



Number 092 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 02-04-2011**

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

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

JAN PETER BALKENENDE BEZOEKT CLUB DE RUYTER



Zoals elke eerste vrijdag van de maand hield gisteren Maritieme Club De Ruyter in Singapore wederom hun "maritieme" lunch in de Hollandse Club, dit keer met als verassing enkele speciale gasten waaronder Professor Jan Peter Balkenende welke voor een werk bezoek in Singapore was, Ambassadeur Hans Jansing en Militair attaché Pieter Heyboer.

Vlnr op de foto Rik Zwinkels (Hallin), Piet Sinke (T&T Bisso) Prof Jan Peter Balkenende (Ernst & Young) Ambassadeur Hans Jansing en Richard van der Werf (T&T Bisso)

Photo : Marco Ekkelkamp (IMTECH) ©

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The 1989 built Fishing Ship, " **AL ENTISAR** " left Malta bound for LIBYA, loaded with essential help, like baby food, medicines, given by the SOS Malta. **Photo : Gejtu Spiteri ©**

The Netherlands Arbitration Institute rejects claims worth 53 million euro's against Fairmount Marine

The Netherlands Arbitration Institute has rejected claims worth 53 million euro's against Rotterdam based marine contractor Fairmount Marine in a dispute with heavy transport company Fairstar regarding the conversion of two heavy transport vessels. Fairmount Marine has always denied any responsibility. Until the beginning of 2007 Fairmount Marine was responsible for the supervision of the conversion process at Malta Shipyards. Fairstar regarded Fairmount Marine to be responsible for the budget overrun and delays. To the opinion of Fairmount Marine the performance of the yard and the way Fairstar interfered with the process cost the budget overrun and delays. In its judgment of today the Netherlands Arbitration Institute rejected all claims of Fairstar. The counterclaim by Fairmount Marine regarding the unlawful termination of the management agreement by Fairstar was attributed to Fairmount Marine. Fairstar has to reimburse Fairmount Marine for the total costs of this arbitration.

Mr. Albert de Heer, ceo of Fairmount Marine, is very happy with the judgement of the Arbitration Institute: "From the beginning we have had no doubts about a positive judgment for Fairmount Marine in this case. I'm very happy all things have come to a satisfactory and fair conclusion." Fairmount Marine is a leader in ocean towage transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing. Fairmount Marine is part of Louis Dreyfus Armateurs Group.



Above seen the brand new Norwegian bulk carrier **SPAR CORVUS** during its maiden visit to Brisbane on 31 Mar 2011. **Photo : John Wilson ©**

Tunisian rescuers have retrieved the bodies of 27 migrants after their boats sank in the Mediterranean.

The state news agency TAP says the victims had sought to leave the Tunisian city of Sfax in two boats. The boats hit rough weather and failed to signal to rescuers when they started sinking. The agency said Thursday that the migrants were between 19 and 43 years old.

Waves of migrants have sought to leave Tunisia in the two months since hard-line President Zine El Abidine Ben Ali was ousted in a popular uprising and the end of his police state that kept the borders more tightly controlled.

Many have landed on the Italian island of Lampedusa, not far from Tunisian shores. **Source : CTV**

BARENTSBOOT IN FILM

De replica van de **Barentsboot** die in 2009 in opdracht van Rederij Doeksen voor de Terschellinger jeugd op de Museumwerf Terschelling is gebouwd, gaat een nieuw avontuur tegemoet. De filmproducent Eyeworks uit Amsterdam gaat aan de hand van het boek van Gerrit van der Veer, de ontdekkingsreis van de Barents expeditie uit 1596 verfilmen. De Barentsboot gaat daarin een rol spelen.

Gerald de Weerdt, voormalig conservator van het museum **'t Behouden Huys** op Terschelling en kenner van de Barents expeditie, werd benaderd voor de nautische aspecten. Als bestuurslid van de Stichting Museumwerf was de link naar de Barentsboot gauw gelegd. De boot werd deze winter bij de bibliotheek van de Rijksuniversiteit van Groningen geëxposeerd, in verband met een poolmanifestatie en een aantal lezingen en films. De boot is van Groningen rechtstreeks naar Amsterdam vervoerd en zal in een container naar IJsland en Groenland worden verscheept voor de opnamen. Op de museumwerf op Terschelling wordt intussen hard gewerkt aan een tweede 'schuif van Barents' van een geheel ander type. Voor dit doel wordt een Giethoornse punter met vlakke bodem omgebouwd tot een z.g. 'haringschuit'. (Dit type boot werd nog tot in de 19^e eeuw ook vanuit Friesland voor de haringvangst gebruikt.) Deze klus moet in drie weken geklaard zijn en dan gaat ook deze boot via Amsterdam naar de filmsets in het koude Noorden. Na gebruik komen de boten weer terug en vanaf juli zal de barentsboot weer op Terschelling zijn.

Voor nadere informatie: G. de Weerdt, tel. 0518 481698 - of M.J. Kusters, tel. 0562 44 83 07



The Singapore flagged **SWIAR VENTURER** seen anchored off Mumbai - **Photo : Svetozar Catovic RRM ©**

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BC FERRIES RAID ON UNION COULD BE DAMAGING

The BC Ferry & Marine Workers' Union is calling foul after a sustained effort by BC Ferries to have the top officers of the fleet excluded from the Union, and has appealed to the Labour Relations Board to stop the move. In a battle that has been raging for some months, the BC Ferries management - armed with approval from a BC arbitrator - has made exclusion offers to about 155 senior officers who currently belong to the BCFMWU. "We see this as ill-advised and quite possibly damaging to the fleet in the areas of safety and environmental concerns," says Brett Joyce, Provincial President of the Ships' Officers' Component of the Union. The exclusion offers cover most of the top ranked officers including Senior Chief and Chief Engineers, Senior Chief and Chief Stewards and Masters.

Joyce says the Union went public on the exclusion war as an earlier report stated the West Coast Ship Officers' Association was behind the appeal to the LRB. "It's our name on the appeal as we're determined to fight to keep our members" he adds. The Union has been fighting the implementation of the Exclusions with every means possible. The BCFMWU has repeatedly asked BC Ferries to delay their implementation plans until the Labour Relations Board has reached a decision, but the company has refused. The Union applied to the LRB for a Stay of Proceedings until the appeal had been heard, but that was denied. Joyce believes this assault on the Union is eating away at morale and frustrating the workforce. Standard offers are being customized to individual senior officers, seemingly playing one off against another. "We do know that the most senior engineers we have in the Union ranks, our Senior Chief and Chief Engineers, have largely turned their backs on the exclusion offers - we believe a very small number of the 85 have signed so far - and it's not just because the offer will pay them less and have them work longer hours.

"In fact, our senior engineering officers say it doesn't come down to the money," adds Joyce. "They have real concerns over the likelihood if the Union busting goes through that an essential safety and environmental check and control will be lost." Under the Union's current Collective Agreement and Canadian Maritime Law, Senior Chief and Chief Engineers can exercise "go or no-go" powers over whether a ferry sails. "If our senior officers feel there is a reason that the vessel should not sail, they will alert the Captain, who in turn talks with the BCF management," says Joyce, himself a senior engineer. "If nothing is done, the senior officers can go directly to Transport Canada. "They fear under this new regime, they will simply be forced to tow the line and the ferry will sail, regardless of concerns for public and environmental safety."

The BCFMWU still awaits the Labour Relations Board decision over the validity of the exclusion offers from BC Ferries management, but Joyce says the decision to go public was to clarify incorrect information and because "we wanted to let people know what the fight is all about." Joyce says there are good, sound reasons why most ships officers throughout Canada belong to a bargaining unit. When the tough call has to be made in the name of public safety or environmental protection, knowing you have the backing of a collective group makes all the difference. With a total membership approaching 3,700, the BC Ferry & Marine Workers' Union is not going to give up its senior licensed officers without a fight. Joyce says the Union has alerted the BC Federation of Labour and other union groups as to the current officer raid by BC Ferries management.



The 1999 built **KASSEL** seen in Santos – Photo : Marcelo Vieira ©

Dockwise appointed preferred transport provider for Seadrill

Dockwise Ltd., today announces that it has entered into a Master Service Agreement (MSA) with Seadrill Management AS to provide for the transportation requirements of all relevant rigs operated by the Seadrill group, including its subsidiaries. The MSA provides a framework for all future contracts, standardising and simplifying the booking processes, with associated efficiency savings. The framework will leave only the commercial issues which vary according to which drilling rig is to be transported and voyage, such as prices, demurrage and additional services, to be negotiated for each individual transport.

Seadrill presently has a fleet of 47 drilling units, including semi-submersibles, drill ships, jack-ups and tender rigs, with a further 12 on order and under construction. During the last three years, Seadrill recorded 11 jack-up and five tender rig transports of which six were carried out by Dockwise. The MSA takes immediate effect, and the first likely transport governed by this arrangement is scheduled to commence during this coming summer when **Mighty Servant 1** will transport Seadrill's 28,000 tonne jack-up drilling rig; **West Elara** from Singapore to Norway.

Andre Goedee, Chief Executive, Dockwise, said: "We are pleased to sign this ground-breaking agreement with Seadrill, one of our long-standing and highly valued clients. With a globally operating fleet, Seadrill has a year-round requirement for our services. Dockwise is to provide Seadrill with its professional transport service standards under an agreement which will also deliver valuable efficiency gains for our client. The size of the Dockwise fleet and the associated planning flexibility has hereby played an important role."



The 1993 built **TIMARU STAR** seen moored in IJmuiden – Photo : H.Blomvliet ©

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German Ports Unsure How to Deal with Contaminated Ships

In a matter of weeks, ships from Japan which may be carrying cargo contaminated by radiation will start arriving in Europe. But the authorities in ports such as Hamburg are unsure how they should deal with them. German port operators are nervously awaiting the expected arrival of ships from Japan which may be carrying cargo contaminated with radioactivity following the Fukushima nuclear crisis.

Confusion reigns about what to do with the ships. The first such vessels are expected to arrive at German ports in mid-April, but may be turned back if they are deemed to be contaminated. Erik van der Noordaa, the head of Germanischer Lloyd, a technical supervisory organization which conducts safety surveys on more than 7,000 ships, told the Wednesday edition of the Financial Times Deutschland that he expects European ports will "send away" ships from Japan. "In Hamburg, they will not be happy if a contaminated ship enters," he said. But something must be done -- the ships are on their way. "This is going to be very complicated, and there is no solution yet," van der Noordaa said. Shipowners have also been caught unawares. There is no set level, for example, above which a ship is deemed to be contaminated. "Up until now, there has been no plan," a spokesman for the German Shipowners' Association told the FTD.

Alexander Schwertner, a spokesman from the Hamburg Port Authority (HPA), told SPIEGEL ONLINE Wednesday said that while there was no single emergency plan for dealing with contaminated ships, any cases would be dealt with individually. "Various authorities and also HPA experts meet regularly to discuss the issues surrounding the disaster in Japan," he said. Around 300 ships come to Hamburg from Japan each year, out of a total of around 10,000 ship arrivals, but they usually stop in other European ports first, Schwertner explained. "The first ship that could actually be contaminated would not arrive before the middle of April because of the travel time." The problem is further evidence of the consequences of the crisis in Japan, which shows no signs of abating. Attention has now turned to the seas around Fukushima, where radioactivity has been released from reactors damaged by the 9.0 magnitude earthquake and ensuing tsunami. Levels of radiation in the seawater around the power plant have reached levels 3,355 times the legal limit, according to Japan's nuclear safety agency. Concerns about radiation have already had an impact on Japan's seaborne trade. The Japanese container ship MOL Presence, which had passed 120 kilometers (75 miles) away from Fukushima, was turned back from the Chinese port of Xiamen last week after elevated radiation levels were detected. **Source: Spiegel**



Sailaway of the "**Alpha Star**" owned by Brazilian company QGOG from the ATTV, Singapore towed by the two Posh Semco tugs "**Salvanguard**" and "**Salveritas**"

Photo : Richard Qualm (c)

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CASUALTY REPORTING



The exploded inland water tanker **ALPSRAY**, seen in Lingen (Germany)

NAVY NEWS



Above seen the **HMS CAMPBELTOWN (F 86)** proceeds across the front of Plymouth Hoe firing a gun salute on her way to Devonport Naval Base for the final time. Flying her Paying Off Pennant and a Vice Admirals flag she was escorted up harbour by **HMS Raider** and two fleet tugs with their fire hoses offering a salute. A sad victim of the defence cuts she will be for sale or scrapping. **Source : Ian Denton**

RM50mil spent on subs yearly

ABOUT RM50mil is needed each year to ensure the Malaysian's navy's two submarines are fully operational for the country's defence needs, Deputy Defence Minister Datuk Dr Abdul Latiff Ahmad said. He said the maintenance cost for each Scorpene submarine over a six-year period was about RM25mil each year. The maintenance cost, he said, did not include the supply of spare parts or initial equipment needed for the operations of the submarines. "However, under the contract, it is guaranteed that the assets (submarines) can be used at any given time to meet the needs of the navy; failing which a penalty can be imposed on the company," Dr Abdul Latiff said when replying to a question raised by Tian Chua (PKR-Batu). He stressed that proper maintenance of the submarines – **KD Tunku Abdul Rahman** and **KD Tun Razak** – was crucial to ensure that they were able to operate under extreme conditions, while maintaining the safety of its crew.

"Each submarine has two million parts and is equivalent to 14 Boeing 747s. "That is the reason why safety audits are carried out on them," he said. To a question by Ibrahim Ali (Ind-Pasir Mas), he said both submarines were currently fully operational. He said the ministry was also looking at organising a tour of the submarines at ports in the country to promote them to the public. **Source : Malaysian Star**

Ten Sailors Injured After Fire Aboard US Navy Ship

Ten sailors were injured Wednesday afternoon after a fighter jet aboard a U.S. Navy aircraft carrier caught fire, according to the military. The incident happened off the coast of California around 2:50 p.m. on the deck of the **USS John C. Stennis**. The military said an F/A-18C Hornet was preparing to take off when its engine failed, causing it to go up in flames and injure ten sailors nearby. The injured sailors were initially treated on the ship. Four were flown out to Naval Medical Center San Diego where they were listed in stable condition. The pilot of the jet was not harmed. The ship suffered no significant damage. An investigation is now underway to determine what caused the mishap.



Above seen the French Navy Amethyste Class Submarine **FS AMETHYSTE S 605** off Grand Harbour, Malta for a crew change on Tuesday 29th March, 2011. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Submarine accident indictments handed down

The Military Prosecutor of the Pacific Fleet, on Wednesday confirmed criminal indictments involving allegations surrounding an accident on Nov. 8, 2008 on the nuclear submarine "**Seal**" according to an assistant to the military prosecutor, Roman Kolbanov. During tests in the Sea of Japan the nuclear submarine caught fire. The fire-extinguishing system worked properly and the compartments began to flood with poisonous gas. 20 people were killed and another 21 were hospitalized.

A case was brought against submarine commander Dmitry Lavrentiev and bilge engineer Dmitry Grobov. The investigation concluded that their inaction led to the accident. The case will be sent to the Pacific Navy headquarters where the defendants will be court-martialed. Source : **Voice of Russia**

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CHINESE WARSHIPS WILL VISIT JUST DURBAN



The Chinese Embassy in Pretoria has advised that the planned visit next week by two Chinese Navy missile frigates will not include calls at other South African ports. The two ships, the **ZHOUSHAN (FFG 529)** and **XUZHOU (FFG-530)** of the Chinese PLA Navy 7th Escort Task Force, will arrive in Durban on 4 April and depart again on 8 April 2011. During their visit, the ships will be open to the public between 4 and 6 April.

They are returning from the Gulf of Aden where they have been taking part in anti-piracy patrols and escort duties. During the time spent on these duties the two

ships accompanied 38 convoys involving the protection of 578 merchant ships and took part in a number of rescues from pirates.

One of the ships, Xuzhou recently sailed into the Mediterranean to perform escort duties for the Greek passenger ship **VENIZELONS** while it was evacuating 2142 Chinese from Libya. En route to Durban the two Chinese frigates have visited the port of Dar es Salaam in Tanzania. **Source : ports.co.za**

German subs 'will only last 6-7 years'

Navy chief Kamthorn Phumhiran has reiterated the need to buy six second-hand submarines from Germany but he now says they only have six to seven years of useful life left.

Previously it had been thought that the submarines, costing a total of 7.7 billion baht, would be able to operate for another 10 years. Adm Kamthorn said the Royal Thai Navy first conceived a plan to procure submarines 60 years ago.

The navy initially proposed a project to buy submarines from Japan, but when it was defeated in World War II, no spare parts from that country would have been available, so the plan had to be scrapped. The navy then came up with a second proposal to procure submarines from Israel but that plan was also unsuccessful. As a result, the navy's submarine technology had been stalled for many decades, Adm Kamthorn said.

He said the Thai navy wanted to be one of the leading naval forces in the region, with its efficiency on a par with that of neighbouring countries which acquired submarines years ago. Adm Kamthorn confirmed the six submarines were still in use in Germany and could continue to operate for six to seven years. Germany has just built a new fleet of submarines and moved its navy personnel to serve on the new ones. That meant the six submarines were not being used, although they receive constant maintenance.

Adm Kamthorn dismissed claims they had been left idle for decades before being offered to Thailand. He said the navy's current operations are three-fold - surface marine, air and land operations. However, it still lacked submarine technology to train personnel in actual underwater operations.

He said the navy was aware the government would be hard-pressed to provide funding for brand new submarines, which cost at least 10 billion baht each, because of budgetary constraints. In light of this, the navy was willing to settle for second-hand submarines, which were still efficient, he said. Adm Kamthorn said details of the 7.7-billion-baht procurement had yet to be finalised. The project was now being scrutinised by Defence Minister Prawit Wongsuwon.

He said he was trying to ensure the project was approved and the purchase of the submarines pushed through by the end of next month before an expected House dissolution in early May. Critics claim the submarines would be unable to operate in the shallow waters of the Gulf of Thailand. Adm Kamthorn said the navy would carefully weigh up the pros and cons before making a decision to buy them. He said the navy would also draw on its annual budget to buy the submarines through instalments over the course of five years. Included with the submarines will be weapons, a simulator for training and other necessary equipment. Adm Kamthorn dismissed suggestions that the navy would get a

commission from buying the submarines. The six submarines are of the U-206 class. They are powered by diesel engines and electric motors and designed for coastal patrol operations.

The German navy had used the six submarines for more than 30 years and was going to decommission them. However, a navy source said they could still be used for another 10 years. The navy's new submarine unit had been set up to oversee military operations that would be carried out in conjunction with training exercises for naval officers who for the first time would be trained in submarine technology and underwater missions with Thai-owned submarines. **Source : Bangkok Post**

Chinese navy improves combat capability: white paper

Chinese navy has developed its capabilities of "conducting operations in distant waters" and in "countering non-traditional security threats," says a white paper on the country's national defense on Thursday. In line with the requirements of offshore defense strategy, the Navy of the People's Liberation Army "endeavors to accelerate the modernization of its integrated combat forces" and "enhances its capabilities in strategic deterrence and counterattack," says the white paper, issued by the Information Office of the State Council, or Cabinet.



"It seeks to further improve its combat capabilities through regularized and systematic basic training and actual combat training in complex electromagnetic environments," the white paper says. It says by organizing naval vessels for drills in distant waters, it develops training models for military-operations-other-than-war (MOOTW) missions.

"New types of submarines, frigates, aircraft and large support vessels have been deployed as planned," the white paper says. The navy also "enhances the construction of composite support bases so as to build a shore-based support system which matches the deployment of forces and the development of weaponry and equipment," it says.

The paper says the navy has accelerated the building of surface logistical platforms by deploying ambulance boats and helicopters, and a standard 10,000 DWT hospital ship, and is working to further improve its surface support capabilities.

The navy also explores new methods of logistics support for sustaining long-time maritime missions, it says. Accord to the white paper, there are three fleets under the navy, namely, the Beihai Fleet, the Donghai Fleet and the Nanhai Fleet, each of which has under its command fleet aviation, support bases, flotillas, maritime garrison commands, aviation divisions and marine brigades. **Source : xinhuanet**

SHIPYARD NEWS



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Spotted at the Keppel-Verolme shipyard in Rotterdam the **JB 115** (left) and the **SWIFT 10**

Photo : Marco Snitselaar ©

Fincantieri moves to acquire Davie

Québec shipbuilder Davie Yards announced that it has entered into an exclusivity agreement with Fincantieri and DRS Technologies Canada ("DRS"), a Finmeccanica company, to negotiate the potential acquisition of the shipyard by an entity that will be majority-owned by Fincantieri. In order to continue this process, Davie has obtained an order from the Québec Superior Court (the "Court") extending the stay of proceedings ordered by the Court to May 19, 2011, the

whole pursuant to the Companies' Creditors Arrangement Act ("CCAA"). "In Fincantieri and DRS, a Finmeccanica company, Davie has found the industrial investors it was looking for, combining both the financial strength and the technical expertise", said the President and CEO of Davie, Mr. Gustav Johan Nydal. He continued, "This is an important step in the right direction but there is still a lot of work to do in order to complete the transaction within a very short timeframe so the shipyard will be able to submit a valid bid for the federal contracts."

Fincantieri and DRS will immediately join Davie's efforts to respond to the request for proposal to become one of the two selected shipyards under the National Shipbuilding Procurement Strategy ("NSPS"). Davie says it has obtained confirmation that, subject to the approval of the required authorities, the Quebec Government will provide additional interim financing to meet the cash requirements for the duration of the extension. **Source : MarineLog**



The **SKANDI SINGAPORE** seen fitting out in Singapore – **Photo : Piet Sinke ©**

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SUBSEA 7 ANNOUNCES CONTRACT FOR E.ON IN NORTH SEA

Subsea 7, a global leader in seabed-to-surface engineering, construction and services, today announces the award of an engineering and installation contract by E.ON Ruhrgas UK E&P for the Huntington Development in the North Sea.

The Subsea 7 workscope comprises the installation of 12km of the 8-inch Gas Export pipeline, installation of infield flexible flowlines, main static umbilical and associated risers as well as installation of subsea structures followed by tie-ins, pre-commissioning and system testing. Engineering work has commenced in the Aberdeen office with installation using several of Subsea 7's fleet occurring through to 2012.

Steph McNeill, Subsea 7's Vice President – UK stated: "I'm delighted that E.ON Ruhrgas UK E&P has chosen Subsea 7 to work on its prestigious Huntington development. We have safely and successfully delivered numerous North Sea projects whilst maximising efficiencies through security of supply and early engagement in the planning and design process. We look forward to similar success with the Huntington Development over the coming year." The Huntington Development is located 140 nautical miles North East of Aberdeen in Block 22/14 in the Central North Sea with water depths of 90m. E.ON Ruhrgas UK E&P is the operator and has a 25 % interest.



The **PASFLOR FPSO** seen off Saldanha Bay enroute from Korea to Angola, whilst the tugs **FAIRMOUNT ALPINE** and **FAIRMOUNT GLACIER** holding the FPSO the **FAIRMOUNT EXPEDITION** is seen returning to the transport to hook up again after taking bunkers in Saldanha Bay

Photo's : Pim Korver – FILM+VIDEO ©



Nippon Yusen Car Shipments Slump on Toyota Earthquake Blow

Nippon Yusen K.K., Asia's largest listed shipping line, has been hit by production halts at quake-stricken Japanese automakers including Toyota Motor Corp., Nissan Motor Co. and Honda Motor Co. "There's been an extremely sharp drop in shipments," Yasumi Kudo, the Tokyo-based line's president, told reporters in Tokyo yesterday. "We're probably going to see further declines for the near future." Nippon Yusen has forecast a return to profit in the year ending today, partly driven by a 30 percent jump in vehicle shipment volume to 3.1 million. Japan's three largest carmakers have cut production by about 242,000 units, according to figures from the companies, after a March 11 earthquake and tsunami triggered shortages in power, parts and raw materials. Kudo said the company isn't predicting a change in earnings from the plunge in car shipments and business disruptions caused by the earthquake. The company has forecast profit will be 50 billion yen (\$600 million) in the year starting tomorrow. Nippon Yusen will boost its car carrier fleet to 130 ships over the next six years, from a predicted 115 vessels currently, as it forecasts demand for car shipments will increase 5 percent annually, according to a statement from the company. Nippon Yusen rose 0.3 percent to 325 yen at the 3 p.m. close of trading on the Tokyo Stock Exchange. It has fallen 9.7 percent this year compared with a 4.6 percent decline in the Nikkei 225 Stock Average. **Source: Bloomberg**



Antwerpen steps up radioactivity checks on ships from Japan

Antwerp has stepped up checks on ships that have sailed in the vicinity of Japan to avert the risk of radioactive contamination from the stricken Fukushima nuclear plant, the Belgian port said Wednesday. Ships arriving in Antwerp, Europe's second largest port after Rotterdam in The Netherlands and among the world's 15 biggest, are required to present a list of the last 10 ports where they have called, the port authority said in a statement.

"If one of these is a port in the Japan region, then the authorities may carry out additional onboard measurements to check for radioactivity. If any abnormal readings are found, then the ships will be further monitored by FANC (Belgium's nuclear watchdog)," it said.

The "extra precautions" are being taken "as a consequence of the nuclear disaster (in Fukushima)," it said. They aim to eliminate "any risk to public health, both for port personnel and persons in the surrounding area," the statement said, while stressing that "there is no cause for concern." Japanese goods transiting Antwerp "are mainly containers and cars" and make up a "relatively small" percentage of the port's total volume, the statement said.

In addition, "all containers in the port are routinely scanned for radioactivity on a daily basis using the Megaports system," set up in the wake of the September 11, 2001, terror attacks on the United States, it said. Other European ports such as Hamburg, in northern Germany, have also taken precautionary measures with ships coming from Japanese waters, the Financial Times Deutschland reported Wednesday, notably after the Chinese port of Xiamen turned away a ship emitting higher than normal radioactivity readings last week. Japan has struggled to contain its nuclear emergency since a massive tsunami hit the Fukushima plant after the March 11 earthquake, with radioactive substances entering the air, sea and foodstuffs from the region. **Source : PortNews**

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Stena and Austal settle patent dispute

In what it calls "a gratifying end" to a long running patent infringement dispute in Australia, Sweden's Stena Rederi AB says that it and Australian shipbuilder Austal have "reached an amicable settlement, for an undisclosed sum, of Stena's claim for compensation arising out of infringement of Stena's patent relating to hull forms for high speed catamarans." **Source : MarineLog**



The **IONIAN WAVE** seen departing from Ijmuiden – **Photo : Erwin Willemse (c)**

NEL Lines against Stena in bidding for Turkey's IDO

Determined to expand its horizons, Greece's Lesvos-based NEL Lines is pressing shareholders to back to the ferry and ro-ro-pax owner and operator in a bid to purchase a Turkish peer, Istanbul Deniz Otobusleri Sanayi ve Ticaret (IDO).

NEL's management has expressed interest in tapping growth in neighbouring markets. Turkey has so far received at least 10 bids for IDO, the world's busiest ferry operator. Bids have to be in by March 31, for IDO which carries more than 100 million people per year across the Bosphorus and through the Sea of Marmara. It operates 25 sea buses, 10 high-speed ferries and 17 car ferries on 18 routes. NEL Lines operates 15 vessels in the Aegean Sea and east Mediterranean and plans to take part in the privatisation process of the company being sold by the Istanbul municipality. IDO has a fleet of some 52 vessels and runs sea routes in the Bosphorus and along the coast of the Marmara region. NEL, it will throw-in with a joint investment consortium with Turkey's Rhea Girism Sermayesi Yatirim Ortakligi. At the end of February NEL revealed it has been forced to re-think its strategy and announced it would rescind earlier decisions regarding how to use the Euro 97m raised through a share issue at the end of 2010. NEL Lines said the continuous rise in the price of fuel, meant some Euro 24.235m will be set aside instead of Euro 14.68m as was initially intended. The extra cash is to be taken from the fund planned to go on investment in strengthening their services in the Adriatic. NEL Lines and its partner will be up against Sweden's Stena which is teaming up with Turkey's biggest conglomerate, Koc Holding, to make an offer. Zorlu Holding, Yildirim Holding, domestic ferry company UN Ro-Ro, Demiroren, TAV and Global Yatirim are also reportedly interested. Bidders must have at least USD 200 mill of sales in 2010 and private equity firms must manage at least USD 200 mill of assets to make an offer. IDO had revenue of TKL 370 mill (USD 235 mill) and expects profit of TKL 71 mill for 2010. **Source ShipPax**

Japan radiation not big concern for chemical tankers: shipbrokers

Freight rates for chemical tankers headed to ports in Japan affected by radiation woes have stayed relatively steady despite concerns, say ship brokers. "So far no premiums yet, because there are still plenty of ships in Southeast Asia positioned to go north," said a shipbroking source, who added that moving a 5,000 mt cargo along this route would still cost around \$33/mt, Platts reports. However, freight rates from South Korea to Japan have increased \$1-2/mt since the quake to around \$25/mt for a 5,000 mt cargo. This is due to an increased amount of Korean petrochemical products headed to its neighbour, rather than radiation worries. Still, another brokerage noted that more ships are starting to be open in Northeast Asia, putting pressure on southbound freight rates. Some ships have even turned to ballasting away from the region. According to a Chinese port agent, ports in China, especially South China, will carry out radiation inspections before vessel arrival. The ports include Xiamen, which recently turned away container ship MOL Presence after it passed by Fukushima where the quake-stricken nuclear power plant is. The vessel was found to have high radiation levels. However, Chinese petrochemical traders said they did not notice any major impact from the checks, and business has been as usual. "Few people worry about it," said a Chinese source, who added that concerns over whether a ship has berthed at Japan before are close to none. Apart from Xiamen, Guangzhou will inspect vessels which have called at any of Japan's ports following the earthquake. Shenzhen and Zhuhai will also "carry out radiation inspection", although details are unclear. Other ports like Hong Kong, Shanghai, Taicang, Ningbo, Zhangjiagang, Nanjing and Tianjin are not affected. **Source : PortNews**



Ferry service still seeking investment

BACKERS are still being sought for a stalled high speed ferry service linking Swansea with Devon. Hopes originally had been high that the Severn Link venture linking Swansea and Ilfracombe, and Cardiff and Minehead, would be up and running last Easter. Two catamarans were berthed at Swansea docks, a booking website was created, but the venture

ran into difficulties and stalled. A lack of appropriate landing facilities in Swansea meant Severn Link could not obtain a full licence by the Maritime and Coastguard Agency. Severn Link chairman Chris Marrow has told the Post that the scheme is by no means sunk.

Mr Marrow stressed he did not want to raise or dash hopes, but said the company was still seeking investors. "We have got a lot of irons in the fire," he said. "The economic climate is probably not ideal at the moment."

The two high speed ferries are currently in the Solent. The 34-knot vessels themselves were not the key issue, said Mr Marrow. And he maintained there was still an appetite for the service among Welsh and English tourists and businesses. "Demand has never been in doubt," he said. The original plan was to ferry foot passengers in 50 minutes all year round from Swansea to Ilfracombe — and vice versa — drastically reducing a car journey of around three-and-a-half hours. There was a feeling that rising petrol prices would give the concept extra momentum. Severn Link was to be based in Swansea's SA1, with a total of 50 jobs created. The average fare for a single journey was estimated at £22. Mr Marrow said in 2009: "To my knowledge, there is no other comparable stretch of water in the world, linking similarly populated areas, which doesn't have a heavily utilised ferry service." **Source : [thisissouthwales](#)**

Dockwise Announces USD 30 Million in Heavy Marine Transport Awards

Dockwise Ltd. announces that nine awards for Heavy Marine Transport (HMT) have recently been secured by its subsidiary Dockwise Shipping, with a total contract value of more than USD 30 million. Dockwise has been awarded a contract by Baerfield Drilling LLC to transport the semi-submersible rig '**SS Amazonia**' from Yantai, China to Angra Dos Reis, Brazil. The rig will be transported using the float-on, float-off method, and is scheduled to commence at the beginning of Q2 2011.



The **BLUE MARLIN** loaded with the **BICENTENARIO** seen anchored off Cape Town last week

Photo : Aad Noorland ©

In addition, Dockwise will be transporting the Jack up rig '**Ben Avon**' for KCA Deutag PTE Limited. After loading the rig in Port Gentil, Gabon, the vessel will remain at the loading location to serve as a semi-submersible dry dock facility and provide for planned dry docking operations to be concluded on the '**Ben Avon**'. Dockwise has also been selected as the contractor of choice by EMAS Offshore Pte Ltd to transport the '**Lewek Chancellor**' accommodation barge to Luanda, Angola. Execution of this contract has started in Q1 2011. Other contract awards include the transports of a barge, four jack-up rigs, and a crane barge to various locations in Q1 and Q2 2011.



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Program and tickets :

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

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

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

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

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



Exec quits Rotterdam port board over pay cut

Ad Scheepbouwer, one of the Netherlands' highest-profile executives, has quit his position on the supervisory board of the port of Rotterdam after opposing plans for board members to take a 5 percent pay cut, the port said, Reuters reports. Salaries of staff at public companies have come under attack from the frugal-minded Dutch public and politicians in recent years and the Rotterdam port's public shareholders decided to reduce the salaries of the five supervisory board members.

Scheepbouwer, chief executive of Dutch telecoms group KPN (KPN.AS) until April 6, resigned due to a "fundamental difference of opinion" with the shareholders regarding the establishment of a new remuneration policy for the port, the latter said in a statement. A spokesman for the port added that Scheepbouwer had stepped down over the 5 percent pay cut. In a dispute that has lasted almost two years, Dutch media earlier reported that Scheepbouwer argued that limiting salaries would result in the appointment of less-talented executives. The Rotterdam port authority, which manages, operates and develops the Rotterdam port and industrial area, is 70.8 percent owned by the city of Rotterdam, while the Dutch state owns the other 29.2 percent. Rotterdam is the largest European port for the import of crude oil, and the biggest port for iron ore supplies to the German blast furnaces in the Ruhr region. **Source : PortNews**



The **KING SEAWAYS** seen arriving at the river Tyne – **Photo : Kevin Blair ©**

Hamburg Sud, Alianca to stop service in Baltimore

Hamburg Sud North America and Hamburg Sud subsidiary Alianca plan to stop providing chassis to shippers moving cargo with merchant's haulage through Baltimore-area terminals and depots as of May 1. They said Wednesday that shippers, their agents or consignees will need to procure equipment directly from the Metro Pool or other chassis providers of their own choosing. Intermodal moves by the two carriers will not be affected by this change.

Baltimore is the second port where Hamburg Sud has stopped providing chassis. They stopped providing chassis in Philadelphia-area terminals as of Feb. 1. The move is part of an industry-wide trend among carriers to eliminate providing chassis at ports and rail terminals nationwide. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



The port of Stockholm seen in 1965 - Photo : Coll Kees van Huistede

.... PHOTO OF THE DAY



The **MORNING LENA** seen departing from Rotterdam – Photo : Harry van den Berg (c)

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