



Number 093 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 03-04-2011**

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

The advertisement for Multiship Towage & Salvage features the company logo on the left, which consists of a blue square with a yellow stylized 'M' and the text 'MULTISHIP TOWAGE & SALVAGE' in blue. To the right is a photograph of a large white and blue tugboat. Below the logo, the website 'www.multiship.com' and the phone number '+31 (0) 115 645 000' are listed. A large blue curved shape is at the bottom of the ad.



**Iskes TELSTAR seen with the brandnew (2011 delivered) AET tanker EAGLE KINABALU (107.481 DWT) in IJmuiden, the crude oil tanker is powered by a MAN-B&W engine built by Mitsui Engineering & Shipbuilding C Ltd – Japan with an output of 18,436 hp at 105 rpm for a top speed of 16 knots
Photo : Joop Marechal ©**

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Thursday March 31st 2011, **Seaway Heavy Lifting** took delivery of their new build DP3 crane vessel **Oleg Strashnov**. During the last two weeks, the sea trials and test lifts were successfully completed. DNV witnessed the 5,500 mt overload test. Earlier this month the 800 mt auxiliary hook and 200 mt whiphoist were already successfully tested. The vessel has a sailing speed of 14 knots.

The **Oleg Strashnov** is scheduled to start its first project, the installation of the **Sheringham Shoal Windfarm** mono pile foundation structures, transition pieces and substation decks, in April 2011. Moreover she is then scheduled to install the **Clipper** deck later this summer.

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Ship owners refrain from further tanker ordering

In what could be perceived as good news for the future balance of demand/supply in the tanker market, ship owners have avoided placing new orders for vessels. According to a report from shipbrokers Gibson, the 18-month long resurgence in crude tanker ordering has come to a halt. “Months of low earnings coupled with a bearish sentiment in the tanker spot market has finally slowed down the shopping spree for tanker newbuildings” said the latest weekly report from the London-based firm.

“Things do change. The first three months of 2011 have seen no new VLCC orders, which has not happened in any quarter during the past five years. Even in the first two quarters of 2009, which followed the free fall of the world economy, owners still managed four VLCC newbuildings. That was despite the fact that within the period of Q2 2008 to Q2 2009, average TCE earnings on the benchmark VLCC route TD3 (ME Gulf – Japan) dropped by 86%, from \$140,000/day to as little as \$20,000/day. This was followed by a rebound in ordering activity in the second half of 2009 and the whole of 2010. The enthusiasm for a new wave of investment was led by a recovery in freight rates, growing oil demand and a fall in newbuilding prices. Certainly, a new VLCC at around \$100 million and costing some 35% less than in 2008 seemed like a tempting bargain if you expect it to be delivered into a future strong market. Due to the speculative deals as well as strategic fleet expansion for countries like China and Iran there were 77 VLCC orders placed between August 2009 and December 2010.

Now owners have had a sudden change of heart. Albeit the price of new VLCCs remains low, there are a number of unpleasant facts that make further fleet expansion seem like a bad idea. The pickings for owners are slim, even though there has been a moderate rise in earnings to an average of \$24,000/day in the first quarter of 2011. Considering that total running costs of a VLCC (including fixed operating costs and capital expenses), bought for a current price of \$103 million are about \$39,000/day, the newly delivered vessels would not be economically viable in today's market. The heavy ordering in the “good years” is continually making the situation look worse. There are currently 173 VLCCs on the orderbook and 69 of those are scheduled to hit the water in 2011. This would expand the existing fleet by further 12%, putting more downward pressure on rates. High bunker prices and less availability of bank finance all stand in the list of risks for tanker investment. The story is almost the same for all tanker size groups. There have been only seven tanker orders so far in 2011, which compares with an average of 55 per quarter in 2010. However, it is not all that shabby. The expected rise in OPEC production, unrest in the Middle East/North Africa and the growth of optimism in the world economy will prove to be strong supporting factors for a new ordering renaissance. Timing is still the critical element in this game and at the moment bidding time seems like the best investment strategy” concluded the report. Meanwhile, in the tanker freight market, it's been another week of pain and despair for VLCC Owners in the Middle East Gulf where more than adequate availability swamped demand, and sent rates down to levels that barely covered Opex. Worldscale values dipped to just under WS 50 East and to WS 35 West, and look likely to remain in the doldrums for the next week - at least. Suezmaxes played a steadier hand with just about enough short haul business to keep rates at, or a little above, 130,000 by WS 90 to the East, and WS 65 West, but it will take even more to prevent slippage next week. Aframax performed the best, and kept their ball rolling to lead rates to 80,000 by WS 135 to the East with perhaps even higher to be seen within short. West Africa brought hope, but no joy, to Owners. Hope as the week kicked off in very busy fashion, but no joy as heavy competition for those stems dropped the market by 10 percent, and then was followed by an elongated very quiet spell that is presently testing nerves, and will probably lead to rates moving below 130,000 by WS 90 for all Atlantic options. VLCCs saw spasmodic interest that yielded 260,000 by WS 72.5 for US Gulf, WS 60 East and USD 3.6 million for West Coast India discharge, but those levels will be hard tested over the coming week, especially if the Suezmax sector does weaken further.

Aframaxes in the Mediterranean gently deflated, and ended the week with vessels outnumbering cargoes by around 6 to 1. Needless to say, rates are barely above 80,000 by WS 100 cross-Mediterranean, with no sign of an early rebound. Suezmaxes started solidly enough, but volumes stayed light, and sentiment softened in line with West African malaise. Rates end the week at around 135,000 by WS 97.5 from the Black Sea to European destinations with WS 80 paid for a run to the States. Caribbean aframaxs towed a fairly steady line to keep rates within a 70,000 by WS 110/115 range upcoast, and did threaten to move just a touch higher, but couldn't quite break through the resistance point by the time of writing. VLCCs were slow for most of the week, so that by the time some activity did develop, rates were pressured to USD 4.1 million for Singapore with further fixing at these levels anticipated.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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DOCKWISE

Floating hospital to visit Gulf

BERTHED silently at the Port Moresby dockyards, the Pacific Link awaits its mission to the Gulf of Papua with a mission to make a difference to primary health services in areas where basic government health care is rarely available. Through the Youth With A Mission - Australia PNG Ship tour, the seafaring hospital will not only offer medical services but will also further forge PNG and Australia relationship, trying to bridge the gap with the youth of both countries. Ophthalmic surgery, dental and emergency work will be provided to rural areas along the Gulf coast. The ship also provides education and health tips through their simple but effective slogan "I want to live" giving a breath of hope to those that find primary health services inaccessible. In 2010 the YWAM medical ship came under the management of YWAM Australia and is now based in North Queensland, Australia.

The YWAM has a commitment of a five year strategic plan for YWAM medical ships to provide health care services in PNG and to provide opportunities for young Australians to serve others. The CEO of the YWAM Australia and PNG ship tour Ken Mulligan said in the next five to 10 years they will continue to return to places that they have visited to

ensure their involvement is not a one off thing. They aim to provide sustainable community development with a focus on medical care in PNG, improve ties between PNG and Australia, provide training opportunities for youth volunteers and professionals to the benefit of the wider community and for help young people gain a sense of purpose through helping others. Mr Mulligan said the group is working hard with the government to bring medical care and promote life. He said their services are purely voluntary and involve medical practitioners and interested youths from Australia while lots of people from elsewhere are also getting involved to assist. **Source : Post-Courier Online**



Above seen the **Pacific Chieftain** checking the offload hose from the **FPSO Umuroa** in the Tui field, Offshore Taranaki, New Zealand.

Photo : Max Brunet de Rochebrune ©

93 ships need icebreaker assistance in the Gulf of Finland

As of 8:00am (MT), April 1st, 93 vessels requested icebreaker assistance in the eastern part of the Gulf of Finland, the Port Authority of Big Port St. Petersburg said. The St. Petersburg PA reports of total 123 merchant ships currently located in the water area, 24 of them - in motion.

Over the past day 13 ships have reached the entrance buoy of St Petersburg port, 62 vessels are westbound from the Gulf area, 12 ships arrived at the port of St. Petersburg, 13 - departed. 3 merchant vessels waiting for icebreaker assistance at the ports of St. Petersburg, Vyborg and Ust-Luga are subject to ice restrictions. **Source : PortNews**

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CASUALTY REPORTING

Ship runs aground off Connemara

Efforts were continuing this evening to refloat a 7,000-tonne cargo ship which ran aground on the south Connemara coast in gale force winds. The 120m **Pantanal**, with 16 crew on board, broke its anchor mooring in shallow waters just off Rossaveal, Co Galway at about 6am.



Photo : Jonathan Seoighe - Nowcasting Weather ©

Minutes later, it ran up on rock and a sandbank close to the entrance to Rossaveal fishery harbour. It had steamed into the narrow channel yesterday evening, and was due to pick up two Aran Island fast ferries which have been sold to Mauritius.

The Irish Coast Guard's Costelloe Bay Unit was alerted, along with the Garda at Carraroe, and rescue agencies including the RNLI Aran island lifeboat were put on standby. There were no injuries reported among the crew on board, who remained with the vessel throughout the day as it was inspected for damage and possible pollution risk.

German shipping firm, Harren and Partner of Bremen, which operates the Pantanal, said that a tug from Foynes, Co Limerick was en route and would attempt to pull the ship clear at high tide tomorrow morning. "The vessel and her crew are safe," the company said in a statement this evening. "There is no risk of any pollution and the vessel's underwriters, together with our emergency response team, are working on refloating plans, together with tug assistance.

"There is no visible nor obvious damage from the vessel and we are optimistic that this unfortunate grounding can be resolved soonest," the company said. **Source : IrishTimes**

2 ships collide off Talisay City; no one hurt

A passenger vessel and a cargo ship collided shortly before 6 a.m. Thursday in the waters off Lawis Ledge in Talisay City, southern Cebu. But no one was hurt when **MV Superferry 2** hit the starboard quarter of the **MV General Romulo**, a cargo vessel, at 5:50 a.m., said Cebu Coast Guard Station commander Rolando Punzalan.

The **MV Superferry 2** came from Nasipit in Agusan del Norte while the **MV General Romulo** came from Cagayan de Oro City. Both vessels were heading for Cebu City port. Punzalan said **MV General Romulo** of NMC Container Lines dropped anchor in the area as its hull and cargo area were damaged. **Superferry 2** was able to dock at Pier 5 at 7:30 a.m., he added. Punzalan said the two vessels were required to submit a marine protest while Maritime Industry Authority would inspect the sea worthiness of the two ships. **Source : Inquirer Visayas**

NAVY NEWS

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HMCS Preserver leaked fuel into Halifax harbour

An investigation is underway into how 14,000 litres of fuel oil leaked from a navy supply ship into Halifax harbour. The Department of National Defence says it managed to capture most of the spill, which happened two weeks ago. The fuel leak occurred at the Imperial Oil wharf in Woodside during the fueling of **HMCS Preserver** — four days after the navy supply ship was released from a refit at the Irving-owned Halifax Shipyard.

Maj. Paul Doucette, spokesman for the Canadian Forces, said the oil was captured behind a containment boom, and then cleaned up by navy crews. "The next day, an investigation was made further down the harbour in the direction of Eastern Passage to make sure that there wasn't any that was missed, and by all the inspections from there, it was found that everything was kept contained," said Doucette. He said a problem occurred in a pipe that passes inside a fuel tank and connects to the outside of the hull. Doucette couldn't say if that pipe was damaged during the refit, or if there was a mistake by navy personnel. Mary Keith, vice-president of communications for Irving Shipbuilding, said **HMCS Preserver** was released to the navy after a thorough inspection.

Keith said the company is unaware of any equipment failure related to work performed during the refit. A fuel industry expert has estimated cleanup costs at about \$50,000. Doucette said the navy is still calculating how much fuel can be recycled and what the final cleanup cost would be. Doucette said Environment Canada has started its own investigation. **Source : CBC News**

SHIPYARD NEWS

HAL's VOLENDAM IN DRYDOCK AT SEMBAWANG SHIPYARD



As reported earlier this week HAL's **VOLENDAM** entered the drydock at Sembawang shipyard in Singapore for a maintenance period until April 13th.

Left seen the temporarily office onboard where all the works are coordinated

The **VOLENDAM** is due to depart again from the yard to commence her next cruise the next day from the Singapore cruise terminal bound for Koh Samui and Laem Chabang, but before this departure a lot of work has to be done , and I mean a lot of work !!



Onboard are beside the 700 crew members another 530 contractors, flown in from all over the world, full speed working to replace all carpets in the alleyways, passenger cabins, complete overhaul of the crew quarters, the officers bar / smoking room , the main teak wooden Lido deck etc etc.



All the teak wood at the Lido deck will be removed and is replaced by a new « teak » polymer



Portside propellor



All photo's : Piet Sinke ©



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Alaska Ship & Drydock hosts ferry christening

Alaska Ship & Drydock, Inc. and the Ketchikan Gateway Borough are preparing to christen the double-ended ferry **M/V Ken Eichner 2** on Saturday. The vessel will be the borough's second ferry providing service to the Greater Ketchikan International Airport and entering service as the sister ship to the **M/V Oral Freeman**. Both ships were built by Alaska Ship & Drydock, Inc. and are registered as Hull Nos. 001 and 004 respectively for the Ketchikan based shipbuilder. The ferry project was funded through state legislative appropriations sponsored by Senator Bert Stedman

and Representative Kyle Johansen. Bids for the new ferry were opened in January 8, 2009 with ASD submitting the lowest bid at \$7,088,457, with the next bid coming in at \$8.2 million.

The concept design for the new ferry was by Matt Miller of Glosten and Associates and detail design was by Mr. Callum Campbell of Capilano Maritime Design, Ltd. The vessel is designed for a service life of 25 years. The ferry can carry 100 persons, 37 of them seated and either 23 autos, or one semi tractor/trailer and 17 autos. It is ABS classed AMS, A1 +, Under 90 m Rules, RO RO Passenger Vehicle, Ferry Crew: 2 Licensed, Restricted Service: Ketchikan Alaska, Tongass Narrows, Fuel: 8,000 US Gallons

The vessel is powered by a pair of 850 HP Cummins KTA 38 MO Tier engines driving twin CF3 stainless steel 5 bladed 70 inch x 41 inch propellers via Twin Disc MG 5225 DC reversing gears. Generators are two 55 kW Northern Lights M55 C2 Tier II.



Maximum speed, design draft, is 10 knots and cruise speed is 8 knots. Bollard pull (one engine) is 8.925 long tons. Range is 2,600 nautical miles

Principal particulars are:

Length Overall: 116 ft 6 in - Length Between Perpendiculars: 114 ft 8 in

Beam (Breadth): 48 ft 0 in - Depth (Molded): 12 ft 0 in - Design Draft: 9 ft 6 in

Design Displacement 463 long tons - Lightship Weight: 309 long tons **Source : MarineLog**

Pipavav Shipyard eyes overseas buys, large domestic defence deals

Shipbuilder Pipavav Shipyard is looking to buy overseas firms that cater to the oil and gas and defence sectors and will set up a second dry dock facility to tap the lucrative Indian defence and offshore segments, a top official said. "We are on lookout for opportunities, our eyes and ears are open and we are very keen but we must have the right opportunity that will create both huge visibility and significant value proposition," Chairman Nikhil Gandhi told media.

The firm was eyeing companies in Asia and Europe, especially in the Scandinavian countries, he added. Last week, Pipavav Shipyard had received clearance from the Foreign Investment Promotion Board for warship building in the defence sector, thus making it eligible to bid for multi-billion dollar contracts along with foreign partners. **Source : The IndiaTimes**

Brittany Ferries teams with STX France to develop eco-friendly super ferry

Leading French ferry operator, Brittany Ferries, and shipbuilder, STX France, are embarking on a joint project to develop a new generation of environmentally-friendly passenger ferries. Powered by dual fuel engines that will burn liquefied natural gas (LNG) combined with a high efficiency electric propulsion system, the new vessel will reduce energy consumption and CO2 emissions by 15 - 20% compared to current ferries. Furthermore, pollution by NOX and SOX will be almost eliminated.

The quest for innovation is not limited to choice, of fuel as the structure will make use of lighter compound materials and high strength glues, together with advanced hull design.

The new ship will not only be clean but large and fast, being able to accommodate 2,400 passengers, 650 cars and 40 trucks and have a maximum speed of 25 knots.

Announcing this joint venture Jean-Marc Roué, Brittany Ferries' Chairman said: "Our company has a history of innovation having built a fleet of luxury cruise-style ships that serve our passengers well on the Western Channel routes between the UK, France, Spain and Ireland. Also, as a company founded by farmers, largely owned by farmers and based in Brittany, an area with a rich maritime history, we have a profound respect for the environment and a deep understanding of the need to preserve scarce resources. We therefore are particularly proud to be a partner with STX, a shipyard based in St. Nazaire, on a project which will set new standards in environment-friendly ferry development." **Source : MarineLog**



Above seen the 2000 built SGP flag general cargo ship **INDIANA** leaving Grand Harbour, Malta from Palumbo Malta Shipyard Ltd Dock 6 on Wednesday 30th March, 2011.

Photo : Vikki Dalli Bonello - www.maltashipphotos.com

Halifax Shipyard to lay off 50

Halifax Shipyard is laying off 50 workers on Friday, CBC News has learned. Mary Keith, a spokeswoman for owner J.D. Irving Ltd., said in an email the April 1 layoffs are in addition to 40 other layoffs that have taken place since March 11.

"The workforce will go up and down from week to week, as the needs of the current projects in the yard change and are completed. We move workers from project to project whenever their skills match the project's requirements," she wrote. "Workers will be recalled as new work commences." Keith said several projects have recently been completed, including an offshore supply vessel, a refit of **HMCS Preserver**, **HMCS Ville de Quebec** **HMCS Iroquois**, **MV Holiday Island**, and **MV Leif Erickson**.

"We are now concentrating on building new mid-shore patrol vessels for the coast guard as well as the refit for HMCS Halifax," Keith wrote. "The workforce will likely increase again when the next vessels under the frigate life extension program come in." The layoffs come as Premier Darrell Dexter announced Thursday that Irving Shipbuilding will get help from the Nova Scotia government to land contracts under the national shipbuilding procurement strategy.

The provincial government used its throne speech to signal it would "champion" the shipyard as it competes to become one of two centres to build combat and non-combat vessels under a federal plan valued at \$35-billion. Dexter later told reporters that help could include financial support for the lobbying effort. "There is no request before us for any additional money," he said. "We have already assisted the shipyard in their efforts to modernize and we would

look at other requests if they came forward." Dexter said it was clear Nova Scotia had to launch a lobbying effort as vigorous as those found in other provinces competing for the contracts or it simply wouldn't get the required attention from federal bureaucrats.

"We need to make sure we are front and centre on it," Dexter said. Irving Shipbuilding is competing against Newfoundland's Kiewit Offshore Services, Vancouver Shipyards in B.C., Seaway Marine and Industrial of St. Catharines, Ont. and Quebec's Davie Yards. **Source : CBC News**

Ouhua buys out neighbouring Zhejiang yard

On the back a recent raft of orders China's Zhejiang Ouhua Shipbuilding has decided to take over Zhejiang Dexing Shipyard controlled by the KaiKai Group. Dexing is located in the west part of Ouhua. China's yard scene has entered a dramatic period of consolidation, with plenty more merger and acquisitions on the cards. A week ago it emerged Ouhua Shipbuilding had won an order for two 4,800 teu boxships plus two optional ships from Greece's Thenamaris. Each of the ships will have a length of 250m, width of 37.3m and height of 19.6m. Construction of the boxships is expected to start in June next year at the Chinese shipyard, with the vessels scheduled for delivery in June 2013. The Chinese yard has recently built and delivered four 5,300 teu boxships. **Source : Seatrade Asia**

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Finally large Barents oil discovery

Statoil says the discovery is a breakthrough in the Barents Sea and one of the most important events on the Norwegian continental shelf in the last ten years. After several dry wells over the last three decades, a significant oil discovery 200 kilometres north of the coast of Finnmark was announced by Statoil on Friday. And this is no April 1st joke.

The company says in a press release the Skrugard prospect is believed to contain recoverable reserves of 150 to 250 million barrels of oil equivalent. Statoil says the upside in the licence can be even bigger. - The discovery on Skrugard is significant and a breakthrough for the frontier-exploration in the Barents Sea, says vice-president for explorations in Statoil Tim Dodson.

Statoil holds a 50 percent stake in the licence; Eni Norway has 30 percent and Petoro the last 20 percent. So far, more than 80 wells have been drilled in the southern part of the Norwegian sector of the Barents Sea. So far, Snøhvit gas

field is the only in production, while Eni Norway's Goliat oil field is under development. The discovery is announced the same day as the King in Council in Oslo made the final ratification of the Barents Sea and Arctic Ocean maritime delimitation treaty with Russia.

With the move, the treaty is now only awaiting the Russian Presidential signature, supposed to come any day soon after the upper house of the Russian parliament this Wednesday approved the ratification of the deal with Norway. The maritime border areas in the Barents Sea is highly interesting for petroleum companies and the Norwegian government says it will start collecting petroleum related data from the area as soon as the ratification is formally in place. This will be after exchange of ratification documents between the two countries. **Source : BarentsObserver**



The **MSC MELATILDE** seen passing Terneuzen enroute Antwerp
Photo : Alain Doods – www.tugspotters.com ©

APL to scan Yokohama export containers for radiation

Containership operator APL said it will begin radiation scanning of containerized Japanese exports delivered to its marine terminal in Yokohama for carriage on APL vessels. The decision makes APL one of the first container carriers to undertake large-scale cargo testing for radioactivity since the March 11 earthquake and tsunami damaged Japanese nuclear reactors north of Yokohama.

Testing is scheduled to begin April 6. The carrier said it expects to scan approximately 200 containers daily. "We are taking this step to protect our people and to do what we can to ensure that our customers' cargo moves without delay," said APL President Eng Aik Meng. "We will continue to scan as long as it is necessary to ensure we are not putting our people or customers' cargo at risk." Damage to the nuclear reactors has heightened radiation levels in the vicinity of Fukushima, Japan, according to Japanese authorities. They have established a 30-kilometer safety zone around the site.

The decision to scan Japanese exports at Yokohama is the latest in a series of precautions taken by APL. The carrier has directed ships at sea to remain 200 nautical miles from the reactor site. It has also refused bookings within the safety zone. APL commenced limited scanning March 26. It says that no radiation abnormalities have been detected on its vessels or containers.

APL said it has hired a Japanese surveying firm to scan export containers passing its Yokohama terminal in-gate. Portable detection equipment will be used to determine if boxes have been exposed to heightened levels of radiation. Since the earthquake, seven APL vessels carrying Japanese exports have been scanned at ports in Hong Kong; Los Angeles; Oakland, California; and Xiamen, China. All of the containers discharged at those ports have been cleared for delivery.

According to APL, radiation scanning at Yokohama is not expected to disrupt vessel schedules. The carrier said all of its Japan services are operating normally and meeting arrival and departure times. **Source : MarineLog**

NYK outlines \$6bn fleet expansion plan

Japanese shipowner NYK is planning to spend JPY 500bn-plus (\$6bn) on new vessels as part of investments outlines in its new four-year plan, called "More Than Shipping 2013". The fleet should grow to more than 960 ships by 2017, up from 820 now, as it taps Indian and Chinese demand, it said.

This calls for an extra JPY 110bn to be pumped into new car carriers, JPY 100bn for small and medium-sized bulkers and JPY 20bn for tankers. In addition, it will spend JPY 200bn on new LNG and offshore vessels. It has already committed JPY 1.3 trillion to buying new ships. **Source : PortNews**



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Vroon's **MCC SANDIWA** seen approaching the Pasir Panjang Container terminal in Singapore last Friday

Photo : Piet Sinke ©

MSC raises Trans-Atlantic rates from May 1

Mediterranean Shipping Co. is adding \$240 to \$400 per container to its rates from North America to Europe, the carrier's second general rate increase on the trans-Atlantic in a month. The new export rates from the United States, Canada and Mexico take effect May 1 and include higher charges for containers to the United Kingdom, Scandinavia, the Baltic region and the Western Mediterranean.

The new GRI follows similar increases MSC announced March 10 that are effective April 1 for North American exports to the Western Mediterranean, Northern Europe, the UK and the Baltics. The May 1 GRI will push rates to the UK up \$240 per 20-foot container or \$300 per 40-foot container.

Rates to Scandinavia and the Baltics will rise \$320 per 20-footer and \$400 per 40-foot container. North American export rates to the Western Mediterranean will rise \$240 per 20-foot box and \$300 per 40-footer. **Source : PortNews**



AHT **Maersk Champion** assisting Shuttle tanker **Maersk Pearl** while loading Oil from **FPSO P-34** in Jubarte Field offshore Vitoria Brazil – **Photo : Sjoerd van der Wielen ©**

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Mombasa port gets new Sh500 mln container depot

A new Sh 500million container terminal has been opened at Portreiz in Mombasa with freight handlers hoping that it will help decongest the Mombasa port, AllAfrica reports. The Mombasa Container Terminal (MCT) has a capacity to handle 2,200 twenty foot containers and 650 motor vehicles was opened on Monday by Vice President Kalonzo Musyoka. According to the MCT chairman, Samson Ndegwa, the container freight station will greatly boost the cargo handling capacity of Mombasa port in terms of containers, trucks and vehicles, since the port has been overwhelmed.

The MCT, he said has a one stop centre with all the documentation processes, which is done efficiently to meet crucial deadlines and the services include, handling of full container loads, motor vehicles and other bulk consignments, consolidation and deconsolidation of cargo. "It's a green environment, there is a waste water recycling plant capable of recycling up to 2,000 litres of water per day and harvest rain water to supplement the borehole," he said.

Kalonzo said investors in all sectors of the economy should modernize their infrastructure to ensure quality and efficiency in their operations. The VP said the government appreciates the vote of confidence investors have placed in the country that has led to increased investments and Public Private Partnership (PPP). "An investment of a scale such as yours at MCT is an excellent illustration of how PPPs can be put together to achieve multiple benefits to participating partners, this particular PPP is premised on agreements made between MCT, KPA and Kenya Revenue Authority," he said. **Source : PortNews**



The **BACO LINER** seen outward bound at the Westerscheldt River – **Photo : Stan Muller ©**

Eko Atlantic City: 2.4m sqm of land already reclaimed

South Energyx Nigeria Limited, a subsidiary of the Chagoury Group, said it has so far reclaimed 2.4 million square metres of land in the nine million square metres Eko Atlantic City land reclamation exercise.

The company which was specifically created to undertake the development said the city which will be divided into six districts, will offer multiple investment and development opportunities through its strategic plan to reclaim nine million square metres of land from the ocean. Speaking during a familiarisation tour of the site, Lagos State Governor, Mr. Babatunde Fashola, said, it is the states vision to build a self contained city that provides the quality of infrastructure and services required to make the state the financial capital of Africa.

According to him, "we are reclaiming and restoring the geographical territory of Lagos State and by extension the Federal Republic of Nigeria. We are reclaiming the land that has been lost to the Atlantic ocean and uncontrollable erosion that has now been brought under control.

"For many who might not know during the rains of 2007 there were waves here as high as 70 metres and was buffeting this coast line. For the great wall of Lagos, the wall in front of us here today protected Victoria Island and Ikoyi and the residence in Lagos from being submerged by flood, that wall is still a work in progress.

This will be the wall that will ultimately defend this Island from the Atlantic ocean. We will work this stock with our partners. The future is clear to us as it should. This will be a new city on the coast. The city will run and operate like any other city in the world, 24 hour electricity, new business centre, housing accommodation, very efficient and reliable transportation. The future that Lagos promised is now within touch, it is real, and I am told that in the next 24 months we will begin to see the emergence of one of the apartment blocks. In a statement, David Frame, Managing Director of South Energyx Nigeria said, "Eko Atlantic's Business District will become a home to numerous financial institutions, legal and accounting firms, insurance companies, stockbrokers, oil and gas corporate headquarters, advertising and marketing companies, as well as major retailers. It aims to host a new stock exchange, shopping malls, conference centres and hotels. It will truly be a vibrant addition to the Mega City that is Lagos," he said. **Source : Vanguard Online**



The **GRAND PRINCESS** seen departing from the mega pier in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Diana Shipping Inc. Announces Time Charter Contract for m/v Semirio

Diana Shipping Inc. a global shipping company specializing in the transportation of dry bulk cargoes, announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for one of its Capesize dry bulk carriers, the **m/v Semirio**, at a gross charter rate of US\$17,350 per day, minus a 5% commission paid to third parties, for a period of about twenty-two (22) months to about twenty-six (26) months. The charter is expected to commence mid-May 2011. This employment is anticipated to generate approximately US\$11 million of gross revenue for the minimum scheduled period of the charter. The **m/v Semirio** is a 174,261 dwt Capesize dry bulk carrier built in 2007.

“Shipping and Environmental Issues in 2011– What more can be done?”

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- Places of Refuge for Ships in need of Shelter
- Arctic Shipping: Russia's Northern Sea Route and Canadian Arctic

- IMO'S Polar Code and Guidelines for Shipping in Low temperature Areas
- Risk Management in Arctic Shipping
- The Maritime Labour Convention 2006: Challenges for Flag States, Port States & Owners

For detailed information on the Conference Program, Conference Registration and Hotel Reservations, go to the Company of Master Mariners of Canada web site www.mastermariners.ca

Stena Line Recommences Service on Holyhead to Dun Laoghaire Route

Stena Line has announced that the **HSS Stena Explorer** will recommence service on its Holyhead to Dun Laoghaire route on Friday April 1 until Tuesday September 13 to cope with the additional demand over the summer period. The reintroduction of the **HSS Stena Explorer** will provide Stena Line with the ability to handle higher volumes of foot passengers as Dun Laoghaire Harbour provides passengers with an adjacent Dart connection straight to Dublin City and the surrounding area.

The vessel which caters for up to 1500 passengers and 350 cars, boasts the Metropolitan and Barista coffee bar, Stena Plus lounge, free Wi-Fi, free movies and an onboard shop which offers a wide range of gifts, jewellery, spirits and fragrances. Stena Line's Communication Manager Eamonn Hewitt said: "We look forward to welcoming the **HSS Stena Explorer** back on the Holyhead to Dun Laoghaire route which will provide customers with even more reason to cross the Irish Sea during the summer months.

"The vessel, which offers excellent onboard facilities, will complement the timetable on Holyhead to Dublin Port route as it offers customers a mid-morning departure from Holyhead and a lunchtime departure from Dun Laoghaire."

The **HSS Stena Explorer** will operate one round trip per day with a 10.00am ferry sailing from Holyhead and a 13.15pm sailing from Dun Laoghaire. Customers have the opportunity to upgrade to Stena Line's premium ferry fare for an additional 20 pounds Sterling which includes advance boarding and disembarkation and entry into the Stena Plus lounge where passengers can avail of complimentary snacks, beverage and newspapers.



Photo : Rob de Visser ©

Stena Line is the market leader on the Irish Sea, offering the biggest ferry fleet and the widest choice of routes from Britain to Ireland including Holyhead to Dun Laoghaire, Holyhead to Dublin Port, Fishguard to Rosslare and Stranraer to Belfast routes. The ferry company carries over two million passengers on its Irish Sea routes each year.

TransAtlantic Signs Contract for AHT/Icebreaker Balder Viking

TransAtlantic has signed a contract with the English company Capricorn Energy Ltd, for the AHTS/Icebreaker **Balder Viking**. Capricorn is a wholly owned subsidiary of the British oil company Cairn Energy UK PLC based in Edinburgh.

The AHTS/Icebreaker **Balder Viking** will assist oil drilling west of Greenland, starting in end of April 2011. The operation extends over a four month period. The assignment is for "supply services" for the drilling operation and will probably also include towing of but not icebreaking as the operation will take place in open water.

Rederi AB Transatlantic is a leading Swedish shipping company. Operations are organized into two businessareas: Offshore/Icebreaking and Industrial Shipping. Ships fleet consists of 35 vessels, two anchor-handlingvessels on order to be delivered in 2011/2012 and ships chartered for shorter periods. The company has about 750 employees. Its shares are listed on the NASDAQ OMX Stockholm Small Cap segment.

.... PHOTO OF THE DAY



Above the AHTS **SANKO BARON** "showing off" her fire fighting capabilities offshore Congo
Photo : Capt. Christian Schmidt ©

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