



Number 089 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 30-03-2011**

News reports received from readers and Internet News articles copied from various news sites.

| | | |
|--|--------------------------------|---|
| stevedoring & warehousing | |  |
| SHORECRANES UP TO 208 M / TONS | | |
| rhb | E-MAIL office@rhb.nl | INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS |
| | WEB www.rhb.nl | |
| TELEPHONE +31(0)10 429 94 33 | | |
| Rotterdam Portnumber 2157 | | |



**Last week I had the opportunity to visit the brand new PACIFIC CHAMPION , now I had the opportunity to visit another Champion , this time the brand new POSH CHAMPION above seen anchored at the Jurong Anchorage in Singapore
See the special report below of this 194 ton bp AHTS.**

Photo : Piet Sinke (c)

POSH-SEMCO LATEST : POSH CHAMPION



The **POSH CHAMPION** is not the strongest unit of the **POSH Semco** fleet which is at present the **POSH CONSTANT** which reached with her 16.000 BHP 211 ton BP , but is the latest new addition and largest vessel with the POSH SEMCO fleet, the **POSH CHAMPION** reached during tests 194 ton, onboard I met de master **Capt. Juan V. Esquer Lugo** which was very proud of his new vessel which was launched in August 2010 at the **USC Keihin Shipyard** in Yokohama (Japan).

The large AHTS is having a length of 75.27 mtr and a beam of 18.00 mtr, she looks impressive when approaching the 3161 GRT vessel, after a cup of coffee with the master at the impressive wheelhouse I got a



tour by the 3rd mate who showed me the vessel, the entrance from the accommodation was direct into the Engine control room which is very convenience for the crew



The panels in the ECR are the standard practical Japanese lay out and colour green as can be seen at the photo right , looking outside the windows is showing 2 mighty **Wartsila 12V32** main engines of 8.000 BP each which are driving each 1 CPP in fixed nozzle, it was noted that both main engines are located / installed quite forward in the vessel (¼ from the bow) which is showing long propeller shafts in the vessel



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 089

Below is seen one of the Wartsila 12V32 main engines and on the right are seen the 2 Caterpillar 500 kW diesel generator sets



Beside the 2 generators both main engines are driving a shaft generator of 2240 kW each (as seen right) which are delivering the power to drive the auxiliary system like the large



Rolls Royce - Bratvaag SL350V/BSL 350W double drum reversed waterfall winch which is having a line pull of 350 tons at the first layer with a speed of 16.3 m/m, the towing winch and AH drum are having a capacity of 2.500 mtr 77 mm wire !!



At present onboard are installed 1 tow wire of 1500 mtr with a diameter of 77 mm as well 1 AH wire at the 2nd drum with a length of 1500 mtr / 77 mm. On SB side is a **TRIPLEX travelling crane** installed, this crane travels over the SB side wall, this crane is having a SWL of 4.5 ton @ 13 mtr radius, on Portside a **TTS fixed crane** is installed with SWL 5.0 ton@14 mtr radius (see photo below) further more a storage reel can be seen on PS loaded with a 1500 mtr / 77 mm spare tow wire.





Onboard 951 m3 fuel can be loaded to feed the engines which are burning when running a max speed of 16 knots approx 55 tonnes / 24hrs, whilst towing 75% power = 165 ton BP the consumption is 40 tonnes / 24 hrs , further more 4 bulk tanks (with total capacity of 250 m3) are installed in line under the workdeck (working pressure 5.6 bar)



The **POSH CHAMPION** is a beautiful / practical AHTS which will be followed by her sister named **POSH COMMANDER** which is under construction at present at the same yard in Yokohama (Japan) at present, herewith I would like to thank POSH-Semco for the opportunity to visit the vessel and wish **Capt Juan** and his crew many safe jobs, onboard a vessel to be proud of !!

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

EVENTS, INCIDENTS & OPERATIONS

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>



Motion Monitoring Services

www.sirimarine.nl



Salvage Operations



Weather Dependent Lashing



Heavy Transport/ Heavy Lift

Reddingbootbemanning bezoekt hotel in overlevingspak

Palace Hotel en KNRM starten intensieve samenwerking



Photo : Rob Stokman ©

Op maandagavond 28 maart bracht de bemanning van de Noordwijkse reddingboot **Paul Johannes** een bezoek aan het **Palace Hotel** in Noordwijk. Opmerkelijk daarbij was dat de vrijwillige redders dat in vol ornaat deden, dus gekleed in overlevingspak en reddingvest. Het bezoek was ter ere van een aantal gezamenlijke acties, waarbij het **Palace Hotel** geld inzamelt voor het lokale reddingstation. Het officiële 'startschot' werd verricht door de heer Gerben van Duin, loco-burgemeester van Noordwijk. "Het zijn stuk voor stuk prachtige initiatieven", stelt Steenvoorden. "En dus willen mijn mannen hun waardering overbrengen aan de mensen van het **Palace Hotel**. Dat we dat in pak doen,

vinden wij de normaalste zaak van de wereld. Bij belangrijke afspraken gaat iedereen toch in pak? Wij dus ook. Al zien onze pakken er ietwat anders uit..."

De „prachtige initiatieven waar Steenvoorden op doelt, zijn divers. Directeur Aaij van het Noordwijkse hotel: "We wilden het goed doen. Dus geen collectebus half onder de balie, maar uitpakken met het doel waar dit hotel al jaren een warm gevoel bij heeft". Dat uitpakken resulteerde naast een collectebus op de uitcheckbalie in KNRM-boeken op alle hotelkamers, een expositie van KNRM-foto's in het hotel en een actie waarbij het hotel van elke gast één euro donatie vraagt. "Die laatste actie moet naar verwachting meer dan 10.000 euro per jaar gaan opleveren", aldus Aaij.

De relatie tussen het Palace Hotel en de KNRM startte in 2005. In dat jaar initieerde het hotel het KNRM-gala, later omgedoopt tot Reddersgala. Dat benefietgala vindt inmiddels elders plaats, maar de banden tussen de KNRM en het Palace Hotel zijn altijd blijven bestaan. "We doen dan weliswaar geen gala meer, maar als wij later dit jaar ons tienjarig bestaan vieren, zullen we ook dat feest aangrijpen om wederom iets voor de KNRM te doen", aldus een enthousiaste Aaij.

De Koninklijke Nederlandse Redding Maatschappij werd in 1824 bij wijze van particulier initiatief opgericht. En nog altijd werkt de landelijke hulpverleningsorganisatie geheel zelfstandig, zonder subsidies van de overheid. De KNRM en haar 42 reddingstations zijn geheel afhankelijk van vrijwillige bijdragen, zoals die van het Palace Hotel. De KNRM komt jaarlijks bijna 2.000 keer in actie, waarbij ruim 3.000 mensen worden geholpen of gered. **Bron : KNRM**



The **BELUGA FANTASTIC** has been moved to Station Pier, the passenger pier in Melbourne and is still under arrest.

Photo : Andrew Mackinnon - www.aquamanships.com ©

Fight goes on to retain emergency tugs service

Highland councillors are continuing their fight to find a funding solution to retain emergency tugboat services in the north of Scotland. The tugs provided by the Maritime Coastguard Agency respond in an emergency to vessels in distress, taking them under tow to save lives and prevent major environmental incidents. They were introduced following a report by Lord Donaldson in the wake of the Braer incident, off Shetland, in 1993. The UK Government announced it would remove the tugs, which patrol the waters between Orkney, Shetland and the Western Isles, by September this year. Last night, the leader of Highland Council, Michael Foxley, announced he had written to UK Shipping Minister Mike Penning, suggesting ways of securing the future of the tugs, based at Stornoway and Lerwick. Councillor Foxley stressed there was a real risk that withdrawal of the service would result in a vessel in distress drifting ashore, due to the absence of a suitable vessel being able to tow her to safety.

"I fear the withdrawal could lead to loss of life and an environmental disaster for the fragile local coastal communities and their industries, based in the marine environment," he said. He added that the use of commercial tugs was not an option as they would be at least one to two days' sailing time away from any emergencies that occurred. In his letter,

the councillor suggested alternative and support funding could be found by increasing the salvage fee from 15% to 50% or increased funding from light dues via the General Lighthouse Authority, as well as discussing the possibility of funding from public bodies such as the Scottish Environment Protection Agency. Together with Councillor John Laing, chairman of the council's transport environmental and community services committee, he will be attending follow-up meetings with the Marine Coastguard Agency and seeking to arrange a meeting with the new Scottish Government to discuss how it could contribute towards retaining the service in the north of Scotland.

In October last year, two days after the UK Government announced its decision, the coastguard tug from Stornoway was called out to help free the nuclear-powered submarine **HMS Astute** which ran aground off Skye.

Source : pressandjournal.co.uk



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

OEM stockist for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



The **Alphonse Letzer** departing from Heerema's Marine Supply Base in Angola with cargo barge **Sainty-08**, assisted by the harbour tug **Lucala**. The **Alphonse Letzer** will sail to the **DCV Balder** which is installing the Block31 project for BP. Photo : **Reinder Buren** ©

Iran Navy saves commercial ships

The Iranian Navy's warshipThe Islamic Republic of Iran's Navy warship fleet has thwarted two separate attempts by pirates to seize two Iranian commercial ships in the Gulf of Aden. The **VALHLH** ship was attacked by three pirate boats in the Suez Canal, but was saved thanks to the timely measure taken by the Iranian Navy warships and continued on its way to Bandar Abbas without suffering any loss or delay.

In another incident pirates attacked an Iranian commercial ship, **Nabi**, with four speedboats but were forced to retreat because of the heavy fire of the Iranian Navy's special operation team. Nabi had departed Kharg Island for Port of Ain Sukhna (Sokhna) in Egypt. The Iranian Navy's 13th fleet of warships, comprised of **Tonb** and **Delvar** vessels, was deployed to the pirate-infested waters of the Gulf of Aden in 2011 in a bid to guard Iranian merchant containers and oil-tankers. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when

Somali raiders hijacked the Iranian-chartered cargo ship **MV Delight** off the coast of Yemen. The Gulf of Aden -- which links the Indian Ocean with the Suez Canal and the Mediterranean Sea -- is an important energy corridor, particularly because the Persian Gulf oil is shipped to the West through the Suez Canal. Source : Press TV

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij "Maritieme" Nederlanders uitnodigen voor de De Ruyter lunch, wat tevens een uitstekende plaats is om te netwerken. Bent U werkzaam in de maritieme wereld aanboord van een schip, op een werf of hoe dan ook "maritiem" en toevallig in SINGAPORE is dit de ideale kans om kennis te maken met andere Nederlanders uit de Maritieme industrie in het Verre Oosten.



Met dit keer als speciale gasten de deelnemers van het Boskalis-SMIT Leadership Development Program

De lunch is in de TRADEWINDS BAR van de Hollandse Club in Singapore op :

vrijdag 1 april 2011 (geen grap ☺)
tussen 12:00 en 14:00 uur

22 Camden Park
Singapore 299814
Tel : +65 6464 5225
www.hollandseclub.org.sg

DEZE LUNCH WORD GESPONSORD DOOR :
BOSKALIS

Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en natuurlijk heerlijke sate ☺ gemaakt moet worden



The **PRIDE OF BRAILA** seen passing the skyline of Rotterdam outward bound

Photo : Jeroen Leenderts - www.yoroen.com ©

BC Ferries Engineers Sound Alarm

Senior ships' officers aboard BC Ferries (BCF) are increasingly wary and frustrated about current high pressure management initiatives to exclude them from long-standing membership in the BC Ferry and Marine Workers Union.

More than 80% of senior ships' engineers are believed to have refused offers of excluded positions, with salaries and promises of bonuses well above their existing union pay scale. They say it isn't about money. They fear that losing the protection of collective representation will constrain highly trained, certified and experienced employees from voicing professional concerns about important matters, most notably: public safety and environmental issues.

Engineers' officers were excluded from the protections of the Labour Relations Code by the decision of a single arbitrator in September, 2010. They are asking the corporation to halt implementation of the unilateral exclusion process while an appeal is underway and currently before the Labor Relations Board. As well, they are once again calling on BCF executives to consult with them to discuss and resolve any problems that management identifies in relation to union membership.

As part of the LRB hearing on exclusions, the corporation submitted sworn statements which included generalizations regarding BCF Ship's officers – who ensure safety onboard - that were both negative, and misleading, engineers are saying. Senior ships' officers are utilizing The West Coast Ship Officers' Association (www.WCSOA.com) – a support forum formed in the 1990s – to share information.

Contrary to controversial BCF statements, ships' officers have a keen interest and key role in implementing and achieving safety, dependability, efficiency, and other BC Ferries goals and objectives. Like experienced technicians with similar positions on aircraft, oil rigs and power plants, BCF engineers work as supervisory employees far removed from office desks. Their responsibilities include reporting to governing bodies and regulatory authorities.

In January, 2011, engineers from the WCSOA requested a meeting with BCF president David Hahn. His response to their requests to sit down with them was resoundingly negative: "To be clear, I will not be partaking in any meeting with an organization that has no standing and our plan on exclusions is proceeding as planned." The world is awash in disasters resulting from risky cost-cutting measures, dangers of pollution, unsafe practices, hazards and myriad other problems which are most apparent to those whose job and skills are focused on monitoring these matters on the scene, on an hourly basis, in this case, below deck. Engineers want to retain this role. For more than five decades ships' officers in BC have earned widespread public trust and confidence, as well as an international reputation for excellence. They are now calling on the corporation, government, the LRB, and the public to continue to support a proud tradition of safety, dependability and service in a proven integrated ferry system

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



Japan factor rippling through the shipping markets

With the world watching the latest developments regarding the nuclear crisis in Japan and the devastating effects of the recent tragedy that struck the country in the local economy, the shipping sector has also been greatly affected. Every day that goes by things become even more clearer as to the repercussions the Japan crisis will bring to the shipping industry.

Last week ended with Capesize rates averaging \$ 10,718/day, an increase of \$1,349 (14.4%) from a week ago. Panamax rates are averaging \$16,693/day, a decrease of \$ 28 (0.76%). Supramax rates are averaging \$16,762/day, an increase of \$304(1.84%). Handysize rates are averaging \$11,704/day, an increase of \$393(3.47%). The BDI remained unchanged on Monday to 1,585 points, which is still up by 3.5% on a weekly basis, but 50% down from the same week of the previous year. In an analysis issued yesterday, shipbroker Golden Destiny said that as a result of the tsunami, many Japanese ports have been closed, causing disruptions in the cargo supply chain. Meantime, the earthquake in the north east Japan is expected to influence the volume of steel production. Reports of five closures at five steel mills in Chiba, Heihin, Muroran and Kimitsu will likely reduce ore imports. Some forecasts are suggesting that ore demand could decline by as much as 20-25m tones and 10 million tones of coking coal demand. On the other hand, it may spur steel exports from neighboring countries, China and South Korea, once the earthquake reconstructions start up.

"Furthermore, speculations surround the market that Japan could increase its thermal coal imports due to disruptions to Japan's nuclear plants. Roughly 20% to 25% of Japan's electricity is normally derived from thermal coal. Last news suggests that ten of Japan's nuclear reactors and at least five thermal coal power stations are offline expected to resume operation in two weeks. Approximately there are 55 nuclear reactors in Japan and roughly a third of Japan's electricity is normally derived from nuclear power. Currently, there is no any time frame for when Japan's nuclear reactors will come back online. The Fukushima Daichi nuclear power plants that will be closed for an indefinite period of time, is Japan's fourth largest nuclear power plant and has an installed capacity of approximately 4,100 megawatts. Furthermore, weather has turned colder in central and northern Japan and has put a greater strain on electricity supply. The shutdown brings memories of July 2007, when seven reactors in the northwest Japan were closed due to an earthquake and remained shutdown till 2009. Japanese thermal coal demand increased moderately during that time and is likely to increase again in the upcoming months" said the Piraeus-based broker. The tsunami has also wiped out the majority of coal stockpiles at coal fired power plants. Japan is the second largest coal importer in the world after China, importing an average of over 15 million tons of coal per month in 2010, which could drive increased demand for coal as the plants are restocked (a potential positive for the boost of the dry panamax market). While ports remain closed and the current impact on dry bulk commodities' demand is negative, it is expected that once ports reopen and the country begin its restructuring will result in increased chartering activity, since Japan is the world's second largest customer for dry bulk commodities after China. The increase in demand for thermal coal will be positive influence for large size vessels (panamaxes and capesizes), while demand for steel and forest products will stimulate the handy and supramax market.

Meanwhile the US Grains Council reported significant damage to large numbers of agricultural facilities and production areas suggesting that the country may need to increase corn and wheat imports. Japan is currently the largest buyer of US corn and the second largest purchaser of US wheat and rice. Apart from imports, the closure of steel mills may also impact the shipbuilding industry as South Korean shipbuilders import around 25% of their steel plates they used for ship construction from Japanese steelmakers, such as Sumitomo Metal Industries. Industry sources estimate that South Korea's top three shipbuilders, Hyundai, Samsung Heavy and Daewoo consume up to 600,000 tons of Japanese steel plates annually. "So far there has been a little impact from the quake in Japan, an official at Samsung Heavy Industries said. Japanese suppliers are shipping steel plates to us as usual and we have some stockpiles of steel plates as well." However, shipbuilder's earnings may deteriorate down the road due to potential tighter product supply and higher steel prices" said the report. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

NAVY NEWS



Above photo is made 18 March in Philadelphia, PA at Penn's Landing on the Delaware River., The US Coast Guard barque "**EAGLE**" (America's Tall Ship) was visiting the Port of Philadelphia that day. In the foreground, of course, is the standing rigging of the **EAGLE**. In the background is the famed American battleship "**USS NEW JERSEY**" (BB-62) which is moored permanently as a museum in Camden New Jersey.

Photo : Charles F. Burns ©

Russia's Pacific Fleet ships hold artillery drills in Sea of Japan

Russia's Pacific Fleet ships conducted artillery and surface-to-air test firing drills in the Peter the Great Bay in the Sea of Japan, northwestern Pacific Ocean, the fleet's press service told Itar-Tass on Monday. Taking part in the drills were the **ADMIRAL TRIBITS** and **ADMIRAL PANTELEYEV** destroyers, missile boats and amphibious assault ships.

They fired at land, air and sea targets. Crews also mastered skills on sabotage defence with the use of artillery and sea grenade launchers. In April the exercise of submarines and anti-missile ships will take place off the Primorsky Territory.

Bevoorrading op zee



Om haar taken voor de Kustwacht Caribisch Gebied non-stop te kunnen uitvoeren, werd het marineschip **Hr.Ms. Rotterdam** afgelopen vrijdag op zee van nieuwe voorraden voorzien. Dat gebeurde middels het zogeheten 'Bevoorraden Op Zee' (BOZ) principe en werd uitgevoerd door de imposante tanker **RFA Waveruler**. Dit Engelse bevoorradingschip van 197 meter lang kon al varende brandstof en andere zaken afleveren aan de Rotterdam. Vanuit de lucht gezien leverde dit fraaie beelden op. **Foto : Koninklijke Marine ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

SHIPYARD NEWS



TOS
Transport & Offshore Services

Global Ship Delivery & Crewing Solutions



www.tos.nl



Last week Thursday seen mv "[Frisian Summer](#)" of Messrs Boomsma Shipping alongside [Machinefabriek Olthof](#) in Capelle a/d IJssel for afloat inspection. [Photo : Edo Dolfin ©](#)

Norden cancels sales agreement of 6 Handysize vessels

In January Norden announced, that the Company had entered into a conditional agreement for the sale of up to 6 Handysize vessels, subject to the buyer's final approval before 30 March. The buyer has not been able to submit this final approval, and consequently, the sale will not take place. Norden will then operate the 6 vessels itself as they are being delivered from the yard.

The agreement comprised 6 newly built sister vessels of 32,700 dwt from a Chinese shipyard. The first 5 vessels will be delivered from the yard during 2011, and the last ship in 2012. 19 Handysize vessels will now be delivered to Norden's core fleet in 2011-2013: 16 owned newbuildings from Korean, Vietnamese and Japanese shipyards as well as 3 long-term chartered vessels mainly from Japanese shipyards. The cancelled agreement will not influence Norden's expectations for 2011. [Source : Portnews](#)

Sembcorp Marine's Jurong Shipyard closes \$427.6mn contract with Noble Corporation

JSPL will be building two more premium jack up rigs for the partnered company. Sembcorp Marine said, the schedule for delivery is on Q3 of 2013 and 1Q of 2014 respectively, these two new turnkey units will be built based on the same design and specification as two earlier Friede & Goldman JU3000N units ordered by Noble. These rigs will be suitable for operations in challenging environments and harsh conditions, including high temperature areas such as the Middle East and in the North Sea.

The [Friede & Goldman JU3000N](#) design is the result of the combined development efforts of Jurong Shipyard, Noble, Friede & Goldman in creating an enlarged hull that will offer more operational benefits, including ergonomic and efficient accommodation layout, increased deck space and strategic placement of equipment for enhanced efficiency and safety during operations. On completion, these new rigs will be capable of operating in waters of 400ft and drilling to depths of 30,000ft.

Mr. Don Lee, Senior General Manager, Jurong Shipyard's Offshore Division said, "we are delighted that Noble has chosen to exercise two of the four rig options at this opportune time as demand for efficient and high-specification premium rigs is expected to continue. We are honoured that Noble has once again selected Jurong Shipyard as the preferred partner in their fleet expansion strategy to be one of the largest operators of modern, high-specification jackup drilling rigs".



Several rigs seen under construction / fitting out in Singapore – Jurong – Photo : Piet Sinke ©

Chairman, President and Chief Executive Officer of Noble Corporation, Mr. David W. Williams said, "with the addition of two more premium high-specification rigs, Noble continues with its strategies of focusing on adding equipment with the latest technology, equipment and capabilities. We look forward to the on-time and on-budget delivery of all four units under construction at Jurong". The contract is not expected to have any material impact on the consolidated net tangible assets per share and earnings per share of Sembcorp Marine for the year ending December 31, 2011.

Source : PortNews

Graig China wins major newbuilding contract

Shanghai-based Graig China, part of the UK's Graig group, has won a ten-ship order to supervise newbuildings for Chinese leasing company Minsheng Financial Leasing Co Ltd. The supervision contract brings to twenty-three the number of Chinese-owned vessels building in Chinese shipyards under the supervision of Graig. The new contract is to supervise the construction of ten 76,000 dwt bulk carriers to be built at Jiangsu Rong Sheng Heavy Industries Co Ltd, with delivery of the final vessel scheduled for the first quarter of 2012. The ten are in addition to the eight vessels already under construction under Graig supervision for Minsheng at the same yard. Graig China is also supervising the construction of four 45,000 dwt bulkers for Shanghai Xiang An Electric Power Shipping Co being built at Chengxi Shipyard and the 79,600 dwt bulk-carrier King Peace, building at China's Wu Jai Zui Shipyard for Shanghai-based Zhong An Shipping. John Coffin, CEO, Graig China, said, "Chinese owners are now turning to Graig for its newbuilding expertise in China for the same reasons that numerous owners outside China have entrusted us with the supervision of over 120 newbuildings in the last fifteen years. It is our knowledge of Chinese shipyards and our ability to understand both the yard and the owners' needs that ensures vessels are built to owners' requirements. These big contracts for emerging Chinese shipping players are important, because they recognise our expertise here and our place in China as a local provider of global quality services and expertise." In addition to the twenty-three ships now under supervision for Chinese owners, Graig China is currently supervising around 50 vessels on behalf of ten international owners.

Source : PortNews

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management van o.a. Noordhoek Constructor, Noordhoek Pathfinder, Bremen Hunter en Ievoli Black. Monster aan op crewing@redwise.nl

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

Swire takes ST Marine's first delivery of seismic survey vessel



The **PACIFIC FINDER** seen anchored at Singapore Jurong anchorage - Photo : Piet Sinke (c)

ST Marine has delivered its first seismic survey vessel to Swire Pacific Offshore Operations, a wholly-owned subsidiary of Swire Pacific Limited. The S\$30m vessel, **PACIFIC FINDER**, was built according to the basic design and major equipment provided by Swire. The 68 metres by 17.4 metres vessel is equipped with two units of medium speed diesel engines of 2,880 kilowatts each. **PACIFIC FINDER** is to be deployed to carry out marine seismic survey in shallow waters for oil and gas clients in the Asia-Pacific region. Source : PortNews

Van Uden Maritime expands ro-ro service with ten new ports

From mid-April, the Rotterdam-based maritime transport company, **Van Uden Maritime**, will add ten new ports of call in the Red Sea, the Arabian Gulf and India, Heavy Lift reports. In collaboration with partner Hyundai Glovis from Seoul, Van Uden Maritime offers a direct fortnightly ro-ro service under the name of Van Uden Navigation from Bremerhaven, Hamburg, Le Havre and Southampton to the ports of Aqaba, Jeddah, Port Sultan Qaboos, Jebel Ali, Abu

Dhabi, Doha, Bahrain, Dammam, Kuwait and Chennai. Van Uden Maritime also operates a direct liner service Van Uden Ro-Ro from Immingham, Bremerhaven and Antwerp to the Mediterranean ports of Alexandria, Beirut, Latakia, Mersin, Misurata, Limassol and Piraeus. Both Van Uden Ro-Ro and Van Uden Navigation accept all types of rolling cargoes, including trucks, truck-trailer combinations, high and heavy cargoes, cars, vans and project cargo using MAFI trailers.

Source – PortNews

Singapore leaves Cape Town for Tristan da Cunha to assist with clean-up at Nightingale

The Svitzer tug **SINGAPORE** has been chartered and left Cape Town for Nightingale Island last Monday to assist with the clean-up operation. On board are a number of SANCCOB personnel (South African Foundation for the Conservation of Coastal Birds) along with equipment who will help with the cleaning up of and rehabilitation of thousands of oiled penguins and other sea birds. **SINGAPORE** is due at Tristan da Cunha on Saturday 2 April 2011.



The **SINGAPORE** seen in Cape Town prior departure – Photo : Glenn Kasner(c)

On the island of Tristan da Cunha a team is already hard at work with the clean-up operation as hundreds of birds are ferried across from Nightingale to the main island. The bulker **OLIVA** has meanwhile broken in two and a team from the tug **SMIT AMANDLA** is hard at work trying to prevent more oil from escaping. Source : ports.co.za

Mozambique invites India for investments

Mozambique's Prime Minister Aires Bonifacio Baptista Ali Monday invited Indian corporates to make "huge investments" in Africa and contribute to the diversification and economic resurgence of the continent. "Indian multinational companies, small and medium enterprises and individuals are already investing in Africa, and the results are encouraging. Indeed, we would like to reiterate our warm invitation to all Indian business people to make huge investments in Africa, and join our efforts geared to boost and diversify our economies, thus contributing to African development," Baptista Ali said in his special address to the India-Africa Conclave inaugural ceremony.

Mozambique is the partner country at the seventh CII-Exim Bank conclave on India Africa Project Partnership, which is being attended by several ministerial delegations from Africa. Togo's Prime Minister Gilbert Houngbo was also on the

dais, as his country was accorded the guest country status. The Mozambican prime minister noted that the conclave was taking place in a moment characterised by growing instability and upheavals in Middle East and increasing signs of economic and financial instability worldwide due to increase in oil and food prices. "This represents a challenge and an opportunity for our countries. We need to devise innovative approaches to promote peace, stability, democracy and well-being to our citizens and nations," he said. He suggested that India could tap opportunities arising from regional trade agreements in Africa, as well as preferential trade agreements signed with large western economies.

Ali said that Africa and India were important players in the global economy. While Africa was a resurgent economy with large strategic resources, India had the advantage of a vast market and an acknowledged record in innovative technologies. "Africa is strongly committed to promote private sector initiatives and south-south cooperation as key engines of economic growth in order to eradicate poverty and promote development in our countries," he said, adding that India is a "key partner in this process". Echoing these sentiments, India's Commerce Minister Anand Sharma asserted that "the partnership between India and Africa will be the defining one of the 21st century". He wanted to "reaffirm India's solidarity with Africa". Sharma delineated historical linkages, putting emphasis on joint experience of independence struggles and the role of Mahatma Gandhi.

"It was his commitment that India and Africa should work together," said Sharma. He spoke about how Indian pharmaceutical companies had been able to reduce the price of HIV anti-retroviral drugs from thousands of dollars to just \$400, even as they faced challenges, legal and otherwise, from global cartels. "India will not allow it to happen where life saving drugs are out of reach for poor people," he said. Sharma noted that the current trade volume between India and Africa is \$45 billion. "The target is to reach \$75 billion by 2015. I am sure, we will reach it before that," he added. Two lines of credit were signed at the end of the inaugural session - \$20 million for Mozambique and \$36 million for Tanzania.

Mozambique Prime Minister thanked India for rescuing 12 of its nationals from a hijacked ship by pirates. "Let me ... express our deep appreciation to the government of India for the actions undertaken by its maritime forces which culminated with the rescue to 12 Mozambicans (taken) hostage since last February," he said in his opening remarks at the CII-Exim Bank India-Africa conclave. "These actions demonstrate the commitment of the (Indian) government to cooperate with our government in preventing and combating piracy in the Indian Ocean," he said. The Indian Navy this month arrested 61 heavily armed pirates and rescued 13 sailors from captivity from [Vega 5](#), a Mozambique-flagged fishing vessel which was hijacked by pirates Dec 28 in the Arabian Sea. "In Mozambique and within the SADC (Southern African Development Region), we have established coordinated mechanism to strengthen the struggle against piracy. I believe India will continue to support our government and SADC in this field," Ali added. **Source :** [expressbuzz](#)



The Mussel Fishing Vessel **BRU-33 (Dolfijn)** underway to the fishing ground in the north of the Netherlands at the Waddenzee. - **Photo : Bram Bru (c)**

Maersk and Safmarine opening new feeder service

Maersk Line and Safmarine have joined forces to form a new dynamic Intra-Europe liner feeder company, which they currently refer to as NEWCO and which they say is intended to increase focus and agility and to grow market share.

The new company is currently recruiting staff for the new venture. Newco will operate as a stand-alone legal entity, reporting directly to the Maersk Line CEO. **Source :** ports.co.za



The **COLUMBA** seen arriving in Willemstad (Curacao)

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

Seadrill secures new jack-up contracts in Trinidad and Vietnam

Seadrill has been awarded two new contracts by BHP Billiton Petroleum for Offshore Vigilant in Trinidad and Offshore Resolute in Vietnam. The three well drilling assignment for Offshore Vigilant is expected to take 150 days, and the contract value is approximately US\$20 million. The two well assignment for Offshore Resolute is expected to take 90 days, and the contract value is approximately US\$11 million. Commencement of operations under the new contract for Offshore Vigilant is scheduled for the third quarter 2011, in direct continuation of existing contract and mid May 2011 for Offshore Resolute. The contract for Offshore Vigilant includes options for an additional four wells with anticipated duration of 200 days. Alf C Thorkildsen, Chief Executive Officer in Seadrill Management AS, says, "This is Seadrill's first assignment for BHP. We consider this as an excellent opportunity to develop a strong relationship with BHP, one of the world's largest natural resource companies. Representing a total contract value of US\$31 million, the two assignments improve the earnings visibility for our jack-ups in 2011 at market rates." **Source:** Seadrill

New VHF becomes available

Radio Holland, Sailor distributor for The Netherlands and several other countries, has announced the availability of the new Sailor 6248 VHF radio. The company says that the new VHF is a replacement for the popular Sailor RT-2048, of which more than 100,000 units have been sold since its introduction in 1987. The 6248 will expand the well-known features of the Sailor RT-2048. It is a non-GMDSS VHF, based upon the new Sailor 6222 VHF DSC Class A. New features will include the Sailor Replay function and the LAN option for ThraneLINK, a uniform communication protocol that connects all Sailor equipment in a network.

Radio Holland, part of the Imtech group, says that it will continue to support the RT-2048 for another six years, which means that spare parts will be available and repairs can be offered until April 2017. **Source : The Motorship**



The dredger **RIO** seen in IJmuiden – **Photo : Jan Plug (c)**

Live Movements

Kenyan livestock traders have once more resumed exports to Mauritius after the exercise was grounded last year when ship owners withdrew their vessels due to piracy in the Indian Ocean. Their fate, however, still hangs in the balance as they do not know when they will get the next consignment to the market. According to the director of Global Livestock Traders Limited Mohamed Mursal, an Australian- bound ship had agreed to take the animals to the market.

He said Kenya was losing out business to major competitors such as South Africa and Australia due to piracy though the country has the best animals, which find ready market in Mauritius. "Last year we were able to export 5,000 live animals to the only market for Kenyan animals and had already lost hope when all the shipping companies declined to sail to Mombasa because of insecurity," said Mr Mursal.

"Due to increased cases of piracy, it had also become very expensive for the companies to hire armed security to escort the ships," he said in an interview with the Nation.

He said they were not sure when they will get another ship to facilitate the transportation of animals but added that they were optimistic that the security situation in the Indian Ocean would improve. According to the Ministry of Livestock Development the Kenyan Coast had the best holding disease free grounds for animals, which could fetch more money if the export market was fully exploited. Coast provincial director of veterinary services Dr Nkari Gatumo said the animals being exported are in good condition despite the biting drought that had hit the country. **Source :**

ShipTalk

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

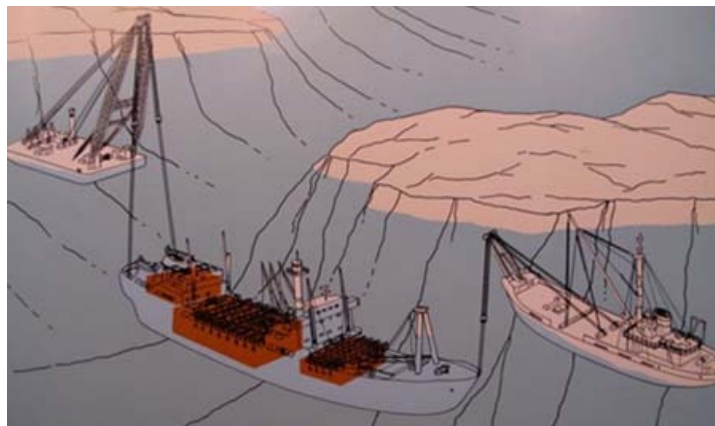
Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

OLDIE – FROM THE SHOEBOX



The photographs showing the Danish motorvessel "**MARTIN S**", which sunk near Sukkertoppen Greenland in 1966.



Smittak was awarded the salvage contract and in May 1967 the floating sheerlegs "**AREND**" and the salvage vessel "**BEVER**" were mobilised from Rotterdam. On the way to Sukkertoppen, the transport stopped at Oban (Scotland) to lift a Dutch motor trawler which had sunk in the harbour.

As regards the "**MARTIN S**", it was apparent that the lifting capacity of both "**AREND**" and "**BEVER**" would not be enough to tackle the job and therefore additional buoyancy was obtained through the use of polystyrene spheres pumped into the wreck. For this purpose Smittak obtained the assistance of the inventor of these spheres, Mr. Karl Kroyer of Arhus Denmark.



It took quite a bit of preparation works to install the lifting slings and pump some 2500 tons buoyancy of expanded polystyrene spheres into the wreck. After two and a half months of work, the vessel was successfully refloated, after which she was towed to a shipyard and delivered to her Owners. All work was done just before the real winter season, but nevertheless at a given moment salvors had to flee from the actual location, because of an iceberg, drifting dangerously towards their position. Fortunately the salvage crew managed to make a towage connection to the iceberg and they were able to nurse the lump of ice in a different direction. It was the second time in salvage history that expanded polystyrene spheres were used in a salvage operation. **Text : Hans Meeuwisse / Photo's Coll. Tom Juin**

.... PHOTO OF THE DAY



The **DISCOVERY** seen enroute the IJmuiden locks for transit to Shipdock – Photo : Ruud Coster ©

BOEKBESPREKING

Door : Frank NEYTS

“Het stond je zo schattig”

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Het stond je zo schattig. Cultuurgeschiedenis van het matrozenpakje**”, geschreven door Ignaz Matthey. Kinderkleding gebaseerd op de dracht van matrozen bestaat al meer dan twee eeuwen. Het matrozenpakje met de markante braniekraag (uit 1846) groeide internationaal uit tot de populairste kindermode ooit. Maar in de loop der tijden zijn er aan dit kledingstuk zeer uiteenlopende betekenissen toegekend.

In “**Het stond je zo schattig**” laat Ignaz Matthey zien welke factoren van invloed zijn geweest op het in en uit de mode raken van de matrozendracht. Politiek, ideeën over kinderen, erotiek, de uitvinding van de fotografie, het strandvermaak, warenhuizen en de confectie-industrie – je vindt het allemaal terug in de geschiedenis van deze kindermode.

“**Het stond je zo schattig**” (ISBN 978-90-5730-682-4) telt 125 pagina's, en werd als hardback uitgegeven. Het boek kost 29.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com