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**The MOL MAESTRO seen departing from Rotterdam-Amazone harbour**  
**Photo : Marijn van Hoorn ©**

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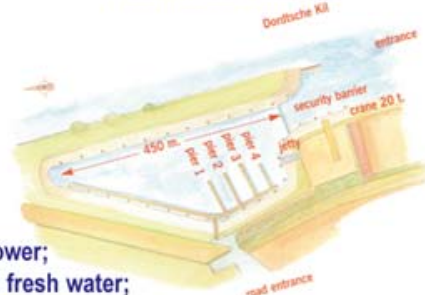
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The **THOR ENTERPRISE** seen as she passed 29-03-2011 Portsea on her way to Geelong.

Photo : Andrew Mackinnon - [www.aquamanships.com](http://www.aquamanships.com) ©

## FutureLand door 200.000 grens

FutureLand, het informatiecentrum over de aanleg van Maasvlakte 2, is op 29 maart de grens van 200.000 bezoekers gepasseerd. Rond het middaguur was het een groep passagiers van de FutureLand Express die ervoor zorgden dat de teller op 200.000 kwam te staan. Met een extra feestelijke rit over het nieuwe land van Maasvlakte 2 werd de groep in het zonnetje gezet. Informatiecentrum FutureLand is open voor publiek sinds 1 mei 2009. Koningin Beatrix was kort daarvoor de eerste bezoeker. Een van de gelukkigen in de FutureLand Express, een medewerker van de Binnenvaartkrant: "Wij zijn scheepvaarthousiasten en waar kun je dan beter naartoe op een jaarlijks uitje dan naar de haven van Rotterdam. Behalve dat daar het geld wordt verdiend, wordt er ook Maasvlakte 2 aangelegd. Dat is

prachtig om te zien en daar zit voor de binnenvaart een stuk toekomst in vanwege veel nieuwe lading. Ik vind echt dat iedereen dit met eigen ogen moet komen zien."

"We zijn bijna twee jaar open en de mensen weten ons duidelijk goed te vinden. Dat we nu alweer de 200.000ste bezoeker hebben ontvangen, is natuurlijk fantastisch," zegt Ronald Paul, directeur Projectorganisatie Maasvlakte 2 van het Havenbedrijf Rotterdam. "Kennelijk spreekt het werken aan nieuw land tot de verbeelding."

### **Zien, doen, ervaren**

FutureLand staat op de rand van de huidige Maasvlakte met prachtig uitzicht op Maasvlakte 2 in ontwikkeling. Zien, doen en ervaren is wat in FutureLand centraal staat. Op een oppervlakte van 1.800 vierkante meter kunnen jong en oud zich laten informeren over de uitbreiding van de Rotterdamse haven en alle aspecten die bij dit project komen kijken. Sinds vorig jaar kunnen bezoekers het nieuwste stukje Nederland van dichtbij bekijken door in te stappen in de FutureLand Express.

### **Zomerseizoen**

Nu het mooier weer wordt, maakt FutureLand zich op voor een druk zomerseizoen vol met activiteiten voor jong en oud. Zo is FutureLand elke maand één zaterdag open en kan in het hoogseizoen zelfs een avondbezoek aan het informatiecentrum worden gebracht. Daarnaast zijn er diverse themadagen en rijdt de FutureLand Express meerdere keren per dag.

Zaterdag 23 april krijgt het nieuwe strand van Maasvlakte 2 onder de titel '**Strand in Zicht**' speciale aandacht. In 2012 gaat naar verwachting het eerste deel van het strand op Maasvlakte 2 open. In 2013 komt vervolgens het hele strand beschikbaar voor strandgangers. Een voorproefje van wat straks allemaal weer kan, krijgen bezoekers tijdens de themadag.

FutureLand is open van dinsdag tot en met vrijdag van 10.00 tot 17.00 en op zondag van 11.00 tot 17.00. Het informatiecentrum is voor individuele bezoekers gratis toegankelijk. Voor de FutureLand Express (kosten €5,- p.p.) wordt reserveren sterk aangeraden. Kijk op [www.futureland.nl](http://www.futureland.nl) voor meer informatie en het actuele programma.

## **Container ships keep dominating new building orders**

New building orders for container ships have kept stealing the spotlight in the market during the past few weeks, as more and more companies are trying to prepare themselves for the expected rise of global container trade, especially from 2013 onwards. Hot on the heels of Maersk's mega order for at least 10 Triple-Es, i.e. the largest ship type currently available with a capacity of 18,000-TEUs each, OOCL confirmed an order of \$816 million with Samsung for six ships of near 14,000 TEUs each, the largest ships the company has ever operated.

According to the latest weekly report from Clarksons, "the demand from the operators for the very large ships seems to remain firm - as the fight for market share and maximising economies of scale continues. It will be interesting to see if this spate of ordering continues and very interesting to see if the large Japanese Liner companies also join the ordering frenzy being witnessed at the moment. There have been a total of 17 firm container ships over 10,000 TEU ordered so far this month and if all options are declared for these firm orders, this will rise to 40 ships!

With the liner companies seemingly focusing on the largest super post panamax ships, it will be interesting to see how the newbuilding market continues to develop for the smaller feeders and new generation of post-panamax 3-7,000 TEU Vessels. We believe that the trend will continue, of non historical container owners entering the sector and becoming tonnage providers for the lines, servicing the very important inter-regional and feeding trade. One thing remains certain - with the giant ships on the long haul routes there will more than likely be a strong demand for shorter haul feeding off from the large container ports - and again this adds further strength to the broader container newbuilding story" said the world's leading shipbroking company.

In terms of reported business; In Dry, Samho Shipbuilding are reported to have won an order from Manta Denizcilik Nakliyat for a pair of 35,000dwt Handysize bulkers with deliveries due in 1Q 2012. In Containers, as already said, OOCL have signed 6 option 4 x 13,800 TEU Vessels at Samsung H.I. at a reported price of USD 136 Mill per vessel and deliveries from 2013 onwards.

In a separate analysis, Golden Destiny said that 12 new orders were reported in total during the course of the previous week. The exact figure of the invested capital remains unknown since 10 of the 12 orders (all of which in the container sector where reported at undisclosed prices). This week the only interest reported was in the container and special cargo sector. From the ordering activity, both sectors lately appear to be very attractive and with investment



opportunities. "The Greek presence has been noticed this week in 4 transactions reported in the secondhand and 4 in the newbuilding market. The preference in the secondhand market was towards bulkcarriers, while the total invested capital was region \$ 105,5 mil. In the newbuilding market the Greek presence was noticed only in the container panamax sector, however the invested capital remains undisclosed" mentioned the shipbroker.

It added that in the secondhand market, 25 vessels reported to have changed hands this week equalling a total amount of money invested around of US\$ 806,500,000, with four transactions reported on private terms. In terms of reported number of transactions, the S&P activity remained on the same level with last week, while is down by region 42% comparable with previous year's weekly S&P activity when 43 vessels induced buyers' interest. In terms of invested capital, the container sector appears to be the most overweight with around US\$ 360 mil invested in the sector, a 44.5% share of the total invested capital in the S&P secondhand market. "In the demolition market, 22 vessels reported to have been headed to the scrap yards of total deadweight 669,300 tons, with the most of activity being concentrated on the dry sector. In terms of reported number of transactions, the Demolition activity has been marked with a 46.5 % positive w-o-w change, while in terms of deadweight the weekly change was almost at 100% (91.5%), which means that bigger vessels headed the scrapyards. In terms of scrap rates, the highest scrap rate has been achieved this week by Bangladesh for a general cargo vessel that seems to obtained \$ 525/ldt, however an old sale and also we remain cautious since the situation in Bangladesh we understand hasn't yet been stabilised" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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The **SUNTIS** seen enroute Amsterdam – **Photo : M. Blomvliet ©**

## Menace of piracy: Shippers to create 'safe house' for crew

Shipping companies have started a unique exercise to provide safe harbour to its crew to fight the pirate menace on the high seas. Firms that have operations in corridors where pirates are active have designated a room in each of their ships as 'safe house' where crew members can lock themselves in case of an attack. The new facility is equipped with latest communication system and can withstand armed attacks for at least 24 hours. During this time, the crew can facilitate a counter attack on pirates by contacting the navy.

The formation of safe house in ships has been forced upon on sea liners in wake of increased pirate activity, especially on the stretch of the Indian ocean closer to the North African shores. Being a busy commercial route, the pirate activity has forced several companies to take a longer route at additional cost. For India also the experience has not been good. Pirates that have taken more than 140 Indian seafarers hostage since year 2008. "Usually, engine room is considered as safe house. This has been strategically planned by the industry because once the crew takes control of the engine room, pirates cannot board the ship easily. (Being at the bottom of the ship, engine room is the first entry point for pirates). Just in case if they manage to get on-board by climbing etc, they cannot move the ship," Indian National Shipowners' Association (INSA) chief executive officer Anil Devli told FE. INSA is an association of 36 companies that account for 90% of Indian tonnage. The industry has implemented the concept in ships that are used on the corridors where pirates are active. For example, ships plying on Somalia corridor have a designated safe house, where sufficient food is stored and civil amenities like toilets are constructed. The solution has been evolved as the government has been found wanting on the fight against piracy on the policy front. Since 2008, 70 ships with Indian crew and 145 Indian seafarers have been hijacked by pirates. Indian navy and coast guard apprehended 75 pirates. This month, Indian security forces rescued 29 people from Somali pirates. The issue of piracy was also discussed on Monday at a meeting between external affairs minister SM Krishna and Somalian deputy prime minister Abdiweli Ali. During the meeting, Krishna asked for Somalia's help in freeing 53 Indian hostages from pirates in that country. The government is also preparing a policy to fight the menace of pirates. **Source: Financial Express**



**Asian Lift** have recently concluded an offshore lifting operation in collaboration with Timas Indonesia for HESS (Indonesia Pangkah Ltd). The entire complex above water was installed by the **Asian Hercules II** in 2 phases. The lifts saw the installation of the WHP-B (1825mt)- 1 Phase followed by Phase II with the installation of the CPP Deck (2173 mt), CPP CM (1800 mt), AUP Module (2069 mt), AUP-LQ (655 mt), 2 x Bridges of 105 mt & 151 mt and 1 x flare 58 mt. The WHP- B is already producing with ongoing drilling activities. **Photo's : Eric Ang – Asian Lift ©**



## Exceptional take off

**Tu-154 aircraft** with emergency landing into the Komi-forest last September took off again from a snowy and far too short runway on Friday. See the unique video at :

[http://www.youtube.com/watch?v=9-fgoH3TBzw&feature=player\\_embedded](http://www.youtube.com/watch?v=9-fgoH3TBzw&feature=player_embedded)

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The tug **CAPTAIN MICHALIS** departed with the **S-DCI Dredge - BH 1** from Cape Town  
Photo : Aad Noorland ©

## Pirates hijack AMPTC tanker

The 105,846 dwt Arab Maritime Petroleum Transport Company tanker **Zirku** was hijacked by Somali pirates March 28<sup>th</sup>. EU Navfor says the ship was pirated at approximately 0900 GMT, approximately 250 nautical miles southeast of Salalah in the eastern part of the Gulf of Aden

The UAE flagged and Kuwaiti owned vessel was on its way to Singapore from Bashayer (Sudan) when it was attacked. The vessel was attacked by two pirate skiffs firing RPGs and small arms. The **MV ZIRKU** has a crew of 29 (one Croatian, one Iraqi, one Filipino, one Indian, three Jordanians, three Egyptians, two Ukrainians and 17 Pakistanis). There is no further information about the crew at present.

The **MV ZIRKU** was registered with MSC(HOA), and was reporting to UKMTO. EU Navfor is continuing to monitor the situation.



M/tug **HUNTER A** towing the Split Hopper Barge **Split 4** with a length of 62.35 meters, seen here off Malta  
Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

The tug **HUNTER A** departed Bahrain on January 21st and headed for Ajman (UAE) for repairs, voyage preparation as well as to pick up her tow (the split hopper barge "**Split 4**" destined for Tangiers/ Maroc. Tug & tow departed Ajman on February 7th and safely passed through the Gulf of Aden arriving at Suez some 3 weeks later. Once the Suez Canal was cleared vessel continued passage and safely handed over the tow at the (revised) destination port of Gibraltar. Presently **Hunter A** is continuing free running passage to final destination port Svendborg (Denmark).

Where she is expected to arrive the 4th of April.

**Redwise Maritime Services** is providing crew and management services icw above mention transport.

## CASUALTY REPORTING



## Tanker Ship Blows Up on the Ems

The inferno took all night to get under control after a barge being loaded with premium gasoline exploded on a canal in northwestern Germany. No one was seriously injured in the incident, but the cause of the blast remains unclear.



Firefighters battled an inferno on a German canal after a the tanker **Alpsray** (built 1954) caught fire while being loaded with highly-flammable fuel. A police spokesman in the town of Lingen an der Ems, in the northwestern state of Lower Saxony, confirmed a series of massive explosions rocked the ship near an oil refinery on the Dortmund-Ems canal where the ship was being loaded late on Monday evening. A significant amount of fuel leaked out, with firefighters spending hours trying to tackle the blaze. Eventually, they brought the flames under control, preventing them from spreading to fully-loaded tankers nearby. All five crew members on the ship escaped the inferno, according to police, although one of the men suffered minor injuries.



The ship, which had around 900,000 liters (238,000 gallons) of premium gasoline on board, eventually sank next to the dock, with one section still sticking up out of the water. The gasoline also leaked onto the dock and caught fire, a police spokesman said.

The six firefighters were able to prevent the flames from spreading across the surface of water with the use of a special foam. But the mixture repeatedly reignited -- and there remains a risk of both fire and explosion, the police said. The firefighters will try to absorb the fuel over the course of the day.

Traffic on the Dortmund-Ems canal was stopped following the incident, while roads in the immediate vicinity of the refinery were closed during the night as a precaution. Nearby residents have been asked by the police to keep doors and windows closed due to the soot, although no other harmful substances have been found in the air. The cause of the explosion is still being investigated. **Source : Der Spiegel**

## NAVY NEWS

### Northern Fleet cruiser to be handed

The Northern Fleet's missile cruiser **Admiral Ustinov** may reinforce Russia's Pacific Fleet in 2013 after repairs, a high-ranking official in the Russian Navy told RIA Novosti. According to the admiral, the cruiser may be transferred from Severomorsk to Vladivostok to reinforce the grouping of the Pacific Fleet's surface ships, adding that a final decision had not yet been made.

**Admiral Ustinov's** transfer to the East is due to the quick ageing of the Pacific Fleet's warships and the need for this kind of ships to support the combat stability of the grouping of the fleet's strategic and multipurpose nuclear submarines, RIA Novosti's source said.

The **Marshal Ustinov**, a Slava-class missile cruiser, was launched in 1982 and commissioned with the Russian Northern Fleet in 1986. The Russian navy has two other vessels of this class: The Black Sea Fleet's flagship **Moskva** and the Pacific Fleet's flagship **Varyag**. **Source : BarentsObserver**





The Indonesian Navy 120 ton BP salvage tug **924 KRI LEUSER** seen moored near the breakwater of Tanjung Priok (Jakarta), The Indonesian Navy (Indonesian: Tentara Nasional Indonesia Angkatan Laut, TNI-AL) is the territorial force responsible for the patrol of Indonesia's immense coastline. The Indonesian Navy has about 74,000 personnel and 136 ships including attack submarines. **Photo's : Willem Kappert ©**



The 1977 built **537 KRI TELUK MANADO** is one of the 12 former East German FROSH class LSM's which are serving with the Indonesian Navy she was built as the **Neubrandenburg (633)**, the 12 ships were purchased September 1992 and the LCM's were delivered in 1994

## Suthep defends purchase of old German U-boats

**They are 'necessary to guard our territory'**

Deputy Prime Minister Suthep Thaugsuban has defended the Royal Thai Navy's 7.7-billion-baht planned procurement of six second-hand submarines, insisting it is necessary for maritime territory protection. Mr Suthep, who is in charge of national security, said the navy needed the submarines to guard the country's maritime territory which has natural resources and investment potential. Some countries in the region have submarines and could pose a threat to the national interest, Mr Suthep said.

Thailand will be the fifth country in Southeast Asia to have submarines if the ambitious purchase proposal is successful, following Indonesia, Singapore, Malaysia and Vietnam. Defence Minister Prawit Wongsuwon has supported the Royal Thai Navy's submarine purchase plan.

He said it was necessary for the navy to buy the submarines to train navy staff and to defend the country, although, with limited funding, the navy will have to settle for second-hand submarines. A navy source had said previously Prime Minister Abhisit Vejjajiva approved the purchase of the six second-hand submarines from Germany for the first-ever missions to protect national interests in the Andaman Sea and the Gulf of Thailand.

The military operation, to be overseen by the navy's new submarine unit, will be carried out in conjunction with training exercises for naval officers who will for the first time be trained in submarine technology and underwater missions with Thai-owned submarines. The six submarines are of the U-206 class. They are powered by diesel engines and electric motors and are designed for coastal patrol operations.

The German navy has used the six submarines for more than 30 years and is going to decommission them. However, the source said they can still be used for another 10 years. A recent meeting between Mr Abhisit, Gen Prawit and navy commander-in-chief Adm Kamthorn Pumhiran was "satisfactory" as the premier supported the purchase, the source said. It is part of a long-term weapons acquisition scheme granted by the Abhisit government to the army, navy and air force. They are allowed to draft plans to buy weapons over a 10-year period at a total cost of more than 500 billion baht.

Meanwhile, Gen Prawit also joined army chief Prayuth Chan-ocha in taking delivery of three Russian Mi-17V5 helicopters worth 998 million baht at the 11th Infantry Regiment in Bang Khen yesterday. They and other senior military officers boarded the helicopters for a test flight for 20 minutes. After the flight, Gen Prawit said the helicopters had proved efficient and cost-effective.

Gen Prayuth has told the Army Aviation Centre to work on the details of a plan to buy three more Mi-17V5 helicopters from Russia, Army Aviation Centre director Phittaya Krachangwong said. Maj Gen Phittaya said the army needed six of the helicopters but Gen Prayuth suggested the newly acquired helicopters should first be used for six months to see how efficient they are before the army decides if it will buy another three of them.

Maj Gen Phittaya said the Russian-made helicopters may not be on a par with those made in the US, but they are efficient enough and have gained wide recognition. More than 20,000 of them are now in use in some 80 countries, he said. The idea of buying the Russian-made helicopters was initiated by former army chief and leader of the 2006 coup Sonthi Boonyaratkalin. The helicopters will be used for logistics and support purposes. **Source : Bangkok Post**



The **P 840 HOLLAND** commenced yard trials last Monday at the Westerscheldt River, as can be seen the mainmast with the radars and other sensors is not installed yet, instead a temporarily mast is installed for the navigation lights

**Photo : Hans Koster ©**



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## SHIPYARD NEWS



The 145 mtr long **ELBEBORG** was launched last week at the **Koninklijke Niestern Sander shipyard** in Delfzijl

Photo : Kees de Vries ©



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The **FLINTERMAR** seen in drydock at the TKTuzla dock (Turkey) - Photo : crew **Flintermar** ©

## Buquebus revealed as customer for LNG fueled Incat



Late last year, Australian shipbuilder Incat Tasmania Pty Ltd announced that it had signed a contract to build what will be the first high speed passenger RO/RO to use LNG fuel. Now Incat has revealed that the 99 m LNG-fueled ship was contracted by South American operator Buquebus. At the time that it placed the order, Buquebus kept its identity quiet for commercial reasons. However, it has now announced that it will operate the vessel on its River Plate service between Buenos Aires, Argentina and Montevideo in Uruguay.

Incat Chairman Robert Clifford says "Incat is excited about this project as it represents a significant step in the global move for natural gas powered ships to replace those operated with less environmentally friendly fuels." Buquebus is a repeat Incat customer. This ship - Incat hull 069 - will be the eighth ship that Incat has built for Buquebus and its



associated companies over a 20 year period. "It will be the largest catamaran they have operated and the fastest, environmentally cleanest, most efficient, high speed ferry in the world," says Mr. Clifford.

The yet to be named vessel is under construction at the Incat shipyard at Prince of Wales Bay at Hobart in Tasmania, Australia. Delivery is anticipated to be in the Southern hemisphere spring of 2012. Hull 069, with capacity for over 1000 passengers and 153 cars has a projected lightship speed of 53 knots, and an operating speed of 50 knots. Crossing the River Plate (Rio de la Plata) at high speed will allow the ferry service to compete with airline traffic between Uruguay and Argentina.

The passenger cabin will include tourist, business and first class seating, and over 1000 square metres of extensively fitted out duty free shop, the largest shopping area ever installed on a fast ferry. The vessel will be the first installation of LNG powered dual fuel engines in an Incat high speed ferry, and the first high speed craft built under the HSC code to be powered by gas turbines using LNG as the primary fuel and marine distillate for standby and ancillary use.

Source : MarineLog



Spotted at Yantai Raffles shipyard the « elevating support vessel » **REMEDIAL ESV GUARDIAN** which was original under construction for the 2006 founded **Remedial Offshore**, but due to bankruptcy of **Remedial** in February 2010 the platform is still in the yard and most probably for sale at present

Photo : Mark van der Stok ©

See also : [http://www.cimc-raffles.com/en/enterprise/raffles/company/construction/201009/t20100919\\_8144.shtml](http://www.cimc-raffles.com/en/enterprise/raffles/company/construction/201009/t20100919_8144.shtml)

## NASSCO shipyard announces layoffs

According to a company issued statement, General Dynamics NASSCO says it is being forced to lay off approximately 350 employees at its San Diego shipyard between late May and early June, as the result of the federal budget stalemate that is preventing the U.S. Navy from contracting for any new programs, delays within the Navy's ship repair

schedule, and a downturn in the commercial shipbuilding market. Currently, there are about 3,600 employees working at the shipyard.

"I regret the loss of any member of our skilled workforce," said Fred Harris, president of General Dynamics NASSCO. "We understand the disruptions that layoffs cause in personal lives and in our community. This is in no way a negative reflection on our workforce. However, a combination of events is limiting our business options and forcing us to reduce our current employee total."

"NASSCO is fortunate to have California's Senators and Representatives fully engaged in helping to solve this issue and to avert negative impacts on their constituents. They are working diligently on our behalf with both the Senate and House leadership to get the FY11 Defense Appropriations bill passed," Harris said. "We continue to work closely with the Navy and our elected officials to encourage a favorable resolution to the federal budget impasse, as it applies to NASSCO. Passage in early April of a federal budget that authorizes new defense spending will sustain progress on new programs, stabilize the Navy repair schedule, and reduce the number of layoffs." However, Harris cautioned that "such action will not eliminate all job losses at NASSCO given the current business environment. Unfortunately, a protracted delay in congressional action could result in much deeper job cuts – to as many as 1,500 – by the end of this year."

Located in San Diego, NASSCO is the only major ship construction yard on the West Coast of the United States. The San Diego shipyard has already delivered eleven T-AKE ships to the Navy and is currently building three additional T-AKE ships, including the **William McLean (T-AKE 12)**, **Medgar Evers (T-AKE 13)**, and the yet unnamed T-AKE 14, for a total class of 14 vessels. **Source : gCaptain**

## KEPPEL FELS DELIVERED ALPHA STAR



Semisubmersible drilling rig **Alpha Star** at Singapore's Western Roads and preparing for the tow to Brazil –

**Photo: © Albert Lenting / Siri Marine ©**



**Keppel FELS / Keppel O&M** delivered the newbuild deepwater semisubmersible drilling rig **Alpha Star** to its new owners Queiroz Galvão Óleo e Gás (QGOG) a couple of months ahead of schedule. The **Alpha Star** is a sister-rig of the **Gold Star**, which was delivered during 2009.

The **Alpha Star** is a type DSSTM 38 semisubmersible rig, jointly designed by Keppel O&M's Deepwater Technology Group and Marine Structures Consultants of The Netherlands. The **Alpha Star** is rated to drill to depths of 10,000 meters below mud line in just over 3,000 meters water depth. It is 103.5 meters in overall length, with a main deck



size of 69.5 meters by 69.5 meters. Its operational displacement is approximately 38,000 tons. The rig is now preparing for her tow from Singapore to Brazil; ETD is around 31st March 2011. The tow will be carried out by 2 powerful POSH tugs; the tow distance is approx. 9.400 miles; the tow route will bring the rig across the Indian Ocean, around the Cape of Good Hope and finally across the Southern Atlantic to Rio de Janeiro. **Siri Marine** provided **Motion Monitoring / Decision Support systems** plus consultancy & reporting services for QGOG during 2 previous tows (**Gold Star**: Singapore to Brazil and **Lone Star**: Dubai to Brazil) and is on board again during this transport.

## ROUTE, PORTS & SERVICES

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## Havenbedrijf Gent investeert 80 miljoen euro in haveninfrastructuur

Het Havenbedrijf Gent investeert in de komende 5 jaar verder in de haveninfrastructuur, goed voor een totaalbedrag van meer dan 80 miljoen euro. De uitbouw en de herwaardering van de dokken, de inrichting van bedrijventerreinen en natuur alsook wegenwerken liggen in het verschiep. Bovendien wordt er geïnvesteerd in onderhoud, een betere maritieme dienstverlening en het onthaal van bezoekers.

De uitgebreide investeringen voor de jaren 2011-2015, zowel op het water als op het land, liggen in het verlengde van het strategisch plan 2010-2020 van het Havenbedrijf. Duurzaam onderhoud en doordacht bouwen moeten ervoor zorgen dat de haven verder goed kan functioneren.

### Dokken

Aan het Kluizendok wordt de spooraanleg voltooid (2011-2012). Er worden ook nog secundaire wegen aangelegd op basis van de behoeften van nieuwe investeerders (2013-2015). Het dok is er op voorzien dat het aan het uiteinde nog verlengd kan worden. Of en hoe dit zal gebeuren, zal in 2011-2012 duidelijk worden gemaakt in een masterplan.

Aan het Noorddok wordt de bouw van collectoren voor de behandeling van het afval- en regenwater voltooid. De bestaande hellingen om auto's uit een schip te laten rijden, worden omgebouwd tot volwaardige kaaimuren (2011).

Aan het Sifferdok worden er collectoren gebouwd voor de behandeling van het afval- en regenwater (2011).

### Bedrijventerreinen

Het Havenbedrijf voorziet de inrichting van het bedrijventerrein Rieme-Noord (2011-2013). Dit in de omgeving van het Kluizendok gelegen terrein is in totaal 100 hectare groot. Het wordt gerealiseerd door het Havenbedrijf (70 hectare), het Vlaams Gewest (20 hectare) en de gemeente Evergem (10 hectare). Het Havenbedrijf gaat als eerste van start in de loop van de zomer van 2011. Dit bedrijventerrein wordt uitgerust voor distributie en logistiek. Het wordt in de toekomst ontsloten via een weg naar de R4-West en het kanaal Gent-Terneuzen en ligt volledig op het grondgebied van Evergem.

Het bedrijventerrein Moervaart-Zuid krijgt er een tweede ontsluiting bij met de R4 (2011-2012).

### Wegen

De Piratenstraat wordt door middel van een brug over de R4-Oost (John Kennedylaan) verlengd in de richting van de Langerbruggestraat (2012). Dit werk maakt deel uit van de omvorming van de R4. De Geeraard Van den Daelelaan en

de Langerbruggestraat worden heraangelegd en opgewaardeerd (2012-2013). De Farmanstraat, de parallelweg en de sporenbundel worden herschikt (2012-2014).

### Natuur

De koppelingsgebieden aan het Kluizendok en in Desteldonk worden ingericht. Daarnaast worden vanaf 2014 natuurgebieden ingericht als natuurcompensaties.

### Onderhoud

Het Havenbedrijf streeft naar een efficiënt gebruik en onderhoud van alle infrastructuur. Vooral in de periode 2011-2012 wordt er ingezet op het herstel en het onderhoud van kaaïen en wegen. De renovatiewerken aan het Sifferdok staan daarbij voorop. De kaaibevloeringen worden gerenoveerd en het dok wordt uitgerust met fenders (stootkussens), ladders en reddingstouwen.

Voorts is er voornamelijk aandacht voor de inspectie en het herstel van diverse damwanden over het volledige havengebied. Daarnaast worden er ingrijpende stabiliserings- en beschermingswerken aan de Moervaart uitgevoerd.

Om voldoende waterdiepte in de verschillende vaarzones te kunnen garanderen, wordt er jaar in jaar uit gebaggerd. Het Havenbedrijf staat immers in voor de veiligheid en het vlotte verkeer van de scheepvaart in de haven. Havenbedrijf Aan de Rigakaai wordt er gestart met de bouw van het nieuwe bezoekerscentrum (2011). Op de eerste verdieping kunnen tot 100 bezoekers worden ontvangen die van daaruit een groot(s) zicht op de haven hebben. Ook de afdeling Schipperij – die de vloot van het Havenbedrijf beheert – wordt er ondergebracht.

Het Havenbedrijf investeert in zijn eigen vloot met de aankoop van een multifunctioneel schip (2014). Dit zal worden ingezet voor onder meer het onderhoud van het wateroppervlak en een aantal veiligheidsfuncties.

Op het dak van het administratiegebouw van het Havenbedrijf – dat trouwens grotendeels een passiefkantoor is – worden zonnepanelen geplaatst (2011). Het Havenbedrijf financiert deze investeringen met eigen middelen en leningen.



Above seen the **JM Bayu** which is chartered to CPOC and work in the Joint Development Area at the Gulf of Thailand

**Photo : Richard Qualm ©**



## Update on the impact of Japan's crisis on OOCL services to and from Japan

Subsequent to the aftermath of the devastating earthquakes, tsunami and radioactive contamination due to the damage sustained by the nuclear power plant around the area of Fukushima, we would like to advise and update you as to the status of OOCL's services to and from Japan. OOCL services calling at the Ports of Tokyo, Yokohama and Nagoya

OOCL's vessels which are deployed in three services, KTX 1/2/3, providing connections with a number of Southeast Asian cities via Japan, continue to operate normally. Grand Alliance services (PAX and NWX), operated by our alliance partner Hapag-Lloyd, have seen disruption to calls at the Ports of Tokyo, Yokohama and Nagoya since March 16, 2011. On March 31, 2011, our Grand Alliance service to and from Nagoya will resume as normal. We continue to liaise with our alliance partners to make necessary arrangements for handling the disruption and to keep our customers informed of the ongoing services.

Booking acceptance for shipments to and from Japan continues except for the ports of Sendai, Hitachinaka and Kashima which were badly damaged by the tsunami on March 11, 2011. Potential impact on operations due to radiation

OOCL is closely monitoring the situation in Japan and radiation levels at the Ports of Tokyo, Yokohama and Nagoya. We will act upon government advice and recommendations from relevant authorities in reviewing needs to make changes to our operations, including our sailing schedules to and from Japan. OOCL has implemented precautionary measures onboard its vessels to ensure safety of its crew and cargoes, and we are also aware of the concerns about the potential radioactive contamination of goods loaded inside some containers. We continue to work with relevant authorities in Japan and various destination countries to meet any screening requirements. So far, there has been no case of radiation contamination detected on any container onboard OOCL vessels. Meanwhile, we believe that it is equally important that customers keep closely in touch with their suppliers to ensure that the sources of supply are clearly identified prior to booking. As of March 29, 2011, the radiation level at the three ports is safe and our operations at the ports remain normal. OOCL vessels will continue to call at the Ports of Tokyo, Yokohama and Nagoya which are over 50 miles (80 kilometers) away from Fukushima where the radiation contamination is reported.

Source: OOCL



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## INTERNATIONAL CHEMICAL AND OIL POLLUTION CONFERENCE & EXHIBITION (ICOPCE) 2011, 11-13 APRIL 2011, SINGAPORE

MPA is pleased to inform you that the [Maritime and Port Authority of Singapore \(MPA\)](#) is organising ICOPCE 2011 in Singapore from 11 - 13 April 2011, as part of [Singapore Maritime Week](#). ICOPCE is a biennial conference, targeted at oil companies, ship owners, petrochemical industry, specialist spill response agencies, and marine service providers. Driven by current developments, the steering committee has come up with a range of new topics, and put a focus on industry dialogue, panel discussions and case study analysis in the conference programme.

Key features of ICOPCE 2011 include:

- Environment Champions Roundtable featuring top industry leaders
- Case Study analysis on **Deepwater Horizon** : Alternative perspectives
- Working with International Policies and Local Laws, a focus on China, India and Australia
- Spotlight on Green Ship Technologies to better manage oil transportation risk
- Lessons and Learning's from the Offshore Oil sector
- Emerging Risk Areas – Contingency planning for Chemical incidents and LNG Shipping
- Contingency Planning and Management in International Waters
- Government-Industry Dialog : The "**Bunga Kelana**" Response

Recent developments across the world suggest that building a sustainable oil and chemical industry has never commanded higher priority. Be it strategic policy setting, or back to basics in HSE management, multiple areas are drawing industry's attention, and the 2 day programme will focus on all topical matters.

This is the only such conference in Asia that will address high level risk management issues. I urge you to support this MPA event by sending the relevant staff from your organisation to attend. For your information, MPA has appointed IBC Asia (S) Pte Ltd as the Conference Manager for ICOPCE 2011. Kindly send your registration directly via email [register@ibcasia.com.sg](mailto:register@ibcasia.com.sg) , phone (65) 6508 2401 or fax (65) 6508 2407.



The **FRASERBORG** completed yard trials and will be delivered soon to Wagenborg Shipping

Photo : Kees de Vries ©

## **UAE: Region better prepared for oil spill from tankers**

Regional oil-producing countries have improved preparatory measures to limit spills in the Arabian Gulf, one of the most important ecosystems and trade routes in the region, said the chairman of Offshore Arabia, an international energy and environment conservation exhibition which opened yesterday.

"Oil producers in the region have embraced change to protect the environment and water of the Arabian Gulf which is the source of 90 per cent of our water consumption and the only waterway for our trade," said Khamis Bu Amim, chairman of Offshore Arabia 2011 and chief executive officer of the Regional Clean Seas Organisation. He was delivering the opening address at the sixth edition of the event yesterday. Spills in the last 12 months were "small incidents" that are a "normal part of the operation", said Bu Amim.

Another measure to protect the Gulf from occupational hazards such as minor spills is the replacement of single-hull oil tankers by double-hulled ships which have been around since the late 1980s. All single-hulled tankers around the world will be phased out by 2026, in accordance with the International Convention for the Prevention of Pollution from Ships, (Marpol). The United Nations had decided to phase out single-hull oil tankers by 2010. A double-hull has two complete layers of watertight hull surface on the bottom and sides of the ship. One outer layer forms the normal hull of the ship, and a second inner hull forms a redundant barrier to sea water in case the outer hull is damaged and leaks.

The space between the two hulls, typically a few feet, can be used for storage of fuel or ballast water. "Oil companies in the Gulf have gone ahead and ordered double-hull vessels. They have been effective and provide more safety and no doubt protect our oceans better," Bu Amim said. It is unknown how many double-hull vessels travel through the Arabian Gulf and how many of these belong to regional companies. Oil and gas will continue to be the main source of energy for the next 30 to 40 years at least, said Bu Amim, calling for better emergency response and sustainable management of waterways. Over the next 48 hours experts in shipping and the environment are gathered at Dubai International Convention and Exhibition Centre to discuss sustainable oil transport. Speakers include Paul Hothus from the World Ocean Council based in the US, and Dr Fouad Abu Samra, regional coordinator, ecosystem management for the United Nations Environment Programme. **Source: Gulf News**



ITC's **TEMPEST** seen with the **Viking barge 1** loaded with parts of a decommissioned rig for dismantling at Swans. Stern first up the river with local tugs **Yarm Cross** and **Svitzer Lyndhurst**. **Photo : Kevin Blair ©**



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## Project envisages two new mega-ports in Panama

Panama Bulletin reports that the Panamanian government plans to issue an international tender for the construction and management of two new mega-ports. The two 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. The ports would be on the Pacific coast, 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 : Dredging News Online**

## **Abu Dhabi Ports announces Dhs193m cranes contract with Shanghai Zhenhua Heavy Industries**

Abu Dhabi Ports Company (ADPC) has announced that the Shanghai-based company ZPMC (Shanghai Zhenhua Heavy Industries Co. Ltd) has been awarded a Dhs193m contract for six Super Post Panamax Ship to Shore Container Cranes for Khalifa Port. The announcement comes as ADPC hosts the Abu Dhabi World Ports and Trade Summit at Abu Dhabi National Exhibitions Centre (ADNEC) this week. This brings the value of crane contracts awarded by ADPC for Khalifa Port since November 2010 to Dhs707m (\$192.64m). These include: Konecranes Finland - Dhs430m (\$116.98m); Terex - Dhs84m (\$22.9m); and ZPMC - Dhs193m (\$52.4m). The STS cranes that will be supplied by ZPMC are designed with a single hoist and a rated load of 110 tonnes that will support tandem lift (2 x 40') operations in the future. An outreach of 65 metres and a lifting height of 44 metres under the spreader will secure the capacity required to handle Ultra Large Container Ships. The terminal is designed to introduce fully automated transport on the quay at a later stage and for this reason the cranes are designed with a 38 metres back reach. The cranes will be delivered in two batches of three units each. The first will arrive in Q1 2012 and be fully operational by Q2 2012. The second batch will follow in three months time from the first one.

Today's announcement follows the announcement made by ADPC earlier this month for a contract for twenty Terex Noell SC624E Diesel-Electric Straddle Carriers (1 over 1, 9' 6") for Khalifa Port from the German Terex Port Equipment (Noell Mobile Systems) for Dhs84m (\$22.9m). The straddle carriers will be delivered to Khalifa port by mid 2012.

The new deepwater gateway port that ADPC is constructing at Khalifa Port, Taweelah, between Abu Dhabi and Dubai, lies adjacent to Kizad (Khalifa Industrial Zone Abu Dhabi), which is destined to become one of the largest industrial zones in the world. The first phases of both Khalifa Port and Kizad will be completed by Q4, 2012.

Khalifa Port features a multi-purpose port island located 4.5 kilometres offshore and covers an area of approximately 9.1 square kilometres, including onshore and offshore units, and linked causeways. In the initial stage, from Q4 2012, it will operate to a capacity of two million TEUs and twelve million tonnes of general cargo, including the anticipated four million tons of raw material cargo a year delivered to the dedicated EMAL (Emirates Aluminium) berth at the port. By 2030, Khalifa Port is expandable to handle 15 million TEUs and 35 million tonnes of general cargo a year.

In December, 2010, ADPC awarded an Dhs430m (\$116.98m) contract to Konecranes Finland Corporation for automated stacking cranes to be used at Khalifa Port Container Terminal. This contract covers thirty automated stacking cranes which will be used for the container yard for the semi-automated container terminal under construction. The cranes will be delivered in two batches to Khalifa Port: 14 units shall be delivered at the end of March 2012 and shall be followed by another sixteen units three months after the first batch.

Details of the ZPMC award for six ship to shore cranes: The cranes shall be used for container handling of 110 tons suspended load under ropes over the full outreach. The crane shall be designed to handle 20', 30', 40', 45' ISO standard containers in single, twin and tandem mode. Initially the cranes shall be equipped with an extendable twin-lift spreader (2 x 32.5 t twin lift, 50 t/single, under twistlocks). In a later stage the cranes may use a split-type headblock to carry two extendable twin-lift spreaders with 80 tons suspended payload under twistlocks. The crane shall then be able to handle 2 x 40' or 4 x 20' containers. The outreach shall be sufficient for vessels with 22 containers on deck.

Details of the Noell Mobile systems award for 20 one over one straddle carriers: Diesel-electric 6-wheel, 1 over 1, 50 tons twin-lift Straddle Carrier (SC). The SC shall be used for container handling of 50 tons suspended payload under lifting spreader in twin-mode. The SC shall be designed to handle fully loaded ISO 20', 30', 40' and 45', 9'6" high containers by means of a telescopic long-twin spreader. The SC shall stack 9'6" height containers 1 over 1 high.

Details of Konecranes Finland award: The contract for 30 ASCs (automated stacking cranes) and TOS (Terminal Operating System), sees the first batch of 14 cranes delivered on March 31st, 2012. The second batch of 16 cranes will be delivered by June 30th, 2012. The cranes are all designed for a 40 tons suspended payload under the spreader.

The TOS cost nearly \$12m. **Source: ADPC (Abu Dhabi Ports Company)**

## Ocean Industries to build new dredger

Ocean Industries in Canada, which recently won a contract to dredge the St Lawrence waterway, has announced that it intends to acquire a new dredger. In a statement, the company said that the importance of safe dredging operations required the construction of a 70m trailing suction hopper dredge, at a cost of C\$25 million.

"This self-propelled dredge will be built at Ocean Industries' shipyard, located at l'Isle-aux-Coudres. Construction of this dredge, the largest in Eastern Canada, should take about one year. It will create 50 new jobs at the shipyard and generate direct and indirect economic benefits for the Charlevoix region," said the company.

The new dredge will also be available for other projects in Canada, namely those for protection of river banks and shorelines against erosion. **Source : Dredging News Online**



The **HAIANCHENG** seen cargo handling in Cristobal (Panama) - Photo : JJ Bijlsma & J Stuive ©

# Dredging work to take place off Pasir Panjang terminal

The Maritime & Port Authority of Singapore says that, with effect from 04 April 2011 to 03 June 2011, dredging work will be undertaken in the [East Jurong Channel](#), [Pasir Panjang Terminal](#) and its vicinity, within the working areas bounded by the following co-ordinates:

## Working Area "A"

WGS 84 Datum

Point Latitude (N) Longitude (E)

1 1°16.764'N 103°44.863'E

2 1°16.637'N 103°45.021'E

3 1°16.594'N 103°44.997'E

4 1°16.674'N 103°44.861'E

5 1°16.735'N 103°44.846'E

## Working Area "B"

WGS 84 Datum

Point Latitude (N) Longitude (E)

6 1°15.881'N 103°45.150'E

7 1°15.700'N 103°45.384'E 8 1°15.649'N 103°45.343'E

9 1°15.829'N 103°45.111'E

## Working Area "C"

WGS 84 Datum

Point Latitude (N) Longitude (E)

7 1°15.700'N 103°45.384'E

10 1°15.567'N 103°45.555'E

11 1°15.516'N 103°45.515'E

8 1°15.649'N 103°45.343'E

## Working Area "D"

WGS 84 Datum

Point Latitude (N) Longitude (E)

10 1°15.567'N 103°45.555'E

12 1°15.359'N 103°45.824'E

13 1°15.209'N 103°45.704'E

14 1°15.391'N 103°45.677'E

11 1°15.516'N 103°45.515'E

## Working Hours : Area "A"

0700 to 1900 hours daily including Sundays and Public Holidays.

Area "B", "C" and "D"

24 hours daily including Sundays and Public Holidays.

Dredging work will be carried out by the dredgers [Pandora](#) and [Travos](#) which will be held in position by 4-point anchor mooring system. There will be circular safety working zone of 70-metres radius centred at the dredger. Dredged materials will be transported to the designated dumping ground by the hopper barges assisted by pusher tugs. Only one dredger, hopper barge and two tugs will be working at any one time.



During the operation, the dredger and hopper barge will be attended by tug boats. The tug boats will be used to shift the dredger and hopper barges, when required to clear the fairway for vessels to berth or unberth.

Safety boats will be deployed in the vicinity of the working areas to warn other craft to keep clear of the working areas.

Further general enquiries relating to the project can be directed to Mr Emir Himzari, the project manager at Tel 9125 5998 (email: [lemir@eastmarine.com.sg](mailto:lemir@eastmarine.com.sg)).

Caution : When in the vicinity of the working areas, mariners are reminded to:

- (a) keep well clear and not to enter the working areas;
- (b) maintain a proper lookout;
- (c) proceed at a safe speed and navigate with caution;
- (d) maintain a listening watch on VHF Channel 25( Pasir Panjang Control); and
- (e) communicate with Pasir Panjang Control on VHF Channel 25 for assistance, if required.

## OLDIE – FROM THE SHOEBOX



The **ALEXANDR PUSHKIN** is a nice former Russian passenger vessel. In the seventies she was a regular visitor in Rotterdam at the Wilhelminakade. During one of her visits to Rotterdam, I have taken this photo in 1975. Nowadays she is sailing as cruiseliner under the name **MARCO POLO**. Photo : Capt. Frank Haalmeijer ©

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



Above seen the **AZURA** and the **CARIBBEAN PRINCESS** moored in Road Town, Tortola (British Virgin Island)  
Photo : Kees Schotel ©

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