 people visits our base to experience the navy first hand. Much more is expected this year, as this much anticipated family festival coincides with the navy birthday celebrations. The SA Navy was established in 1922, therefore from this year forth the festival will be called the "SA Navy Birthday Festival". Entrance to the festival is free and gates will open daily from 10am until 6pm. There will be various events in the main arena and the expansive dockyard that both young and old will find entertaining.

The events and activities which are attractions at The Festival include:

- Ships and Submarines open to the public
- Tug Rides
- Flea Market
- Entertainment for children and a Tea Garden.
- Gun Run Display
- Navy Band performance
- Fire Fighting Display Competition
- Dog Display by the SA Navy's Dog Unit
- Mast Display
- SA Navy Precision Drill
- The Sea Cadets Precision Drill
- Izivunguvungu Youth Band.

- Ship boarding display by the Maritime Reaction Squadron
- Lynx & Oryx Helicopters Display
- Live Canon Firing
- South African Navy Diving Display
- Silver Falcons
- Coca Cola SA Navy Talent Show
- Coca Cola SA Navy 5-a-side Soccer Tournament
- Diver's Exhibition and Divers Tank
- SANAD Gun Display

Come and enjoy a fantastic action packed time and also enjoy the wonderful area as well.

Royal Fleet Auxiliary ship's last Portland Port call

The Royal Fleet Auxiliary ship **Bayleaf** sailed into Portland Port for the last time last Wednesday. The tanker, which has travelled the world for 29 years keeping Royal Naval ships supplied with fuel, will retire after its final voyage on Saturday (today)



The **A 109 RFA BAYLEAF** – Photo : **Piet Sinke** ©

RFA Bayleaf is being laid-up under Ministry of Defence savings. The ship has been acting as the Arabian Gulf tanker for 12 years, in support of the Royal Navy and coalition warships in the Middle East. It has supported UK and coalition warships through the Falklands conflict and both Gulf wars, and during humanitarian operations. **RFA Bayleaf**, the third ship to bear the name, has sailed 1.4 million miles supporting ships worldwide, conducting over 5,000 refuels. "She has a long and proud service history and we, the final crew, are honoured to be a part of her story," said a spokesman. Built at Cammell Laird Yard, Birkenhead, it was launched as **RFA Bayleaf** in October 1981 and entered service in 1982. Its final voyage is from Portland to Devonport, Devon. **Source : BBC**

UK Navy to Replace Patrol Ship

UK Royal Navy ice patrol ship **HMS Endurance** is to be replaced with a Norwegian ship, announced Under Secretary of State and Lords spokesman on Defence Lord Astor. A contract for the lease is expected to be signed with the government's preferred bidders, GC Rieber Shipping. The new Norwegian ship will be named **HMS Protector** and will be leased for three years to patrol and survey the Antarctic and South Atlantic. **HMS Endurance's** future will be considered after the Portsmouth-based ship almost sank in 2008 when the engine control room was flooded after a maintenance error off Chile. **Source : Naval-technology**

French naval vessel to visit Severomorsk

Increased French security interests in the High North. Defence ministers have drafted a set of military-technical cooperation agreements for 2011. A French naval visit to Russia's Northern fleet headquarter in Severomorsk on the Kola Peninsula is included in the list of tasks for 2011. The two countries' Defence ministers will meet in Moscow in mid-April to discuss the details, reports Itar-Tass. The date for when the French warship will make port-call to Severomorsk is not yet set. The official naval visit to the Northern fleet's main base will be the second-year in a row. Last April, the French frigate "**Chevalier Paul**" conducted joint drills with Russian naval vessels in the Barents Sea. French naval personnel also participated in the celebration of the Victory Day on May 9th last year in Murmansk. As previously reported by BarentsObserver, the Russian navy says they will base the second of the Mistral class helicopter carriers to be bought from France in Severomorsk. **Source : BarentsObserver**

US Navy to Christen Amphibious Transport Dock Ship today

The US Navy will christen today its new amphibious transport dock, **USS Arlington**, at Northrop Shipbuilding in Pascagoula, Mississippi, US. **USS Arlington** is one of three US Navy Ships to honour the heroes of the 9/11 terrorist attacks and is intended for use in modern expeditionary combat situations.

The 684ft-long, 24,900t ship was launched in November 2010 and christening will lead to commissioning, scheduled for 2012. The ship will enter service with a crew of 363 officers with accommodation for up to 800 Marines who can be transported around the world with equipment and aircraft. **Source : Naval-technology**

SHIPYARD NEWS

Maritime



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Pipavav Shipyard Receives FDI Clearance to Build Warships

Pipavav Shipyard Ltd said on Thursday it has received clearance from the Foreign Investment Promotion Board for warship building in the defence sector. The company has received clearance for foreign direct investment (FDI).

The clearance will help Pipavav bid for warship projects of the Indian Navy, the company said in a statement.

Pipavav Shipyard Limited (PSL) is a testimony to the vision and active participation of the private sector in India's quest to become a major player in the global maritime industry. PSL is currently completing the setting up of an integrated shipbuilding facility which, upon completion, will be the largest in India and among the largest in Asia.

PSL is spread over an aggregate area of 198.92 hectares (approximately 491.53 acres), comprising an SEZ unit spread over 95 hectares (approximately 234.75 acres) and an EOU spread over 103.92 hectares (approximately 256.79 acres). The two sites are connected by a dedicated corridor road of approximately 4.5 km length built by the Company. Commercial operations at PSL commenced on 1st April 2009. The shipyard complex is located on the South

Western coast of Gujarat, on the banks of "Gulf of Khambhat" about 130 kms from Bhavnagar to its east and Diu, about 90 kms to its west. **Source : FinancialExpress**

Mulder Shipyard Receives Order to Build Mulder 98 Flybridge Yachts

Mulder Shipyard has received a new order to build a Mulder 98 Flybridge for a client from Russia. The all-new, all-aluminium yacht has been developed by the Mulder Shipyard design team and will be delivered in the second quarter of 2013. The Flybridge yachts of Mulder Shipyard have been a major international success. The leading Dutch yard delivered a Mulder 98 Flybridge to a client from Egypt in 2010 and recently sold a Mulder 73 Flybridge to an Australian client. The latter had seen the Mulder 76 Flybridge Dutchess at the Auckland yacht show, a yacht that was delivered in 2007 to a client from New Zealand. Meanwhile, Mulder has also built several other projects for clients from Russia, Spain, Germany and Italy.

The new Mulder 98 Flybridge has a length of 30.00 metres over all, and a beam of 6.90 metres. It is powered by twin Caterpillar C32 engines with a capacity of 1600 hp each, offering a maximum speed of 22 knots. The yacht has a fuel capacity of 17,000 litres, which gives it a range of 4,500 nm at a speed of ten knots. The hull will be built in

accordance with Lloyd's classification.

The interior of the new Mulder 98 Flybridge includes a spacious saloon, with a starboard dining area for eight people. The galley on the port side gives direct access to the gangway and a day head. The owner's stateroom includes a large walk-in closet and three elliptical portholes on both sides. The yacht also has a



VIP suite and two guest cabins, each with their own shower and toilet. The interior will be finished in walnut.

The aft ship contains the crew quarters with two twin cabins with a shower and toilet. These quarters can be reached via the swim platform, and give direct access to the engine room. The tender can be stored either on the swim platform or on the flybridge. Additionally, the flybridge is equipped with deck chairs, two roomy U-shaped sofas and a wetbar with grill, icemaker and refrigerator. The new Mulder 98 Flybridge will be the first yacht to be built at the new facilities of Mulder Shipyard. **Source: WorldSuperYachts**

Japan Launches 6.100 Ton Ship at Yamaguchi Prefecture Shipyard

A government-backed natural resources exploration agency launched a 6,100-ton ship at a Yamaguchi Prefecture shipyard Wednesday to search for rare metals and other resources in the seabed. The vessel, named the Shiramine, will start exploring in 2012 for various rare metals whose presence has been confirmed in areas surrounding the Japanese archipelago as well as for methane hydrate, which Japan hopes will become a promising energy source, Japan Oil, Gas and Metals National Corp. said.

The 118-meter-long ship has been fitted with two types of drilling equipment — an on-board type and a seabed-seating type — making the Shiramine the first vessel fitted with both in Japan. The on-board drilling machine can excavate up to a depth of 400 meters into the seabed, it said. At a launching ceremony held at the Shimonoseki Shipyard of shipbuilder Mitsubishi Heavy Industries Ltd., JOGMEC abstained from a bouquet presentation and displaying fireworks out of consideration for victims of the March 11 earthquake that ravaged northeastern Japan,

while attendees offered silent prayers. After the prayers, JOGMEG President Hirobumi Kawano chopped off a rope hooking up the vessel to the shipyard, sending it slowly into the water.

Source : IstockAnalys

Hyundai HI Launches Third 7,600 Ton Class Aegis Destroyer

Hyundai Heavy Industries, the world's biggest shipbuilder, launched March 24th Korea's third 7,600 ton class Aegis destroyer, the **Ryu Sung-ryong**. The launch ceremony was attended by Minister of Defense Mr. Kim Kwan-jin, Chief of Naval Operations Mr. Kim Sung-chan, Hyundai Heavy Industries president & CEO Mr. Lee Jai-seong, and other officials from government and military authorities.



The Aegis destroyer was named after a scholar-official of Joseon Dynasty of Korea, **Ryu Sung-ryong**, who was in charge of military operations during the Imjin War, 1592-1598. The destroyer, measuring 165.9m long, 21m wide and 49m deep, is equipped with an Aegis combat system. The system includes the SPY-1D (V) radar, capable of detecting and tracking 1,000 targets and attacking 20 of those targets simultaneously. The destroyer also has a wide-ranging anti-ship, anti-aircraft, and anti-submarine defense system.

The **Ryu Sung-ryong** destroyer is due for final delivery to the Republic of Korea Navy by August 2012 after sea trials. As a cornerstone of Korea's defense industry, Hyundai Heavy's technology has been used for all Korean Aegis destroyers, two of which have been built in Ulsan.

Since constructing and delivering the first Korean-built frigate **Ulsan-ham** in 1980, Hyundai Heavy has grown as a leading naval ship builder by delivering 56 naval ships including the first Korean Aegis destroyer **Sejong the Great**, 3 KDX-II destroyers, 4 frigates, 3 submarines, and 24 patrol/salvage ships. Hyundai Heavy has also exported various naval ships including supply ship and high-speed ships to navies in New Zealand, Bangladesh and Venezuela. Hyundai Heavy Industries builds the best ships in the world and is an integrated heavy industries company with business divisions specializing in shipbuilding, marine engines and machinery, offshore and engineering, industrial plant and engineering, electro electric systems, green energy, and construction equipment.

Steel Cutting Ceremony for 92500 DWT Bulk Carrier Held at Sanfu Shipyard

On March 15 a.m., steel cutting ceremony for No.4 92500 DWT BC (Hull No: SF060140) of four sister vessels, to be built for Indian owner MSPL, was conducted in steel-cutting workshop.

Taizhou Sanfu Ship Engineering Co., Ltd is a robust large-scale ship-building company. As early as 2006, it was ranked as one of "Jiangsu Top 10 Shipbuilding Enterprises". It also has been conferred with various honorary titles, such as "Jiangsu Top 100 Privately-owned Enterprises", "Jiangsu Model Unit", "Taizhou Top 30 Enterprises", "Taizhou Top 10 Privately-owned Enterprises", just to name a few. The shipyard is on the golden waterway along Yangtze River, bordering first-class open port – Taizhou port on its north, Nantong city on its east, Yangzhou city on its west, and several big cities including Shanghai, Nanjing, Suzhou and Wuxi city on its south across the Yangtze River. Dubbed as

"Gateway to River and Sea", it enjoys convenient land and water transportation thanks to its unique geographic location ,with 328 national highway, Beijing-Shanghai expressway, and expressway along Yangtze River passing through its surrounding areas. Established in 1985, Taizhou Sanfu Ship Engineering Co., Ltd, includes three factory areas, namely, Kou'an site, Yong'an site and Taixing site. Covering a total area of around 1.5 million square meters and more than 2000m of natural shoreline of Yangtze River, it is a perfect place for shipbuilding.

Now the shipyard has more than seven thousand employees and subcontracting team workers, among whom more than eight hundred are welders who obtained certificates certified by classification societies from home and abroad and over five hundred are engineers and technicians in different engineering fields including one hundred and twenty secondary and senior professional and technical staffs.

ROUTE, PORTS & SERVICES



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The **POSH VERDANT** seen anchored at the Selat Pauh Anchorage in Singapore – **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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**Optimization of Brazilian transport systems planned / Duisport assumes overall coordination of program
/ Big chance for German economy**

At the end of last week Duisburger Hafen AG and the Brazilian ports ministry signed an agreement in Berlin to support the government in drafting a logistics concept for the so-called Sao Paulo-Santos corridor. The corridor is the main artery for Brazilian flows of goods between the coast and the hinterland. This was preceded by mutual consultations over a long period in Duisburg and Brazil, which were intensively accompanied by the German government. It was possible to set the cornerstones of this cooperation in a visit by Erich Staake to the new Brazilian ports minister, Leônidas Cristino, in Brazil at the end of January. "The assumption of overall coordination to draft a logistics concept in Brazil by the Duisport Group is opening up numerous possibilities for German industry to participate in implementing the infrastructure measures," enthused Erich Staake, Chief Executive Officer of Duisburger Hafen AG. "We want to act as a pathfinder for home industry when it comes to issuing orders in the next step," continued Staake.

2ND TUNNEL ELEMENT FOR 2ND COENTUNNEL TRANSPORTED



Photo top : Kees Torn ©



Photo top and right : Henk van der Heijden ©

Last Wednesday the 2nd tunnel element for the new to built **2nd Coen tunnel** in Amsterdam was transported from Barendrecht via the Oude Maas and the Waterweg towards Hoek van Holland from there the transported headed for IJmuiden.



Lack of reliability of Port of Marseille push CMN to send Girolata to Istanbul for yearly servicing

The CMN (La meridionale de navigation) ferry **Girolata** (ex-Aretousa) will undergo a servicing in Istanbul, 3000 Km from its home port Marseille. The lack of reliability of the port of Marseille is clearly pointed out here. The Company fears the vessel could be hijacked by strikers and thus immobilised. The vessel is due to be painted with company new livery. Girolata will leave France for Turkey on March 27th. **Source : ferryvolution**

Krishnapatnam Port Sets All India Record for Coal Discharging

Krishnapatnam Port has set an all India record for discharging 71,587 tons of steam coal in just 24 hrs using the conventional unloading system. Vessel MV. Pedhoulas Trader carrying 77,005 tons called at Krishnapatnam Port on 19th March, 2011. The discharging was completed in just 29 hours 50 minutes and sailed on 21st March, 2011. This feat surpassed Krishnapatnam Port's previous record of 57,564 tons which was also an all India record then and was established barely a few days earlier on March 12, 2011 for vessel MV. Yusho Spica. This achievement stands out as the fastest discharge rate, using conventional system, in the history of any port in India & possibly in the world. Krishnapatnam port has become synonymous for series of record shattering performances. One of India's largest and fastest growing ports, Krishnapatnam Port is swiftly developing into a major Coal hub of India. The port has state-of-the-art cargo handling equipments for quick turnaround of vessels making Indian exporters & importers globally competitive. Apart from its strategic location, Krishnapatnam Port connects demand with supply, industry with port, rail & road with port and capital with business in a harmoniously mutual beneficial manner. **Source: Krishnapatnam Port**

RESOLVE Marine Group Refloats Sunken Drydock in Guam Shipyard

RESOLVE Marine Group has successfully raised and refloated the "**Machinist**" drydock at Guam Shipyard in Apra Harbor, Guam. The 825 ft drydock sank on January 2, 2011 during a rough weather event. RESOLVE, a marine salvage and emergency response company with extensive worldwide experience -- including prior experience raising



drydocks,-- was the successful bidder for the job. RESOLVE began the salvage job on January 31 and successfully refloated the drydock on March 3. RESOLVE's Salvage Master, Salvage Engineer, and salvage divers first conducted a comprehensive casualty assessment to determine the structural and watertight conditions of the drydock and to ascertain the status of drydock systems. A detailed engineering analysis was undertaken and a Salvage Plan was developed and implemented, involving extensive preparatory work

both topside and underwater. Given the deep submergence of the drydock well beyond normal operating limits, great care was taken to minimize hydrostatic pressures on tank boundaries during the refloating, and to keep global hull

stresses and stability within allowable limits. The U.S. Coast Guard and U.S. Navy reviewed and approved the complex salvage plan.

Due to the extensive maintenance being performed on the drydock prior to sinking, a large portion of its pumping system was inoperable. To overcome this challenge, RESOLVE mobilized 12 high-capacity electric salvage pumps. Additionally, numerous gauging systems were established to monitor tank pressures and condition throughout the refloat operation. "Large sunken drydocks are notorious for testing your skill and tenacity, and this was no exception," said RESOLVE Salvage Master Todd Schauer. "We were fortunate to have the support of an outstanding team including our client Guam Shipyard, as well as Heger Drydock and Mako Diving." RESOLVE Marine Group is a leading, multi-faceted marine services group specializing in marine salvage, firefighting, OPA90 SMFF emergency response, wreck removal and maritime training worldwide. RESOLVE delivers comprehensive marine services through its three divisions: RESOLVE Salvage & Fire, RESOLVE Marine Services and Resolve Maritime Academy. RESOLVE maintains fully equipped operations bases in the United States, Europe and Asia. To learn more about RESOLVE Marine Group and the full range of services offered, visit www.resolvemarine.com



The **HANNELORE** seen enroute Amsterdam – Photo : Marcel Coster ©

Golden Rules for Marine Transfer Launched

Expert in marine personnel transfer Reflex Marine has joined forces with Seacor Marine and Sparrows Offshore to create a set of 10 "Golden Rules" for the safe transit of employees in the offshore oil and gas industry. The Golden Rules, which were developed following a process of detailed consultation, incorporate the experience and learning of the three companies derived from millions of safe crane transfers performed over more than 10 years. It is hoped they will become recognised as a global standard in transfer best practice.

The Golden Rules are:

- Understand your risks
- Be familiar with your conditions
- Know your vessel
- Know your cranes
- Know your transfer device
- Be familiar with your crews
- Plan your lift
- If in doubt – stop

- Recognise complex operations
- Emergency planning

Reflex Marine CEO Philip Strong said: "Marine personnel transfer is one of the safest forms of offshore transit there is, but, while the helicopter industry has internationally recognised procedures, the marine industry currently does not. We, and our industry partners, felt it was time to share our best practice with the industry, to make crane transfers even more safe and to unify procedures globally. One of the most important issues is awareness of risks, as unless data is collated and shared, operators may be simply unaware of the issues they may face.

"It should also be recognised that each transfer situation is unique and should be assessed on its own merit. Prevailing weather and sea conditions need to be checked, a thorough understanding of the vessel, cranes and transfer device is essential, crews need to be properly trained, competent and adequately equipped.

"Thorough planning and clear communication to avoid collision and snagging hazards are important. Trial runs without passengers are an excellent way to build confidence where there are any doubts about safety. "Finally, although there are hazards associated with crane transfers, they can also save lives, as they are an essential tool for managing emergencies and performing evacuations. Crane transfers should be integrated into emergency planning, with performance drills to confirm competence of personnel.

The Golden Rules video will be released to the public in April, links will be available on the websites of Reflex Marine and the other sponsoring companies. The video will be released on an 'open-source' basis, to benefit all in the industry who perform such operations, regardless of supplier preferences. Said Strong: "Our industry has a very good safety record, but by creating a widely applied guidance and standards across the globe we believe we can make it even safer. Between us we have produced a set of rules which we believe will do that."



The **HORIZON** (ex Island Star / Celebrity Horizon) seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Cosco Pacific 2010 net profit up to \$361.3 million

Chinese ports investor Cosco Pacific Ltd. said Wednesday its 2010 net profit doubled from a year earlier due to an increase in container-handling volume as international trade continued to recover from the global financial crisis. Managing Director Xu Minjie said in a statement major terminals in China have started to raise their tariffs this year, which will benefit the port industry, but he also warned rising inflation could pose challenges. He added Hong Kong-listed Cosco Pacific will continue to expand its existing terminal operations, while also seeking investment opportunities in "prime terminals" this year. He didn't elaborate. Cosco Pacific, a unit of shipping firm China Cosco Holdings Ltd., said its net profit for the 12 months ended Dec. 31 was \$361.3 million, up from \$172.5 million a year earlier. The result

was above the average \$319.1 million net profit forecast of 11 analysts polled earlier by Thomson Reuters. The world's fifth-largest container-port operator by throughput booked a gain of about US\$85 million from the sale of its 49% stake in a logistics venture, Cosco Logistics Co., to its parent for two billion yuan (US\$305 million) as part of efforts to improve the company's cash position and focus on its terminals business.

Revenue rose 28% to \$446.5 million from \$349.4 million. The blue-chip firm, which has stakes in container terminals in mainland China, Hong Kong, Singapore, Belgium, Egypt, and Greece, and competes with the likes of China Merchants Holdings (International) Ltd. and DP World, said its net debt-to-equity ratio fell to 30% at the end of last year, from 42% a year earlier. The company's cash balance was \$524.3 million at the end of last year, up 29% from \$405.8 million a year earlier.

The container-shipping industry has staged a rapid comeback since the end of 2009, fuelled by inventory restocking by retailers and improved consumer demand. Cosco Pacific said its total container throughput last year rose 19% to 48.52 million 20-foot equivalent units, or TEUs, from 40.64 million TEUs a year earlier, thanks to China's rapid recovery. The company's container-terminal throughput in China accounted for 88.8% of its total throughput last year. The company recommended a final dividend of 2.483 U.S. cents. It paid a final dividend of 1.199 U.S. cents a year earlier.

Source : PortNews



The 2009 built **UASC KHOR FAKKAN** seen in Santos – Photo : Marcelo Vieira ©

Nel Lines massive order is close

The Lesvos Based company who won a national ferry tender for North Aegean Island has never been so close to order ferries. The company is finalising a capital increase in order to raise money for 6 newbuilding vessels. The conception of the vessels has already been awarded to a Danish ferry consulting group which works with a lot of different yards. According to the company CEO the vessels will be adapted to narrow Greek harbours, and they will be environmental-friendly with probably LNG-engine. The company is probably negotiating with shipyards at the moment. Source : ferryvolution.com



Above seen the 2011 build **Nord Houston** arriving Melbourne 19-3-2011.

Photo : Andrew Mackinnon - www.aquamanships.com ©



Port Project Services (PPS) for all the questions on temporary housing, transport and personnel.

The four united partners in the platform PPS would be delighted to demonstrate their capacities and service offers to you on March 19.



PPS introduced itself to you in the past year. Accommodation and bus transport of temporary employees have already been realised on a moderate scale. This year transportation on water will join the realisation. PPS extends her business as service portal so that PPS can offer you custom made service.

You will find solutions for temporary housing, employees on a temporarily basis and the fastest and easiest ways of transport for your employees. On top of that we demonstrate how fast the Maasvlakte can be reached when using our boat. This connection of transport is of course interesting keeping in mind the works on the A15/N15, the road to the harbour. The employees already working there, as well as the nearly 8.000 temporarily workers for the Maasvlakte 2 will have to be transported every day to the Maasvlakte in the near future. Up till now the A15/N15 is the only way leading to it. Due to the economic growth as well as the construction of the Maasvlakte 1 and 2 the traffic will increase. PPS offers a complete solution.

Like to find out how Port Project Services can benefit your profit and save you time? Please visit our stand at the

Maintenance Next Fair at Ahoy on April 12-14.

Program and tickets :

Port Project Services can be found on the Maintenance Next Fair from 12-14 april 2011. You are welcome to have a drink at our stand. Ahoy Rotterdam, Ahoy-weg 10, 3084 BA ROTTERDAM

We kindly ask you to register through this website before April 8.

<https://form.n200.com/?s=0lf7bl97khamf&c=2u1hndqus2zab&ac=NTW0000323BCR>

You will be sent an e-mail with a code. Please print this e-mail. It is you entree ticket.

More information on opening hours and the Maintenance Next Fair can be found here.

<https://image.n200.com/0tgghtww0ww6f>>

See you at the Maintenance next at 12-14 april at Ahoy!





The **SEAJACKS KRAKEN** passing Harwich out bound for the wind farms off the coast
Photo : Derek Sands ©

GC Rieber Shipping Updates New Building Programme

The IMR/CSV new buildings **H702** and **H703** are being built at the Freire yard in Vigo, Spain. The vessels have high manoeuvrability and station keeping capabilities and are built according to IMO SPS 2008 rules. **H702 ("Polar King")** was delivered 22 March 2011 and will after mobilisation work and sea trials of the 150t offshore crane commence on a 3 year time charter with Technocean. The vessel is expected operational from late April 2011. Delivery of H703 is expected post-Summer 2011, and is presently not committed.

The two high-capacity seismic new buildings **H532** and **H533** are owned by the 65% owned subsidiary **Armada Seismic ASA**. Armada took delivery of **H532 ("Polar Duke")** in June 2010 and the vessel is currently being upgraded at the GMC yard in Stavanger to a capacity of 14 streamers. The upgrade is expected to be completed end April 2011 where after "**Polar Duke**" will commence on a 5 year time charter with Dolphin Geophysical ("Dolphin"). Dolphin has an option to extend the agreement by six years. Armada will, as part of the agreement with Dolphin, invest USD 54 million in seismic equipment (mainly streamers) on "**Polar Duke**" and has entered into a 5 year lease agreement for the seismic equipment with Dolphin. The USD 54 million investment will be financed with USD 32,5 million in long term financing from DnBNOR and USD 21,5 million in pre paid lease payments from Dolphin. As part of the transaction, and as previously announced, Armada will provide Dolphin Group ASA with a convertible loan of USD 6.5 million. The loan can be converted into shares in Dolphin Group ASA at NOK 2,50 per share, subject to Dolphin exercising its option to charter **H533**.

The **H533** is being built at the Factorias Vulcano yard in Vigo. Late 2010, the yard initiated debt restructuring proceedings in combination with securing a EUR 21 million working capital facility related to H533 from Banco Popular guaranteed by the regional government in Galicia and Pymar. Since January 2011 there has been good progress at the

yard and we expect delivery of **H533** in first quarter 2012. Dolphin has an option to charter H533 for a fixed period of three years with an option to extend the agreement by eight years after completion of the fixed part of the contract. Dolphin's option for **H533** must be exercised within 1 November 2011.

The purchase contract for the IMR new building **H7040** being built at the Batamec yard in Indonesia has been sold to a third party, at cost price. Equipment for the vessel, furnished by GC Rieber Shipping, was included in the sale. Net cash effect for GC Rieber Shipping is about NOK 80 million.



Above seen the tanker “**Overseas Ann**” approaching the SBM-buoy offshore Angola

Photo : Capt. Geert Dijkema ©

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

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3,200 cruise passengers visit Vietnam

HCMC-based travel firm Viet Excursions on Monday welcomed a combined 3,200 international cruise ship passengers in Halong, Nha Trang and HCMC, the biggest number ever served by the company in a day. Phan Xuan Anh, chairman of Viet Excursions, told the Daily that the **Queen Mary II** ship of the Cunard line brought 2,500 passengers, mostly from England, the U.S. and Australia, to the coastal city of Nha Trang.

Cunard says on its website that **Queen Mary II**, 1,132 feet long and 131 feet wide, is able to carry 2,620 people at a time, and 1,253 crewmembers. The ship is too big to drop anchor at Nha Trang port. The local travel firm used small boats to take tourists around Nha Trang Bay, one of the world's most beautiful bays. It left Nha Trang for Thailand on Monday.

The other 700 passengers came on board two other cruise ships – the **Silver Whisper** and the **SeaBourn Pride**. The **Silver Whisper** called at Saigon Port in HCMC, and the **SeaBourn Pride** visited the northern city of Halong. These two ships are in Vietnam for the cross-country tour. Anh said the company was preparing to receive another cruise ship, the **Silver Spirit**, which is scheduled to arrive in the northern city of Haiphong on Wednesday.

The company has also arranged a Vietnam tour for the **Diamond Princess** ship with around 2,600 passengers on board this Thursday. Along with the **Silver Whisper**, Saigon Port of HCMC on Monday greeted the **Explorer** vessel carrying foreign students in a tour arranged by another tourism company, OSC-SMI. Source : The Saigon Times Daily



The **HAM 309** seen moored in Rio de Janeiro – Photo : Jaap van den Heuvel ©

OLDIE – FROM THE SHOEBOX



Photo : coll Maarten Mostert

In order of several Canadian oil company's Esso Resources Canada, Gulf Canada Resources and Dome Petroleum, Bos en Kalis, Volker Stevin, Zanen Verstoep and Beaver Dredging a Canadian subsidiary of Bos en Kalis started to construct artificial island and underwater-terps in the Beaufort Sea at the end of the seventies far into the eighty's, in favor to drill for oil.

The workable days for the dredgers and other equipment like tugs and drill ships last only 90 days a year, on the created Artificial island it was possible to continue drilling the whole year trough, on the terps removable and collapsible caisson were placed and filled with sand for the same purpose as the islands drilling, the benefit of the use of caisson was that less sand was needed and the caissons could be used again the following year on a new constructed terp.

For the rest of the year the equipment was lay up unmanned in a bay near the Inuit village of " Tuktoyaktuk" due to very heavy winter circumstances, the Beaufort sea is only accessible for the period of 6 weeks trough the Bering street so a good reason to keep the fleet in the arctic.

On the picture taken somewhere in June 1984 the Dredgers **Geopotes X**, **W.D Gateway**, **Geopotes IX**, a spreader pontoon, suppliers and other equipment in the right corner of the picture a small part of the **Hendrik Zanen** and the **Aquarius** are visible during preparations in the hibernate-bay for a other 90 days of dredging

.... PHOTO OF THE DAY



Above seen the drill ship **DISCOVERER LUANDA**, working offshore Luanda (Angola)

Photo : Raj Poddar ©

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