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**The PRINCE ALBERT II seen in the port of Cape Town**

**Photo : Ian Shiffman ©**

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## EVENTS, INCIDENTS & OPERATIONS



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The **DIJKSGRACHT** seen enroute Shipdock in Amsterdam – Photo : Joop Marechal ©

## Hyundai ramps up in project forwarding

Hyundai Merchant Marine (HMM) is ramping up its exposure in the project forwarding business on the back of vast deals being concluded between South Korean construction firms in the Middle East. Sam Chambers reports from Seoul. In 2009 South Korean firms tied up USD30 billion of construction business in the Middle East. Last year that figure grew 60 percent, surpassing USD50 billion. South Korean President Lee Myung-Bak left for the United Arab Emirates (UAE) in the middle of March as part of Seoul's diplomatic drive to expand economic ties with the Middle East. The Seoul administration has moved to make Middle East construction exports one of the main drivers of the

economy. With this in mind, HMM will take delivery of four chartered in heavy lift vessels in the second half of the year from European owners, adding to the five heavy lift ships it already operates. The four added ships are of a much larger lifting capacity than the current set, averaging 900 tonnes lifting capacity compared to the current five which can handle lifts of between 600 and 700 tonnes each. "We want to strengthen our project carriers this year," David Lee, HMM's head of its bulk division told HLPFI. "Korean construction firms are securing huge business from the Middle East at the moment. Project cargo volumes will increase enormously from the second half of this year," he added. Korea's top power producer, Korea Electric Power Corporation (Kepco), last year won a significant contract to build a nuclear power plant in the UAE.



The **HYUNDAI BRITANIA** seen anchored off Singapore – Photo : Piet Sinke ©

HMM has been assigned the shipping duties of this project. "We are also approaching many big construction companies," said Lee. This boom in cargoes has not gone unnoticed by other major Korean lines. Last year STX Pan Ocean entered the heavy lift sector, taking one ship, and ordering a second. "We have made the investment decision as rapid development and massive construction projects in the Middle East are expected to stimulate demand for the transport of heavy equipment," the company said on ordering its second ship. Korea does also have heavy lift specialists such as fast expanding TPI Mega Line. The company began operations in December 2008 with the launch of two self-propelled heavy cargo vessels; a third ship was added to the fleet last year. Moreover, the line has two new vessels - **Mega Caravan** and **Mega Caravan 2** – due for delivery soon this year. "We envision expanding Mega Lines' participation in the global marine freight transportation and competing among the best to become a world class heavy freight transporter," said Chun Taick Chung, president of TPI Mega Line. For more on Heavy Lift Ships and Shipping lines, see our supplement, out with the May/June issue of HLPFI magazine. **Source: Heavy Lift**

## Asian owners want fair treatment for seafarers

Representatives of Asian shipowners have expressed their strong concern about the lack of fair treatment by an increasing number of government agencies given to seafarers. The meeting of the Asian Shipowners Forum (ASF) Ship Insurance and Liability Committee (SILC) on Tuesday discussed incidents where seafarers were held hostage while the authorities carried out lengthy investigations. There were also other incidents where seafarers were held until impossibly high bail amounts were set, justified by the authorities as being commensurate with the environmental and economic damage resulting from the incident. Robert Ho, chairman of the meeting in Hong Kong, said: "It would appear that it is a lack of understanding of ship operations and a lack of respect for seafarers that seem to result in their unfair treatment when something goes wrong." The committee urges all governments to follow both the joint IMO/ILO guidelines on the fair treatment of seafarers in the event of a maritime accident and the IMO casualty investigation code. There are currently about 587 seafarers being held hostage by pirates, a figure that is "unacceptable in this day and age", Ho said. **Source: Seatrade-Asia**





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Dockwise **BLUE MARLIN** seen passing Cape Point (South Africa) enroute Cape Town roads  
Photo : Jean Pierre Arabonis - Ocean Satellite Imaging Systems ©

## Green award given to Qatargas LNG carriers

Qatargas, the world's largest liquefied natural gas (LNG) producer, received the 'first ever' Certificate of Recognition from the Green Award Foundation for its fleet of LNG Carriers at GASTECH 2011, Amsterdam. This important recognition from the Green Award Foundation today officially launched the Certification Scheme for LNG Carriers world-wide. The Green Award for LNG carriers comes from the Green Award scheme, established in 1994, in order to promote quality shipping amongst sea-going vessels. All over the world the Green Award certifies ships, ship managers and oil companies that prove their dedication to high quality, safety and environmental standards. It is for the first time a Qatari LNG Fleet has received such an award. The Award was presented by the Green Award Foundation Chairman Pieter Struijs to Mr. Ghanim Al -Kuwari, Qatargas' Chief Operating Officer Administration at the Qatargas Stand on the sidelines of the 25th GASTECH conference. This certification acknowledges Qatargas for its leadership in Corporate Social Responsibility and invaluable support in helping the Green Award Foundation to develop and launch certification of LNG carriers.

Commenting on this milestone achievement: Mr Al-Kuwari said: "We are proud to be the first company to receive this recognition for our LNG carriers; and recognised in this global forum by the Green Award Scheme – with such an

initiative that promotes our safe and environmentally responsible shipping. He added that: "Through the support of our CEO, Khalid Bin Khalifa Al Thani and under the guidance of HE Minister of Energy & Industry and QG Chairman, Dr. Mohamed Saleh Al Sada, Qatargas will continue to lead the industry with our commitment and the setting of high safety and environmental standards in all our operations." The benefits for extra clean and extra safe ships include image improvement, charterers' preference, reduction on port dues, discounts on pilotage services and various trainings, reimbursement by a bank for a part of the certification costs. Green Award certifies oil and product tankers, dry bulk carriers and – since recently – inland barges and LNG carriers. Every ship is inspected by a Green Award surveyor on a regular basis

Qatargas established in 1984, pioneered the liquefied natural gas (LNG) industry in Qatar. Today, Qatargas, under the guidance of His Excellency Dr. Mohammed Saleh Al Sada, Minister of Energy & Industry of the State of Qatar and Chairman of the Board of Qatargas, is the largest LNG producer in the world, with an annual LNG production capacity of 42 million tonnes per annum (mta) and is realising its vision to deliver LNG to its customers around the globe, from its world-class facilities in Qatar. Qatargas has seven LNG trains, of which four are the largest in the world – known as mega trains - each with a production capacity of 7.8 mta. The Qatargas vision is, by 2015 to be the world's premier LNG Company, known for its people, innovation, operating excellence, environmental responsibility and corporate citizenship. Since the establishment of Qatargas 1, it has completed a successful expansion program that has included the development of Qatargas 2; Qatargas 3 and Qatargas 4 projects; Laffan Refinery, a dedicated fleet of ships, and an LNG Receiving Terminal. Qatargas operates these trains and the offshore as well as the Laffan Refinery, the Common Sulphur facilities on behalf of all users. Qatargas is proud to be the major contributor to the realisation of the vision of His Highness the Emir Sheikh Hamad Bin Khalifa Al Thani, for the State of Qatar to be the largest LNG producer in the world, with a combined production capacity of 77 million tonnes per annum by the end of 2010. This achievement was celebrated in December 2010. Today, Qatargas' customers are spread throughout the four corners of the world in European, Asian and North American markets including Japan, Spain, France, the United Kingdom, Canada, Mexico, the United States and China. **Source: QatarGas**



The **QUEEN ELIZABETH** seen during her maiden arrival in Hong Kong during her first world cruise

**Photo : Ian Edwards – [www.shipphoto.com.au](http://www.shipphoto.com.au) ©**

## Some ships avoid Tokyo Bay ports on radiation fear

German shipping companies are avoiding Tokyo Bay area ports due to radiation fears and Japan could face severe supply chain bottlenecks as vessels get diverted, ship industry officials said on Thursday. Any logistical setbacks could mean major delays and seaborne congestion at Japan's terminals including Tokyo, hindering recovery efforts in the wake of the March 11 earthquake.

"The last thing Japan needs right now is for people to abandon them," said Tim Wickmann, chief executive of MCC Transport a unit of Danish oil and shipping group AP Moller-Maersk. Among those that have stopped going to Tokyo for the time being are Hapag-Lloyd, the world's fifth-biggest container shipper part-owned by tour operator TUI AG, and container ship operator Claus-Peter Offen. The firms have also stopped calling at the port of Yokohama, which is part of the Tokyo Bay stretch of waterways.

"We don't want to take any security risks," a Hapag-Lloyd spokeswoman said on Thursday. "We've seen a slowdown or stoppage in cargoes to Japan since the situation remains quite uncertain," George Saroglou, chief operating officer at oil tanker company Tsakos Energy Navigation Ltd told Reuters on the sidelines of the Capital Link Shipping Forum in New York. "This is something that in the short-term is bearish for tanker operators."

According to shipping agent Inchcape Shipping Services, with the exception of Kashima, Onahama and Sendai - which remain closed - and an oil terminal at Chiba that is partially operational, all of Japan's oil terminals are open. The German government had recommended that ships give the area around Fukushima nuclear plant area a wide berth of about 100 km (62 miles) over concerns of radiation exposure to crews. That is much less than the 250 km distance between the nation's capital and the Fukushima plant. Offen said in addition to any threat to a crew's health, radioactive contamination of a container ship and its load were not covered by insurance. Rival shipping company Hamburg Sued had suspended calls at the ports of Tokyo and Yokohama but resumed trips there on Thursday. "We are looking very closely at the weather situation," a company spokeswoman said. **Source : ChinaDaily**



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## Disney Cruise Ship Crewmember Reported Missing At Sea

A crewmember on a Disney cruise ship has been reported missing at sea off the western coast of Mexico. Disney Cruise Lines spokeswoman Christi Donnan says the female crewmember was reported missing Tuesday morning after she failed to report for a scheduled shift on the [Disney Wonder](#). The woman's name was not released. Donnan says



Disney conducted a thorough search of the ship Tuesday. The Mexican Navy was searching along the ship's route from Los Angeles. The U.S. Coast Guard and FBI were also notified. Investigators from the Bahamas Maritime Authority will meet the ship Friday in Cabo San Lucas, Mexico. All three Disney cruise ships are registered in The Bahamas. **Source :** [Huffpost](#)



The **CRESTWAY** seen moored in IJmuiden – **Photo : H. Blomvliet ©**

## **Government and Policy SE China port uncontaminated by radiation**

Southeastern China's Xiamen port is free of radioactive contamination after the entry of a Japanese ship that had been found to have elevated levels of radiation, a local quality and inspection office said Saturday. The Xiamen Entry-Exit Inspection and Quarantine Bureau said in a statement that it inspected a vessel named **Mol Presence** on Tuesday when it berthed at the port.

Elevated levels of radiation were detected on the ship's deck as well as on the outside surfaces of some of its containers, the bureau said, adding that the living quarters were "basically normal". The vessel left the port at 3:30 p.m. Wednesday and was briefly anchored at sea, said the bureau.

The bureau inspected the dock after the departure of the vessel and found no traces of radiation, it said. According to the bureau, the vessel belongs to Mitsui O.S.K. Lines, a Japanese company that offers international bulk transport services. The bureau said the vessel set off from the U.S. and reached the Japanese capital of Tokyo on Monday, March 17. It then left Tokyo and reached Xiamen on Monday night.

## **Shipowners claim using armed guards on board**

Armed guards on board could significantly reduce attacks by Somali pirates, so shipowners must overcome their fear of using them, according to the main speakers at a seminar on maritime security in London. The speakers pointed out that the number of incidents in the Gulf of Aden has declined, but at the same time, more ships have been attacked and hijacked in the Indian Ocean and the Arabian Sea, where Somali pirates use motherships to avoid the patrolling international forces. Most companies have limited safeguards in the form of razor wire, water hoses and safe rooms,

instead of employing armed guards. Understandably, there continues to be a lot of debate about the merits and consequences of employing armed guards on merchant ships and we understand that, in an ideal world, this is not what the industry would want to be doing", said James Wilkes, managing director of security firm Gray Page, one of the organizers of the seminar. "However, it is time for shipping to emerge from its comfort zone and face up to the facts and realities of the threat posed by Somali pirates." Dom Dee, founder of escort boat provider Protection Vessels International, said that demand for his company's services has increased and that there was "palpable relief" from masters and crews to have armed guards on board their ships.



Above seen the Marshall Islands registered bulk carrier **Stellar Eagle** , 31532 grt, built in 2009 arriving at Port Chalmers to load logs on the 27/3/2011. **Photo : Ross Walker ©**



## Maersk says to resume Gulf of Mexico drilling

Maersk Drilling said on Thursday it would soon resume drilling in the Gulf of Mexico and would drill the first deepwater well since the United States halted Gulf drilling after the Macondo oil spill last year, Reuters reports. U.S. authorities declared a moratorium on deepwater drilling in the Gulf in May 2010 after the Macondo well, drilled for BP by Transocean's **Deepwater Horizon** rig, spewed millions of barrels of oil into the sea.

The drilling ban was lifted in October 2010 but U.S. regulators did not issue permits to restart drilling until the end of February this year. Maersk Drilling, a unit of Danish shipping and oil group A.P. Moller-Maersk , said its Maersk Developer semi-submersible rig picked up anchors on March 21 and began its journey to its new location in the Gulf of Mexico. "Once there, the rig is planned to drill the first new deepwater exploration well to be drilled since U.S. authorities imposed a moratorium on drilling activities in the wake of the Deepwater Horizon accident," it said in a



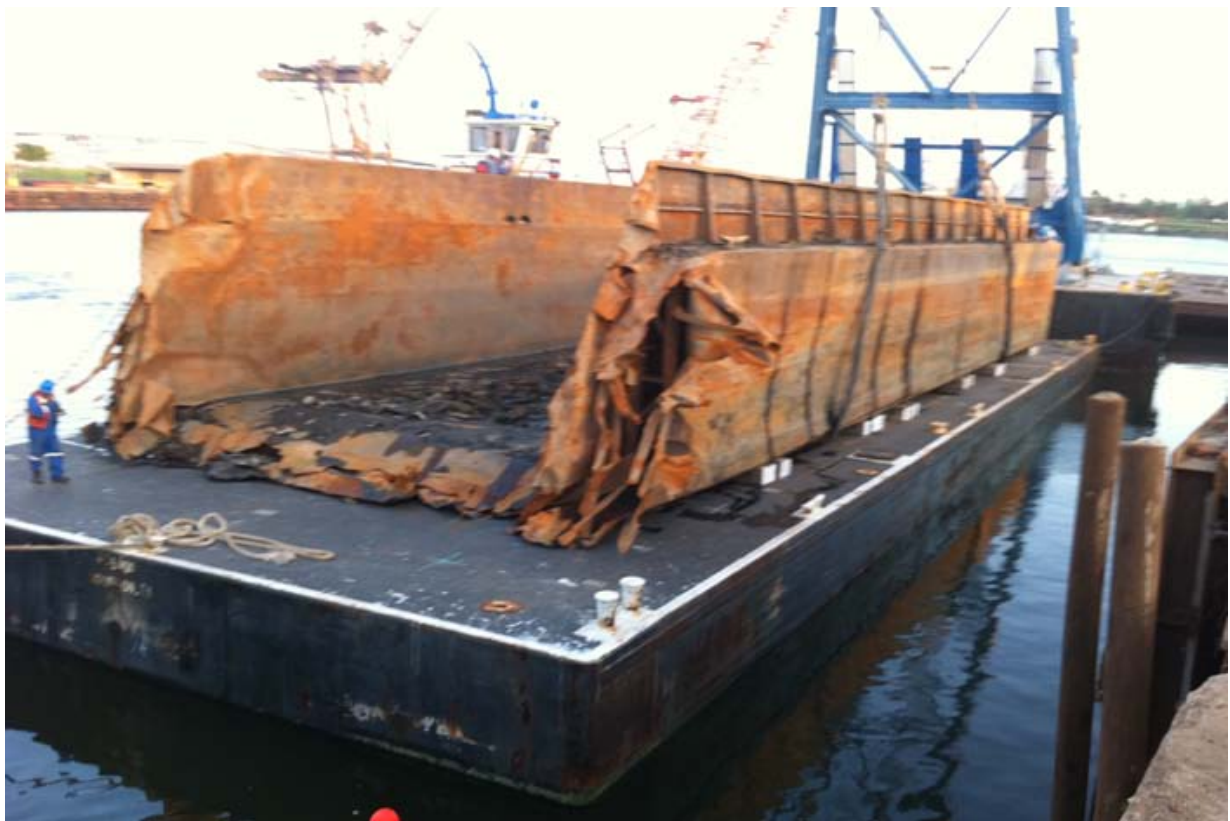
statement. The **Maersk Developer** will bore an exploration well for Exxon Mobil (XOM.N) at its Hadrian prospect, a Maersk Drilling spokesman said.

The rig remains on a four-year contract to Norway's Statoil (STL.OL) which has sublet it to Exxon, which will pay the same rate as Statoil, the company said. Maersk Drilling Chief Executive Claus Hemmingsen declined to specify what rate Exxon Mobil would pay for the rig, but added: "We are happy about the rate." "It was fixed at a time when there was good demand for deepwater rigs," Hemmingsen told Reuters.

Hemmingsen said the U.S. ban on deepwater drilling in the Gulf of Mexico had cost Maersk Drilling about \$20 million. Maersk Drilling, with a fleet of 26 rigs serving oil companies around the world, made a net profit of \$399 million on revenues of \$1.63 billion in 2010.

"We expect to see an increasing demand from oil companies for modern equipment and good safety procedures," Hemmingsen said in the statement. Shares in A.P. Moller-Maersk traded down 1.9 percent by 1506 GMT, underperforming a flat Copenhagen bourse .OMXC20. **Source : PortNews**

## T&T MARINE LIFTS FIRST PART OF HOPPERBARGE



A salvage team of **T&T Marine** refloated the first part of a sunken hopperbarge (weight approx 200 ton) using the sheerlegs **BIG-T**

**Photo : Kevin Teichman – T&T Marine ©**

## Fishermen 'missing' after Myanmar bad weather

MYANMAR was still searching for missing fishermen on Saturday ten days after fierce winds struck the country's southern coast, officials said. The Myanmar navy sent ships to search for hundreds of fishing boats after rough weather caused sea waters around its southern coast to become treacherous. Myanma Ahlin, Myanmar's Burmese language newspaper, said the navy's ships and other fishing boats had rescued 3,374 fishermen as of March 21.

It said 17 fishing boats were sunk in bad weather between March 14 and 17. 'There could be many casualties. But family members from the villages along the coast might not have the knowledge to inform officials... We do not know how many dead or missing there are,' a Myanmar official said. Another source said he heard an 'unconfirmed report' that about 10,000 fishermen had been at sea when the storm struck and around 9,000 had been rescued. **Source : The Straits Times**

## New Study Released on Norovirus on Cruise Ships

A new study is available online in the Oxford journal "Clinical Infectious Diseases" detailing the findings of an investigation into an outbreak of norovirus on a cruise ship in 2009. Norovirus is the most common type of food-poisoning in the United States. Usual symptoms of norovirus infection include nausea, vomiting, diarrhea, and abdominal pain. Headache and low-grade fever may also accompany this illness. The illness develops 24 to 48 hours after contaminated food or water is ingested and lasts for 24 to 60 hours.

According to the abstract, the study was based on a questionnaire placed in passenger cabins after the outbreak of illness. The questionnaire sought information on whether and when people sought medical care, personal hygiene, and potential norovirus exposures.

83% of the roughly 1,500 passengers returned the questionnaires. Of those who did, 15% were persons who met the case definition of an outbreak member. A full 40% of the ill persons did not report to the ship infirmary.

Two factors that appeared to increase the likelihood of illness were having an ill cabin mate, or residing or dining on a deck where a vomiting incident had occurred during boarding. Diarrhea and vomiting were the two most common symptoms. Several ill persons did submit positive stool cultures.

Study Author Mary Wikswo, MPH, of CDC, was quoted in a report on Medical News Today:

"Cruise line personnel should discourage ill passengers from boarding their ships. Once on board, passengers and crew who become ill should report to the ship's medical center as soon as possible. These quick actions are crucial in preventing the introduction and spread of norovirus on cruise ships and allow ship personnel to take immediate steps to prevent the spread of illness." **Source : Food Poison Journal**

## Peace Boat rallies help for victims

A nongovernmental organization based in Tokyo is recruiting volunteers, both Japanese and non-Japanese, to travel to Ishinomaki, Miyagi Prefecture, and work to help those who are still suffering there after the March 11 earthquake and tsunami.

Peace Boat, a group that promotes international exchange by organizing cruise trips overseas, held orientations in Tokyo on Wednesday for people who want to engage in voluntary work in Ishinomaki, one of the cities hardest hit by the catastrophe. At the orientation, Takashi Yamamoto, a Peace Boat staffer who specializes in relief activities in disaster-hit areas in Japan and abroad, explained that a lack of manpower has meant that sufficient food, necessary goods and care have not been provided to evacuees even two weeks after the quake.

"In the big shelters in the city, one person can have only two onigiri (rice balls) and a packet of crackers per day, because they don't have enough fuel (for cooking and for vehicles) and manpower (to help provide food and cook it)," said Yamamoto, who reached the city on March 17 and began researching the needs of people who had lost their homes. "We need to bring food, fuel and other goods, and send volunteers to provide hot meals to those who are suffering."

Although the scarcity of gasoline in the Tohoku region has hindered citizens outside of the area from traveling there and helping evacuees, Peace Boat says that the government has authorized its fleet of vehicles for relief activities, making them eligible to fill up on priority gas in Tohoku. While it is not yet possible for individuals to enter the stricken areas in Ishinomaki alone, and also because local volunteer centers affected by the disaster are not functioning well, Peace Boat is coordinating teams of volunteers who will visit people who are currently living in shelters, cars or damaged houses and respond to their needs, Yamamoto said.

However, because of severe cold-weather conditions and a lack of accommodation in these areas, volunteers must be physically prepared and bring their enough food and clothes for a week, the duration they will stay in Ishinomaki, Yamamoto said. Volunteers also need to bring a sleeping bag, and if possible a tent. The Wednesday orientations were attended by some 220 volunteers.

Several non-Japanese also attended the orientations. Two of them, Dave Paddock from the United States and Jeff Jensen from Canada, who together run a Tokyo-based company named English Adventure that runs outdoor programs for kids in Japan, said that they have lived here for more than 15 years and consider Japan their home.

"It's time to help out and we're grateful to have the opportunity," Paddock said. While some foreign nationals have left Japan, he said: "I think many foreigners' concerns and fears are very understandable. And especially for foreigners who may not have deep roots here, it's a very understandable response. I and my friend and coworker, Jeff, we have deep roots here and we own businesses here and have families here. For us, this is our home and this is our community. So we feel very strongly about being here to help if we can."

Peace Boat accepts foreign volunteers even if they don't speak Japanese, said Tatsuya Yoshioka, director of the organization, explaining that bilingual staff or other volunteers will interpret for them as they work together in teams.

"We welcome non-Japanese who wish to work in the affected areas, and I hope they can inform the people in their home countries of the situation," Yoshioka said. Source : [japantimes.co.jp](http://japantimes.co.jp)

## TM continues investigations into grounding of Oliva

Transport Malta continued its investigations into the grounding and subsequent hull failure of the Malta-registered **Oliva**, on Nightingale Island in the South Atlantic Ocean on March 16. Officials from Transport Malta's Merchant Shipping Directorate are carefully examining the situation as it evolves.

Transport Malta is also liaising closely and directly with the owners and managers of the vessel and is being informed regularly and frequently on the salvage operation. The salvage tug **Smit Amandla**, which is contracted by the ship owners, left Cape Town several hours after the accident and managers have confirmed that she arrived on the scene on March 21.

The salvage tug is carrying oil spill clean-up equipment and has a salvage team of 10 persons, including a salvage master, an environmental scientist, a naval architect and five divers. Reports received by Transport Malta indicate that a sheen of fine lubricating oil was observed on the surface, with some evidence of fuel oil coming out from either section.

The Malta-registered bulk carrier **Oliva**, which was built in 2009, was carrying some 65,000 metric tonnes of soya beans at the time of the accident. She had about 1,400 metric tonnes of fuel oil in her bunker, settling, and service tanks. No injuries have been reported and all 22 crew members on board the vessel are safe on the main island of Tristan da Cunha. Source : [TimesofMalta](http://TimesofMalta)

## NAVY NEWS

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**HMS Westminster** is stationed off the Libyan coast, at heightened readiness - **Photo : MOD 2011**

## U.S. Navy Scrambles for Piece of Arctic Pie

The U.S. Navy is staging the aquatic-equivalent of a dog-and-pony show in the Arctic Ocean this month with a small fleet of nuclear-powered submarines. The military exercises are designed to bolster U.S. claims on emerging – and likely lucrative – commercial opportunities in the region, which have attracted intense interest in recent years as global warming accelerates what appears to be the permanent loss of sea ice in the Arctic.



The National Snow and Ice Data Center reported in early March that 2011 has tied with 2006 for the record low sea-ice coverage in the Arctic Ocean (in the satellite record). By the mid-2030s, scientists have predicted that the Arctic will be ice-free for at least one month of every summer, which will expand to two-to-three ice-free months by around mid-century.

The crew of the Seawolf-class attack submarine **USS Connecticut (SSN 22)** observe members of the Applied Physics Laboratory Ice Station clear ice from the submarine's hatch after it surfaced above the ice during ICEX 2011. **Photo : US Navy**

The U.S. Navy has deployed two nuclear-powered

submarines off the coast of Alaska close to a temporary camp constructed on the ice roughly 150 miles north of Prudhoe Bay. The submarines are conducting military training exercises. On March 7, 2011, the winter ice covering the Arctic reached its maximum size for the year at 5.65 million square miles, which is more than 20% below – or, 463,000 square miles – below the average annual coverage from 1979 to 2000 (6.12 million square miles). The orange line shows the 1979 to 2000 median extent for that day. The black cross indicates the geographic North Pole.

The exercises train U.S. submarine crews to deal with craggy ice keels that extend 20 to 50 feet into the water, and varying salinity levels that complicate communications and navigation under the ice cap.

Submarine crews practice surfacing the 8,000-ton submarines, directly through thick ice or in nearby open waters, and learn to avoid hitting another ship. The ice exercise, which did not include any torpedo testing, cost an estimated \$3.5 million, according to Larry Estrada, director of the Arctic Submarine Laboratory which manages the camps with the Applied Physics Laboratory of the University of Washington.

A delegation of defense contractors and military brass visited the camp last week, according to Reuters. The training was meant to ensure that the United States maintained access to the Arctic, home to the world's largest undiscovered oil and gas reserves. Russia, the United States, Denmark, Greenland, Canada and Norway, which border the Arctic, and China are also scrambling to control the region and access to the commercial ventures there.

"It is a key potential transit line between the Atlantic and the Pacific," U.S. Navy Captain Rhett Jaehn, told Reuters. "We want to be able to demonstrate that we have global reach. That we can operate in all oceans, and that we can operate proficiently in any environment."

Jaehn is the commanding officer for the more than two dozen Navy officials, researchers, engineers and scientists working at the temporary ice camp. Ironically, finding a thick enough ice sheet to support the temporary camp was among the difficulties the Navy encountered this year.

Receding ice levels are likely to open new shipping routes in the Arctic, which could ultimately make the Bering Strait between Russia and Alaska a compelling alternative to shipping lanes in the Persian Gulf and Indian Ocean. **Source :** **Forbes**



**HMCS Charlottetown** transits the Mediterranean Sea to join NATO's Standing Naval Maritime Group 1 (SNMG1).

## **Scraps of Russian Sub Burn on Providence River**

Some of the remains of a Russian submarine that was a floating museum before it sank in 2007 burned last Friday as it was being disassembled for scrap metal.

Pieces of the 282-foot-long submarine, known as **Juliett 484**, caught fire shortly before 1:30 p.m. on a barge in the Providence River a few hundred feet offshore, said Joseph Klucznik, fire chief in neighboring East Providence. Three fire boats, from Providence, East Providence and Warwick, got the smoky blaze under control, he said.

There were no reports of injuries. Klucznik didn't know the cause. The sub was used in the 1990s as a restaurant and vodka bar in Helsinki, Finland, and as a set for the 2002 Harrison Ford movie "**K-19: The Widowmaker**" before being acquired by the **USS Saratoga Museum Foundation**, a private, nonprofit group. It was docked in Providence

and open to the public as a tourist attraction and museum, but sank during a nor'easter in 2007. After determining it couldn't be salvaged, the foundation sold it for scrap in 2009 to Rhode Island Recycled Metals.

The company didn't immediately return a request for comment. Frank Lennon, who heads the foundation, said there was no fuel on board, but there may have been residual oil in the sub's bilges. **Source : ABC News**

## **Northrop Grumman-built Arlington (LPD 24) Christened in Pascagoula**

**Name Honors Fallen Heroes From Pentagon, American Airlines Flight 77**

In a time-honored traditional ceremony, Northrop Grumman Corporation's Shipbuilding sector, with the U.S. Navy and U.S. Marine Corps participating, christened its latest warship **Arlington (LPD 24)**.



Arlington County, Va., Fire Chief James Schwartz, who was Deputy Fire Chief and Incident Commander on 9/11 at the Pentagon coordinating the rescue response efforts on the ground, delivered emotional comments as principal speaker.

"In its remembrance, 9/11 taught us that life is precious; so too is the American way of life," said Chief Schwartz. "Today, we christen a Navy vessel whose chief responsibility is to preserve that way of

life and to enable us as Americans to pursue our hopes and dreams in freedom. This way of life is only possible because of the sacrifice of men and women in uniform who protect our nation here and around the world.

"The nation mourns each year on the anniversary of Sept. 11, 2001, but those who lost a spouse, a parent, a child or a sibling are reminded each and every day," he continued. "We have a responsibility to remember their lives and to never forget their loss." The ship is named for the city of Arlington, Va., honoring the 184 victims in the air and on the ground who lost their lives when American Airlines Flight 77 crashed into the Pentagon on Sept. 11, 2001. The ship also honors the military and civilian employees, emergency, fire and rescue personnel of Arlington County and surrounding communities who provided the critical assistance after the attack.

Irwin F. Edenzon, vice president and general manager Northrop Grumman Shipbuilding-Gulf Coast, talked about the shipyard's strong shipbuilding legacy and how that legacy will continue to shape the future as the company transitions to Huntington Ingalls Shipbuilding.

"We're committed to building quality ships our shipbuilders can be proud of and our sailors and Marines can depend on," said Edenzon. "Because I'm confident we are focused on safety, quality, cost and schedule -- in that order -- I'm certain we will continue to build many more great ships for the greatest Navy and Marine Corps the world has ever seen. And with those new ships we will begin building a proud new legacy -- a legacy with roots planted deeply in our proud past, and a vision focused squarely on doing it even better in the future."

Ship sponsor Joyce Rumsfeld, wife of former Secretary of Defense Donald Rumsfeld, wowed the nearly 2,000 guests when she smashed a bottle across the bow of the ship officially christening **LPD 24, Arlington**.

"She's the right ship for today and tomorrow's capabilities," said U.S. Navy Adm. Jonathan W. Greenert, Vice Chief of Naval Operations. "She's exactly what we call for when we look out in our cooperative strategies for the 21st century. And she's exactly what the Marine Corps published in their 'Reshaping of America's Expeditionary Force for the Future.' We have to build quality and we have to build versatility. This very class of ship contributes the moment it enters the fleet." Cmdr. Darren W. Nelson, of Rushville, Neb., is the ship's prospective commanding officer and will lead a crew



of 360 officers and enlisted Navy personnel and three Marines. The ship is capable of embarking a landing force of up to 800 Marines.

LPD 24 is the third U.S. Navy ship to bear the name [Arlington](#). The 11 ships of the LPD 17 class are a key element of the Navy's ability to project power ashore. Collectively, these ships functionally replace over 41 ships (LPD 4, LSD 36, LKA 113, and LST 1179 classes of amphibious ships) providing the Navy and Marine Corps with modern, sea-based platforms that are networked, survivable and built to operate with 21st Century platforms, such as the MV-22 Osprey.

## **Coast Guard interceptor boats to be commissioned**

Two interceptor boats, [C-150](#) and [C-151](#), will join the Coast Guard Fleet when Vice-Admiral Anil Chopra, Director General Indian Coast Guard, commissions the vessels at Boat Train Pier (BTP) jetty, Kochi Port, on Monday.

The vessels, which have been built by ABG Shipyard, Surat are the ninth and tenth ship of the class and are propelled by water jets. They have an endurance of 500 nautical miles and are capable of doing speeds upto 45 knots, a Defence Press release said. Specially designed for coastal operations, these ships are also fitted with the latest navigation and communication equipment and medium range armament, it said. The vessels would be based at Vizhinjam in Kerala and Kakinada in Andhra Pradesh respectively and would further strengthen the coastal security capabilities of the Indian Coast Guard, the release added. **Source : [news.in.msm](#)**

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## **SHIPYARD NEWS**



## **Detyens awarded \$7.3 million MSC contract**

Detyens Shipyards, Inc., North Charleston, S.C., is being awarded a \$7,325,687 firm-fixed-price contract for a 55-calendar-day regular overhaul of Military Sealift Command dry cargo/ammunition ship [USNS Lewis and Clark](#). This regular overhaul will include drydocking and undocking the ship; underwater hull painting; main engine overhaul; propeller shaft inspection; cleaning and gas freeing tanks, voids and cofferdams; tank structural surveying and testing; and non-skid renewal. The ship's primary mission is to deliver ammunition, provisions, stores, spare parts, potable water and petroleum to the Navy's carrier strike groups and other naval forces at sea. The contract includes options

which, if exercised, would bring the cumulative value of this contract to \$8,787,682. Work will be performed in Charleston, S.C., and is expected to be completed by June 2011. Contract funds will expire at the end of the fiscal year. This contract was competitively procured and posted to the Federal Business Opportunities Web page, with three offers received. The U.S. Navy's Military Sealift Fleet Support Command, a field activity of Military Sealift Command, is the contracting activity **Source : MarineLog**

## **South Korea builds world's first 'smart ship'**

South Korea has built the world's first "smart vessel" that can enhance operational efficiency and reduce management costs for shipping lines, the government said Thursday, Yonhap News reports. The ship built by Hyundai Heavy Industries Co. incorporates a new ship area network (SAN) system developed by the state-run Electronics and Telecommunications Research Institute, the Ministry of Knowledge Economy said. The SAN-equipped ship, to be launched on Tuesday, is a 250-meter long, 4,500 twenty-foot equivalent unit container vessel ordered by Denmark's AP Moller-Maersk, the world largest shipping line. SANs permits comprehensive control and management of all important on-board systems, including engine power and navigation.

It can also permit shipping companies to get real-time feedback on the status of their ships via satellite link. "In effect, both the captain of the vessel and shipping line will have exact information of the status of the ship, which improves management of the vessel," said Ryu Su-geun, head of the ministry's electronics and IT industries office. Because vital information such as breakdowns can be sent directly to shipping lines, minor repairs can be fixed via the SANs system, while more serious problems involving broken parts can be handled more quickly because parts and repair personnel can be sent to the next port where the ship will arrive in advance, he said. The official also said that building SAN-equipped ships will not add to the overall price of the vessel and can enhance competitiveness of local ship yards that have faced stiff competition from Chinese yards. "These ships are expected to be much more efficient to operate during their 30-year life cycle, which should be very attractive to shipping lines," he said. The ministry said that because there will be a need to make customized parts that are compatible with SANs, the system can actually fuel growth of local parts companies. ETRI, meanwhile, said it plans to share the new system that it jointly developed with Hyundai with other local yards such as Samsung Heavy Industries, Daewoo Shipbuilding and Marine Engineering Co. and other smaller shipbuilders. The institute said that it presently plans to supply the control system to 40 container ships ordered by AP Moller- Maersk with six more to be put into vessels ordered by two other foreign shipping lines.

**Source : PortNews**

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## **Cosco inks \$1bn intent for two Sevan Drilling units**

Cosco Corporation (Singapore)'s subsidiary has signed a letter of intent with Sevan Drilling in respect of turnkey contracts of two drilling units for approximately \$525m each. Cosco Nantong Shipyard will perform turnkey engineering, procurement and construction (EPC) and installation for the delivery of the two drilling units based on the Sevan 650 design. The agreement also granted options to Sevan Drilling to order up to two more similar drilling units

under EPC contracts at the same price of \$525m per unit. The drilling units are scheduled to be delivered in the fourth quarter of 2013 and second quarter of 2014 respectively. **Source: Seatrade-Asia**

## **Box traffic increases in Europe**

European box traffic was up in January according to Hackett Associates and the Bremen Institute of Shipping Economics and Logistics. In total there was two million teu imported to Europe in January, which was up 6.7% on the previous month and 16% from the same month last year. Meanwhile exports are anticipated to see single-digit, year-on-year increases in four of the coming six months, and month-on-month declines are projected in two. The Global Port Tracker monitors six North European ports: Le Havre, Antwerp, Zeebrugge, Rotterdam, Bremen/Bremerhaven and Hamburg. **Source: Irish Trucker**

## **Port of Rotterdam Boosts 2010 Profit 7 Percent**

The Port of Rotterdam Authority earned a profit \$217 million in 2010, an increase of more than \$14 million, or 6.8 percent, on the previous year driven by record cargo throughput at Europe's biggest port. "We are extremely satisfied with these figures. They mean that we ... are able to implement our extensive investment program," said CEO Hans Smits.



The **STENA TRANSPORTER** and **STENA HOLLANDICA** seen moored in Hoek van Holland  
**Photo : Rob de Visser ©**

Rotterdam boosted traffic 11 percent in 2010 to an all time high of 430 million metric tons, led by a 14 percent rise in container volume to a record 11.1 million 20-foot equivalent units. Total operating income was up 6.2 percent, or \$45 million, at \$777 million, while costs were unchanged from 2009. Port dues increased \$19.8 million to \$406 million despite a 7 percent "crisis" discount which was deducted from tariffs through the year.

Revenue from the lease of port land grew \$24 million to \$351 million. "A solid financial position is important if the Port Authority is to achieve its biggest investment ambitions," Smits said. Investment hit a record \$628 million in 2010, of which \$457 million was spent on the Maasvlakte 2, a giant container and distribution facility due to come on stream in a couple of years.

Spending will increase to around \$810 million in 2011, with \$564 million earmarked for Maasvlakte 2. Smits said the port is optimistic about developments in 2011 and expects further cargo growth between 2 percent and 3 percent.

**Source : The Journal of Commerce**





The **TSHD SHOREWAY** seen operating in Rotterdam-Europoort – Photo : **Enrico Versfelt** ©

## Project envisages two new mega-ports in Panama

The Panamanian government will soon call an international tender for the construction and management of two new mega-ports, The Bulletin Panama reports. These two new facilities would complement the port areas required after the expansion of the Panama Canal in 2014.

Involved in the talks are the Panama Canal Authority (ACP) and the Panama Maritime Authority (AMP) with the Ministry of Economy and Finance, which are studying the two projects. Two new mega-ports in PanamaThe ports would be on the Panamanian Pacific, with one specifically north of that of Panama Ports Co., in Balboa. The other would be in the area of Rodman. There are plans to build the latter with materials taken from the excavation of the Panama Canal expansion, with the two mega ports joining Panama Ports Co., Manzanillo International Terminal (MIT) and Colon Container Terminal (CCT), currently operating ports providing service to shipping transiting the Panama Canal, and provide more room for containers in the Pacific and Caribbean. **Source : PortNews**

## Rob Gutteling plaatsvervangend havenmeester Rotterdam



**Rob Gutteling** (51) treedt 1 mei in dienst van het Havenbedrijf Rotterdam als plaatsvervangend (rijks-) havenmeester van Rotterdam. Momenteel werkt hij als senior kapitein bij P&O Ferries aan boord van de **Pride of Rotterdam**.

Rob Gutteling verdiende verder zijn sporen als lid van de Tuchtcollege voor de Scheepvaart, vice-voorzitter van de Nederlandse Vereniging van Kapiteins ter Koopvaardij en vice-voorzitter van de Council van Nautilus International.

## BRITTANY FERRIES LAUNCHED NEAR SERVICE PORTSMOUTH < > BILBAO

Brittany Ferries' new route from the UK to Spain was launched last weekend. The service operates from Portsmouth to the Basque capital Bilbao - Brittany Ferries' first new port destination in 25 years. The route will be served by the 33,000 tonne **Cap Finistère**, with the first sailing departed Portsmouth at 22.00 yesterday Sunday, 27 March.

Brittany Ferries made its first sailing to Santander in northern Spain back in 1978 and the service has since served hundreds of thousands of holidaymakers and expats wishing to cut out the long drive through France when driving to Spain or Portugal. The addition of this new Bilbao link means that Brittany Ferries will now provide up to five return UK-Spain crossings each week: two from Portsmouth to Bilbao, two from Portsmouth to Santander and one from Plymouth to Santander.

Sailings from Portsmouth will take from 24 to 32 hours and will arrive at a brand new terminal in the port of Bilbao with fast and easy access to Spain's A8 motorway. From here there are excellent road connections to Madrid and the Costa Brava, as well as Spain's far south. Bilbao is also well positioned for reaching south-west France: Biarritz for example is less than two hours' drive east.

Mike Bevens, Brittany Ferries Group Passenger Commercial Director comments: "Bilbao has forged a reputation as a destination in its own right in recent years, not least due to the iconic Guggenheim Museum and Norman Foster-designed metro system."

He continued: "As the numbers of air travellers from the UK to Spain have declined, we've witnessed a surge in demand for direct UK Spain crossings. Our customers welcome being able to relax on a comfortable and spacious cruise-ferry and the freedom that having their own car brings. They are also increasingly falling for the charms of northern Spain and the Costa Verde, a refreshing and unspoilt part of the Iberian Peninsula. It's a peaceful, unspoilt region of Spain which offers impressive cities, beautiful beaches, breathtaking scenery and some of the very best cuisine in Europe."

Martin Putman, Port Manager at Portsmouth International Port said "We are delighted that there is now even more choice for passengers heading to Spain this year. We know that people love the convenience of starting their journey in Portsmouth. The new Brittany Ferries route combined with the Port's brand new terminal and passenger facilities should ensure a great start to any holiday."

**Cap Finistère** joined the Brittany Ferries fleet in 2010 and will operate the new route at speeds of up to 28 knots (32mph). The vessel has been extensively modified and refurbished in readiness for this new service. Additions include a large kids' playground, a cinema and café and, for passengers travelling with their dogs, a dedicated walking area and 10 new pet-friendly cabins (giving a total of 14).

For more information visit [www.brittanyferries.com/spain](http://www.brittanyferries.com/spain)

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The **MAERSK EDMONTON** seen arriving in Felixstowe on her Maiden call

Photo : Andrew Wright – [www.aswimages.co.uk](http://www.aswimages.co.uk) ©

## Eagle Bulk Shipping, Korea Lines reach agreement

Eagle Bulk Shipping Inc. Thursday said it has reached a comprehensive agreement with the Receivers of Korea Line Corp. regarding twelve time-chartered vessels impacted by Korea Line's decision to file for protective receivership earlier this year, rttnews reports. Under the agreement, charter rates on ten vessels have been adjusted to \$17 thousand per vessel per day. Additionally, through December 31, 2015, Eagle Bulk will receive all profits between \$17 thousand and \$21 thousand per vessel per day. Any additional profits above \$21 thousand will be split equally between the two companies. After December 31, 2015, all profits above \$17 thousand per vessel per day will be split equally until the conclusion of the charters which expire at the earliest on December 31, 2018. **Source : PortNews**

## Boluda open a regular line between Sevilla and the Canary Islands



Photo : Reinier Kadijk ©

The boat **Reyes B** will do the line every Tuesdays connecting the Capital of Andalusia with Santa Cruz of Tenerife on Thursdays and Las Palmas on Fridays. This craft makes possible the road and containerized transport of merchandises with a capacity of charges of 1800 linear metres. Boluda Corporación Marítima has started a new line of transport with the canary Islands through its division Boluda Lines dedicated to the transport of merchandises. The boat Reyes B will be in charge of doing the route Sevilla, Santa Cruz of Tenerife, Las Palmas, every Tuesday. Due to that Boluda Lines consolidates its service that it has kept historically with Seville.

The **Reyes B** is a Ropax boat with a length of 150 metres. Its beam arrives to the 23, 9 metres and the height to the 13 metres and the lineal charge to the 1800 metres.



Boluda Lines has actually 5 lines of transport of merchandises and will be joined by this new one. Beside, thanks to its connexions with the west part of Africa through the port Hub of Las Palmas, the merchandises transported from Seville will get access to the African market of Agadir (Morocco), Dakar (Senegal), Nouakchott and Nouadhibou (Mauritania)

Source : Matt Davies

## **Historic Mersey Tug/tender set to Steam Again**

**£200,000 fundraising appeal launched**

Saved dramatically within hours of going under the cutters torch in 2004 by a small group of enthusiasts, the steam tug '[Daniel Adamson](#)' which plied the waters of the Mersey and the Manchester Ship Canal for almost 80 years from 1903 to 1984, is set to steam again.

Withdrawn from service in 1984, the vessel was in a serious state of neglect until a small group of volunteers stepped up to save her and had her moved to Liverpool Docks and formed the [Daniel Adamson Preservation Society \('DAPS'\)](#)

Expanding to a group of over 450 members from all walks of life and after spending 70,000 hours in 7 years of backbreaking work to save her, the volunteers are now on the verge of returning this unique, Mersey built steam tug/tender back to working life.

### **Charitable trust in £2.6 million lottery bid**

Dan Cross, 'DAPS' Chairman, said 'We have had great support from charitable foundations, local authorities, Port owners and Utility companies to save the vessel and provide a secure berth but now we really do need that 'shipyard job' and we have to raise a serious amount of funding. We are launching this appeal, the 'Full Steam Ahead' campaign, to ask both the ordinary citizens and corporate bodies to help return this unique vessel back to a working life.' As part of our match funding we are aiming to raise £200,000 from membership, members of the public, corporate donations and from Charitable grant giving trusts and organisations. Financial support for the project has already been received from a number of charitable trusts to enable a significant amount of restoration work to go ahead but the next stage of the project requires the services of a Shipyard with the costs estimated at close to £3million. These costs centre around the boiler and hull repairs together with the need for modern systems such as a silenced, modern generator, toilet waste and bilge holding tanks along with Fresh Water tanks to meet current safety standards. DAPS will shortly be submitting a major funding application to the Heritage Lottery Fund (HLF).



### **Steam back on the Mersey and Ship Canal**

When completed the vessel will meet specifications laid down by the UK Maritime and Coastguard Agency (MCA) and the work has been planned to not alter the overall character of the vessel and indeed has been planned in close consultation with National Historic Ships in London. Once operational the vessel will be licensed to carry 100 passengers in the restored art deco style saloon that this proud vessel once boasted.

Working closely with local museums to develop a full range of educational programmes, when restored it is

planned to sail the tug on her home waters of the Mersey, Manchester Ship Canal and the River Weaver carrying passengers of all ages, including those making journeys of nostalgia, school children and community groups.

### TV's 'Antiques Roadshow' star Paul Atterbury support

The unique nature of the vessel and its status as major national restoration project is now supported by art-deco expert Paul Atterbury of 'Antiques Roadshow' renown who has visited the vessel several times between filming and has committed his support to the fund raising campaign, recently taking on the role of Patron of the Society. Paul was particularly impressed with the lavish art-deco saloon created in 1936 by craftsmen from John Brown Shipyard on the Clyde, builders of the first famous Cunard 'Queens', when the vessel was used as the Manchester Ship Canal Company's Directors inspection vessel. The saloons will be refurbished to the stylish and opulent standard.

### Funding the 'Living Memory'

Dan Cross said 'When in steam in the hey-day of shipping on the Mersey and the canals, the 'Daniel Adamson' was an impressive sight and we want to recreate that scene for everyone to enjoy, not just for those who may remember her.

'As well as appealing for donations, we are planning a number of events to raise funds including dinners, trips out with the Mersey Ferries and Llangollen Railway. All donations will be treated as donations towards the "Full Ahead" campaign and as such, will form part of the match funds. All money donated will be placed into our bank account and only used to match fund a potential grant from HLF. In effect the donations will be securely "ring fenced". Donations should be sent to George Robinson, Treasurer, Daniel Adamson Preservation Society, Southwood Cottage , 79 Southwood Road, Cottingham, HU16 5AJ with cheques made payable to 'Daniel Adamson Preservation Society'

- For Membership and general enquiries please contact John Broomby, Membership Secretary on: 0161-969-2903 or e-mail [membership@danieladamson.co.uk](mailto:membership@danieladamson.co.uk)

Membership enquiries can also be sent to him at: 28 Brookfield Drive, Timperley, Altrincham, Cheshire WA15 6QR

- If you wish to contact the Daniel Adamson Preservation Society, the website is [www.danieladamson.co.uk](http://www.danieladamson.co.uk) or you can e-mail Dan on [chairman@danieladamson.co.uk](mailto:chairman@danieladamson.co.uk)

- DAPS recently passed the initial stage towards getting a grant from the Heritage Lottery Fund, and is now developing its grant application for the final second stage with the assistance of HLF's mentoring scheme. If successful, the HLF grant will cover much of the tug tender's restoration, including vital boiler refurbishment, plus educational outreach programmes. The HLF previously awarded two project planning grants in 2006 and 2008.



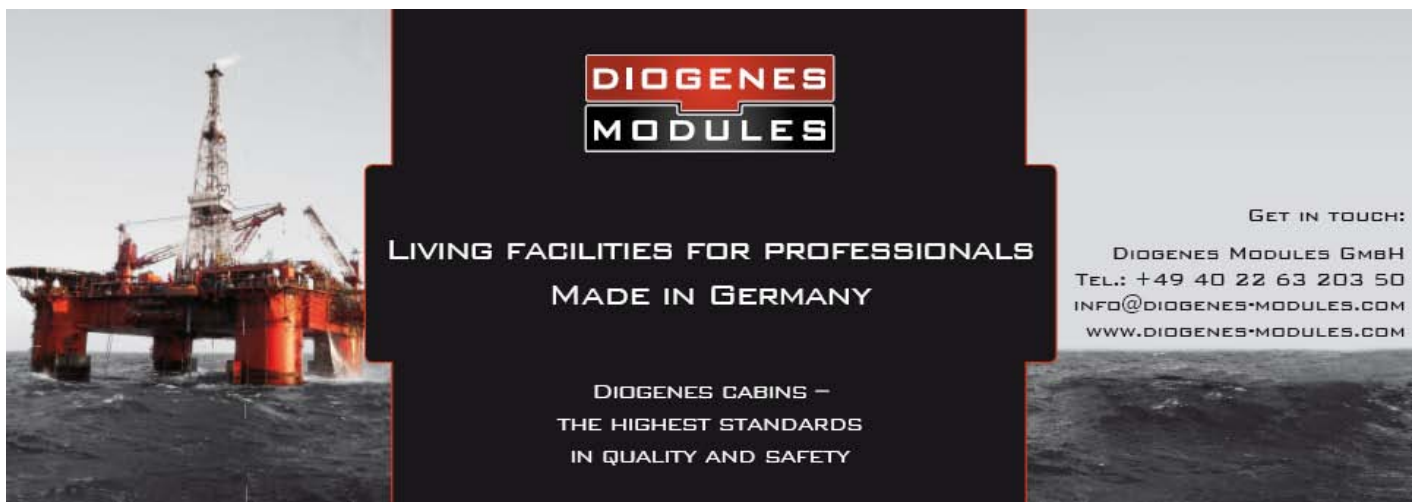
The **MAERSK ALEXANDRA** seen arriving in Rotterdam – Photo : Dave van Spronsen ©

## New ferry for Sælvig - Hou takes shape

The new ferry on the Sælvig-Hou crossing, which will replace the current ferry, Kanhave, is as newbuilding 1295 taking shape at the German shipyard JJ Sietas in Hamburg. The new ferry will be named the **M / F Samsø**. Samsø Linien reports that have previously had ferries with the same name on the crossing, and that they think the name fits well with the current tradition of names.

Samsø Linien, which previously stood for the ferry services provided to island, will be the formal owner of the ferry. The ferry will then be operated by SamsøFærgeren on a long-term charter according to its contract with Samsø Municipality on expansion of services to Hou-Sælvig crossing.

Samsø Linien owned by Samsø Foundation, will continue its shipping activities. Revenues from this activity will continue to flow to the island-Foundation for purpose of the fund. When the first of the new ferries deployed on the island route, will Kanhave be transferred to Bøjden-Fynshav-crossing. **M / F Samsø** expected to be operational in the last quarter of 2011. **Source. SamsøFærgeren**



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The **BOSTON** (ex Maersk Boston) which is operated by MSC seen enroute Antwerp – **Photo : Jaap Janse ©**

## CMA CGM upgrades service; India to gain



CMA CGM, France's number one and the world's number three container line, has launched an upgraded EPIC service between North Europe and India/Pakistan/West Asia, according to a company statement. The new port rotation will be Southampton-Rotterdam-Hamburg-Antwerp-Le Havre, Port Said- Khor Fakkan- Jebel Ali- Port Qasim- Nhava Sheva-Mundra-Jeddah-Port Said, Malta-Tangiers and Southampton.

The new features of the upgraded service, as the statement points out, include a new westbound call at Port Said from March 30 to improve transit time to the Eastern Mediterranean ports, replacement of Salalah by Khor Fakkan with tie-up with Mascareignes lines serving the Indian Ocean and deployment of eight vessels of 5700 TEUs each.

The French line thus offers its customers in the Indian sub-continent multiple choices through calls at major transshipment hubs such as Tangiers for West Africa and Latin America, Malta for Western Mediterranean, Khor Fakkan for Indian Ocean and Port Said for Adriatic Sea, Black Sea, West Asia, Turkey and Greece, the statement says. "This new configuration meets the growing demand of our customers in India and Pakistan, exporting agricultural, textiles and chemical products as well refrigerated cargo to markets in West Asia, Black Sea, Turkey and Greece", Mr Christophe de la Ferriere, Senior Manager, Indian Sub-continent/Europe Lines, CMA CGM, has been quoted as saying.

Source: The Hindu Business Line



Another former Maersk liner is the **MSC PILAR** (ex Magelby Maersk) seen enroute Antwerp

Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)

## Indonesia to build eight LNG receiving terminals

Indonesia's state oil firm Pertamina and state power firm PLN announced Thursday that they plan to build eight mini LNG receiving terminals in eastern Indonesia, Seatrade-asia reports. The terminals will have a total capacity of 1.4m tonnes a year. "I expect the projects will secure gas supply for PLN's operations in eastern Indonesia and will be part of a more integrated gas business for PLN's interests," said Karen Agustiawan, Pertamina's chief executive. The two companies will carry out pre-feasibility studies for the projects and the first phase of building for four terminals may start by the end of 2012. All the eight terminals are expected to come onstream by 2015. Indonesia is the world's third largest exporter of LNG, after Qatar and Malaysia. Source : PortNews

## Black Sea route for ex-Stena ropax

The 2450 lane mtr, 220 driver capacity **SEA PARTNER**, formerly the **STENA PARTNER**, has started a new twice weekly route from Ilychevsk (Ukraine) to Istanbul (Tekirdag) for Sea Lines. The 29hr route has priority passing through the Bosphorus because the **SEA PARTNER** has a passenger certificate. Source: ShipPax

## OLDIE – FROM THE SHOEBOX



Postcard of SVEA's 1905 built **FREJA** seen passing the Noordzeekanaal enroute Amsterdam

Photo : Coll Kees van Huisstede ©

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



The **PACIFIC FINDER** seen moored in Singapore, The **Pacific Finder** is a purpose-built versatile vessel with from 1 to 4 Sentinel streamer capacity (24km). She is having a draft of 4.5 m only and is having a redundant and powerful propulsion (5,5 Mw), and so will be ideally suited for shallow-water surveys, as well as being an excellent platform for R&D – **Photo : Hans Bosch ©**

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