



**Number 105 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 15-04-2011**

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

A large offshore support vessel with a yellow crane and red hull is at sea, with a smaller red tugboat nearby.

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**Impressive photo made by the master of the MARKAB when anchored at Singapore Eastern anchorage during an evening with heavy rains and thunder and lightning, the lightning seen above the Marina Bay Sands hotel / resort, I'm sure the people dinning on the upper floor of the Marina Bay Sands Hotel got real value for their money!**

**Photo : Capt. Trevor Whelan (c)**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
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## RESOLVE Marine Group Adds Suhaili Ocean Towage and Salvage Tug to Worldwide Fleet

RESOLVE Marine Group, a leading marine salvage and emergency response company with worldwide operations, has acquired the Tug **RESOLVE SUHAILI**, 102 TBP. Previously owned by ITC, the ocean towage and salvage tug is presently located in Freeport, Bahamas.



Damian Allan, RESOLVE Director of Business Development announced the acquisition, stating “**RESOLVE SUHAILI** is a great asset for our fleet worldwide. She will complement and support our core activities in the areas of Salvage, Wreck Removal and Emergency Towage.” As an OPA90 Salvage & Marine Firefighting primary resource provider, RESOLVE maintains Salvage and Emergency Response vessels and equipment in 16 operations bases in the U.S., as well as in Singapore, the U.K., Mumbai and Shanghai.



## Mammoetponton bezwijkt

Een ponton van Mammoet is zondag in de Oude Rijn bij Hazerswoude-Rijndijk bezweken onder het gewicht van een 330 ton wegende transformator. De trafo kwam uit Bleiswijk en was op weg naar Smit Transformers in Nijmegen.



In Hazerswoude-Rijndijk werd de kolos op een ponton gereden om over water te worden vervoerd. Hierbij ging echter iets fout, waardoor de ponton met een knal plooid. Twee medewerkers vielen overboord, maar raakten niet gewond. De ponton raakte zwaar beschadigd.



De transformator bevond zich op dat moment boven het water, maar bleef staan. De knal veroorzaakte volgens ooggetuigen wel paniek onder de toeschouwers. Het is nog niet bekend wanneer de transformator verder vervoerd wordt. Source : Schuttevaer (TH / Omroep Rijnwoude)

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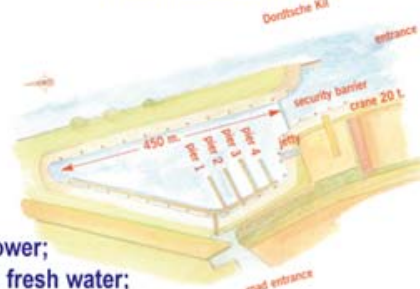
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The **NYK GALAXY** seen in Santos – Photo : Marcelo Vieira (c)

## Tanker rates to remain under pressure in the coming months says report

A new analysis from BIMCO said that freight rates in both crude and product tanker segments will remain under pressure in the coming months. The exception to this overall assessment is the Atlantic clean market that could be in for ongoing firm rates lasting several weeks. Commenting on the outlook of the tanker market, the report compiled by shipping analyst Peter Sand said that the events in both Libya and Japan represent a continuing thread of uncertainty, but there is a clear contrast between the two countries' different roles in the global energy system and tanker shipping markets. Libya is a supply story whereas Japan is mainly about demand. Libya's importance to world oil markets derives from its role as producer of oil and oil products (1.8 million barrels per day in 2010). Libya is an exporter of high quality sweet crude oil, mostly to Europe, while Japan is a large consumer of crude oil and refined products.

"The situation in both Libya and Japan will continue to be difficult for some time. It is, however, likely that once things settle down Japan is in for higher demand for crude oil as a substitute for nuclear power and as an extra energy source as reconstruction gets underway.



High inventories remain an important factor in the seasonally weak Q2, but as recent developments have proved so clearly as mentioned in the introduction, fundamental conditions may be completely irrelevant when disruptions make their impact, whether they are caused by factors in the political or social arena, crashing financial markets or Mother Nature acting up. Just take a look at the oil price – demand is low and supply is high, not exactly a cocktail that should give us the highest Brent oil prices in 30 months and among the highest ever” said the report. In terms of supply, the active product tanker and crude oil tanker fleet has grown by 0.8% and 1.4% respectively so far in 2011. 1.3 million DWT of product tanker tonnage with an average size of 59,000 DWT shows us that MR and LR1 segments have had the largest inflow of new tonnage so far in 2011. BIMCO forecasts an inflow of new product tankers in 2011 to be just above 7 million DWT. As demolition is expected to settle at 2 million DWT the fleet is forecast to grow by 5.0% in 2011.

“As for the total crude oil tanker segment, 33 million DWT is expected to be delivered, making the fleet grow by 9%. Out of which 15 VLCC’s have already been delivered in 2011, adding 4.6 million DWT (+2.8%) to the fleet of supertankers. BIMCO projects that as much as 66 VLCCs are about to enter the active fleet in 2011, an estimate that does take slippage into account. Aspects on the whereabouts and prospects of the remaining non doubled-hull fleet which avoided the 2010-phase-out will be addressed in the next SMO&O.

As regards demolition, the high Ldt-prices (USD 500/Ltd) offered by the breakers yards seem to attract a greater than expected number of vessels ready for demolition, with Indian breakers offering the highest prices and thereby taking the lion’s share of the business. Pakistani breakers continue business as usual, but are offering prices a bit below Indian competitors, causing them to miss out on the best deals. After more than six months out of business, the Bangladeshi breakers are expected back soon to resume activity following a positive outcome of the pending High Court ruling. BIMCO expects a total of 4 million DWT of tanker tonnage to be sent to the breakers this year, but as the current toll is already at 1.8 million DWT (out of which 0.4 million DWT of product tonnage), some support to the freight markets could be the benefit of this if the current pace is maintained” said BIMCO. As far as demand is concerned, “in a year that is bound to be challenging for tankers, increasing focus will be on the different disruptions affecting the market and bringing about rate spikes to provide for overall decent average earnings. However, sometimes the disruption also brings about a drop in demand. Within the last two months, the tanker markets have been riding exactly that rollercoaster of demand variations. As disruptions to normal trading are “the new norm”, tanker shipping owners and operators are trying to make the best of it. We are particularly thinking of disruptions such as the ongoing unrest in North Africa potentially spreading to other areas, pirates in the Indian Ocean taking VLCC’s close to the Strait of Hormuz or the earthquake/tsunami in Japan; events that add extra tonnes demand to one trade one day, only to subtract demand in another market the next day, such as Aframax tankers making last-minute calls in Libya before trading became too difficult. Freight rates went sharply up as Libyan sweet crude oil is high quality and thus in strong demand. The situation in Japan is making discharge as planned merely impossible, with extended waiting times causing congestion around many ports.

Also, a strong Winter in northern Europe has impacted shipping. In the Gulf of Finland and the Bay of St. Petersburg, 20-75 cm thick ice reminds shipping that Winter is not over yet and navigation in local shipping routes remains affected. In some areas, this requires the use of Ice Class 1A for ships entering the ports of the Baltic Sea coastal states. Currently, more than 120 ships are stuck in the heavy ice in the Gulf of Finland and Gulf of St. Petersburg. Many of the ships are about to call St. Petersburg. Conditions like this provide reasons for charterers to pay ice premiums to get their trading done. Depending on the weather and wind the area could be close to ice-free by the second-half of April” concluded BIMCO. *Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide*

**Due to travelling abroad this week the  
newsclippings may reach you irregularly**

## **Maersk expects to opt for 10 more mega ships**

Denmark's A.P. Moller-Maersk expects to exercise its option in June to order 10 more huge container ships to be built by Daewoo Shipbuilding & Marine Engineering at a cost of \$1.9 billion. The world's largest container firm in February outlined plans to order 10 18,000 twenty-foot equivalent unit container ships with the option for another 20 similar vessels to capitalise on expected growth on Asia-Europe trade. Each vessel costs \$190 million.

"The first decision will come in June and we do expect we will exercise that option for an additional 10," Maersk's Chief Executive Nils Andersen told reporters after an industry event in Singapore on Wednesday. Maersk will decide later in the year whether to exercise a further option for 10 mega ships. A senior Maersk official in February said the option on the final 10 vessels was a long shot. The new ships will add to Maersk Line's current fleet of more than 600 vessels and help it keep its industry-leading market position. The Triple-E class vessels, measuring 400 metres (1,312 feet) long, 59 metres wide and 73 metres tall, will be the world's largest container ships. They will be 16 percent bigger in capacity than the current largest ships in Maersk's fleet, the E-class.

#### **CONSOLIDATION INEVITABLE**

Maersk was expanding its fleet by around 8 percent annually to keep up with global demand growth and not to steal market share, although consolidation was inevitable, Andersen said. The Danish firm looked to grow its operations in Latin America by placing 16 container vessels to trade in the region starting this month. Maersk was also looking to expand in Africa, although piracy was a lingering concern especially along the eastern coast. Andersen said the piracy problem was still not getting enough attention, particularly with more than 700 people still being held hostage in Somalia. "Sometimes I wonder if two jumbo jets were hijacked, parked somewhere and people were being held hostages under a lot of visibility whether this situation would not be resolved," he said. The United States in February sentenced a Somali pirate to 33 years and nine months in prison for his role in the 2009 seizure of the Maersk Alabama container ship, in which kidnapped Captain Richard Phillips was rescued while three captors were shot dead by sailors on another vessel. Maersk has placed armed guards on some of its ships that travel through the Gulf of Aden, Andersen said. **Source: Reuters**

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The Damen built multicat 2409 **CLAIRE H** commenced yard trials – Photo : Willem Harlaar ©

## Somalia pirates release German ship

Somali pirates have freed a German cargo ship, **Beluga Nomination**, after paying a ransom, pirates and maritime officials said on Wednesday. The cargo ship, with 9,775 dead weight tonnes, was seized in January pirates 390 nautical miles north of the Seychelles with its 12-man crew.

Pirates said they had received \$5 million in ransom, but this could not be independently verified. A spokesman for owners Bremen-based Beluga Shipping did not want to comment on Wednesday on whether a ransom was paid.

"We have received \$5 million early this morning. Now we have totally abandoned the ship with its seven crew members behind," a pirate who gave his name as Ibrahim told Reuters. Shortly after the ship was seized, Beluga had said three crew members had been killed while attempting to escape while two had successfully fled. The spokesman did not wish to comment on the condition on the remaining crew.

Andrew Mwangura, maritime editor of the Somalia Report said the ship, operated under a Antigua and Barbuda flag, was preparing to sail away. "The ship has been freed. The engine has been re-started and two tug boats are nearby to help it sail away," Mwangura, who is based in Kenya's port city of Mombasa said. Pirate gangs are making tens of millions of dollars in ransoms, and despite successful efforts to quell attacks in the Gulf of Aden, international navies have struggled to contain piracy in the Indian Ocean owing to the vast distances involved. **Source : Khaleej Times**



Above seen the **JAYA CENTURION** seen moored in Singapore - **Photo : Frans van Orden ©**

## Bangladeshi port worker survives 9 days being shipped in container to Singapore; 2nd man dies

A report says a Bangladeshi port worker survived nine days trapped without food or water in a cargo container shipped to Singapore. Another man trapped with him died. The New Paper of Singapore reported Wednesday that 30-year-old Din Islam said he became trapped while resting in the container at Bangladesh's Chittagong port on April 1.



Police said Din and the other man's body were discovered Sunday by a worker at Pasir Panjong Terminal who heard loud banging in the container. Police didn't elaborate on how long the men might have been there. Police said Din was hospitalized in stable condition for dehydration **Source : StarTribune**



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Another newbuilding which started trials is the EURO CARRIER 2611 **NORTHERN PEREGRINE**

**Photo : Ruud Zegwaard (c)**

## **Icebreakers to escort 3 ships in the Gulf of Finland**

As of April 14th (8:00am - MT), there are 3 vessels in the eastern part of the Gulf of Finland, which requested icebreaker assistance, the Port Authority of Big Port St. Petersburg reports. The St. Petersburg PA reports of 21 merchant ships located in the water area, 18 of them - in motion. Over the past day 16 ships have reached the entrance buoy of St Petersburg port. 30 vessels are westbound from the Gulf area, 19 ships called at the port and 19 - departed. Overall, there are 66 cargo ships and 411 local ships at the port. **Source : PortNews**



## Nuclear fears keep shippers wary of travel to Japan

Foreign crew members remain hesitant to travel near Japan's quake-crippled nuclear plant, including to some ports outside the exclusion zone, forcing shippers to use Japanese vessels instead to transport goods, senior industry executives said. Maritime companies were supplying crew members travelling to the Tokyo Bay area, located 240 km (150 miles) from the damaged Fukushima nuclear complex, with special anti-radiation suits, Geiger counters and medicine. That was despite daily assurances from Japan's transport ministry that radiation levels in the area, which included the main container ports of Tokyo and Yokohama and the Chiba oil port, were at a "very safe" level. "Crews do not want to go there. Even Chiba, crews still do not want to go," Kyuho Whang, chief executive of South Korea's SK Shipping, told reporters at an industry conference in Singapore. "So they rely more on the Japanese vessels than the foreign vessels." Whang did not say which companies were being forced to use Japanese vessels.

The use of Japanese-flagged vessels was not yet widespread, but a senior shipping executive, who wished not to be named, said it could become more routine if more and more foreign crews decide against travelling to the area. "We have had ships going to Japan since the tsunami," said Morten Arntzen, president of U.S.-listed Overseas Shipholding Group. The master of the ship has full authority to say we are not going there and that authority will not be second guessed." Japan has restricted seaborne traffic 30 km from the Fukushima nuclear plant, while many shipping companies have imposed a minimum 80 km exclusion zone. To alleviate concerns about contamination from the nuclear plant, Japan said it would begin randomly measuring radiation levels of ships and containers leaving the Tokyo Bay area, and issue to ship owners certificates recording radiation levels confirmed as below a standard level. Despite this, China's quality watchdog has found 10 cases of ships, aircraft or cargo arriving from Japan with higher than normal levels of radiation since mid-March. One of the vessels, Mitsui O.S.K. Line's **MOL Presence**, was denied entry and sent back to Japan. It was later allowed into a Hong Kong port. Chinese Premier Wen Jiabao told his Japanese counterpart Naoto Kan on Tuesday he was concerned about the release of radiation into the ocean and urged Tokyo to take "very seriously" the possible impact on neighbouring countries. The head of Japan's third largest shipping company urged countries not to act irrationally to the nuclear crisis and base their trade decisions on science. "We remain calm, but there is too much overreaction by some countries," Kenichi Kuroya, chief executive of Kawasaki Kisen told Reuters late Tuesday. "Regrettably in the coming months, many buyers may demand to prove that cargo is safe, even for auto parts. Some buyers want proof it's not radioactive, but we don't know how to." A handful of container shippers, mostly German owned, suspended stops at Tokyo Bay ports following the March 11 disaster but most have since resumed operations. **Source: Reuters**



### Now it's your turn to surprise pirates

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## Piracy biggest threat to southern Africa security

South Africa believes Somali pirates, and not political instability in Zimbabwe, pose the biggest threat to security in southern Africa, its defence minister said. The pirates, spurred on by multi-million-dollar ransoms paid to release hijacked vessels along a key oil shipping route, have struck further south, threatening regional commerce and trade from Africa's largest economy, Lindiwe Sisulu told Reuters. "At the moment, we think that the issue of piracy is beginning to be a serious problem to us ... We have defined maritime security as a threat to the region," Sisulu said in an interview. South Africa, which operates the continent's most sophisticated navy, has already deployed the German-built frigate **SAS Mendi** to patrol the Mozambique channel in the Indian Ocean as a deterrent following a pirate incursion close to South African territorial waters late last year. "A great deal of our trade takes place on the sea and we've got to make sure we protect that," Sisulu said. Analysts say more than 40 percent of the world's seaborne oil supply passes through the Gulf of Aden and the Arabian Sea and is at risk from pirate gangs. Southern Africa is a major supplier of raw materials for the world and a vital source of the commodities that help power China's economic engine. Sisulu said a military strategy, which would flesh out the operational and funding requirements to deal with piracy, would be presented to cabinet within a month, following mounting pressure from the European Union to boost the global fight. "We are responding first and foremost in our national interest and secondly in support of international effort."

South Africa, one of Africa's largest peace-keeping contributors on the continent with troops in the Democratic Republic of Congo, Sudan and Central African Republic, intends to go the market next year to tender for urgently needed military transport aircraft, Sisulu said. Its current airlift capacity is constrained after it cancelled a \$5.2 billion contract to buy eight Airbus A400M aircraft due to rising costs and delivery delays. "We don't have one and we depend on renting the aircraft," she said. Sisulu did not rule out humanitarian or peace-keeping assistance to Ivory Coast, as the west African nation sought to rebuild in the aftermath of a violent power struggle following a disputed election.

South Africa's dispatch of a naval vessel to waters off the Ivory Coast worried some African leaders, who saw it as an unwarranted projection of force. The ship has returned to South Africa. "Should at any point we be asked to contribute to creating any stability in Cote d'Ivoire we would be happy to do that," Sisulu said. **Source: Reuters**

## Bestendiging Predicaat Koninklijke voor Koninklijke Scheepsagentuur Dirkzwager B.V.

Op donderdag 21 april 2011 zal burgemeester J.A. Karssen aan de directie van Koninklijke Scheepsagentuur Dirkzwager de Bepalingen betreffende het Recht tot het voeren van het Predicaat "Koninklijke" overhandigen. Op 8 maart jl. heeft de Secretaris in Algemene Dienst van Hare Majesteit de Koningin aan de Commissaris van de Koningin in Zuid-Holland, de heer J.Franssen, laten weten dat Hare Majesteit de Koningin heeft besloten het Recht tot het voeren van het Predicaat "Koninklijke" opnieuw aan Koninklijke Scheepsagentuur Dirkzwager B.V. te verlenen



Photo : Harry van den Berg ©



Ter gelegenheid van het 80-jarig bestaan van het bedrijf werd bij Koninklijk Besluit van 15 oktober 1952 aan Dirkzwager's Scheepsagentuur te Maassluis het predicaat "Koninklijke" toegekend. Sindsdien voert het bedrijf de officiële naam "Koninklijke Scheepsagentuur Dirkzwager B.V." Het predicaat werd toegekend vanwege de unieke dienstverlenende functie van het bedrijf voor de scheepvaart en de haven van Rotterdam. Sinds de oprichting in 1872 verzorgt het bedrijf in 24-uurs continudienst scheepsmeldingen in diverse rapportagevormen. In de loop der jaren zijn de activiteiten uitgebreid met onder meer het verzamelen van gegevens over zeeschepen en reizen, het inklaan van schepen en assistentie bij het beloodsen van zgn. geulgebonden schepen. Het aanbod van informatieproducten en dienstverlening wordt voortdurend aangepast aan de wensen van de klanten. Ondanks de economische recessie zijn, mede gezien de unieke positie van het bedrijf, de vooruitzichten positief. Dirkzwager heeft als een beeldbepalend bedrijf in binnen- en buitenland bekendheid gegeven aan Maassluis. Daarnaast was en is Dirkzwager een belangrijke werkgever in Maassluis. Na 128 jaar aandeelhouderschap heeft de familie Dirkzwager in 2000 besloten haar aandelen te verkopen aan het Gemeentelijk Havenbedrijf te Rotterdam. Bij deze gelegenheid werd het bedrijf de erepenning van de gemeente Maassluis toegekend. De andere sterke aandeelhouder is Imtech Marine, leverancier van technische oplossingen en diensten aan de maritieme industrie.

## **Ferry crash: Manslaughter inquiry, say the French**

CONDOR Ferries is being investigated for manslaughter and involuntary wounding following last month's crash which killed a French father of four, it has been confirmed. Philippe Lesaulnier (42) died shortly after the [Condor Vitesse](#) high-speed ferry collided with his whelk boat in thick fog. His two crew members – aged 37 and 40 – escaped unharmed after being found clinging to the sinking remains of their vessel. French police and maritime authorities immediately launched an inquiry, and yesterday confirmed for the first time which charges they are investigating.

Source : [thisisjersey](#)

## **CASUALTY REPORTING**



## **Pleasure boat collides with cargo ship on Danube near Šamorín; no injuries reported**

Two boats collided on the river canal of the Danube near Šamorín early on April 13. A pleasure boat en route from Passau in Germany to Esztergom in Hungary which was carrying 100 passengers crashed into a boat transporting maize; the latter is now semi-submerged. All the passengers from both boats are safe and unharmed. One person has been hospitalised, but for causes unrelated to the accident. The Slovak Rescue Service sent units from its stations in Šamorín and Dunajská Streda with boats, the Sme daily quoted the TASR newswire as saying. The Complex Central Rescue Service in Gabčíkovo also assisted. "The ships crashed, according to the latest information, at about 10

minutes before 2:00 in the morning. The sinking boat is out of the usual channel route,” Ivan Pet’ko, spokesman of the Regional Fire Brigade, informed TASR. Slovak Interior Minister Daniel Lipšic visited the site and was shocked to learn that rescue units only learnt about the accident at 7:00 in the morning, even though the crash had taken place five hours earlier. **Sources: Sme, TASR**

## **NAVY NEWS**



Above and below seen the departure of the two Chinese Guided Missile frigates of the 7th Escort Group from the PLAN that recently visited Durban. The author was fortunate enough to visit the vessels for a tour and a reception hosted by the Admiral in command of the Group. I was extremely impressed by both the professionalism and state of the vessels. This was even though both vessels have been on constant deployment for the last five months as part of the anti-piracy force in the GOA and Indian Ocean. The two vessels are currently en-route home with the month voyage ending a 6 month long deployment. Both vessels are pictured departing Durban with the city in the background.

**Photo's : Grant Bairstow (c)**





## HMAS Stuart rescues hostages off Somalia

**HMAS Stuart** has interdicted a Yemeni-flagged dhow and rescued three crew members who were being held hostage by Somali pirates off the Horn of Africa. The interdiction occurred on the morning of Monday, 11th April 2011, after **HMAS Stuart** had been monitoring suspected pirate activity in the area for several hours. The Chief Joint Operations, Lieutenant General Mark Evans, said he was very pleased with the way **HMAS Stuart's** crew handled a difficult and dangerous mission.

"No shots were fired by either **HMAS Stuart** or the pirates during the interdiction and no threats were made by the pirates to harm the Yemeni crew once they saw the boarding party rapidly secure the dhow," Lieutenant General Evans said. "Stuart's boarding party did extremely well in maintaining the safety of the dhow's crew and ensuring a potentially challenging situation did not escalate." The **Al Shahar 75** was attacked and seized by pirates about 20 days ago. Fifteen Somali pirates surrendered to **HMAS Stuart's** boarding party as they approached the **Al Shahar 75**. During a search of the dhow, the boarding party located 11 AK-47 assault rifles with 16 magazines, a large quantity of small arms ammunition and a Rocket Propelled Grenade Launcher with grenade. The weapons were catalogued and then disposed over-board. The unarmed pirates were released in their skiff after being provided with adequate water, food, fuel and communication equipment to make the nearest land-fall off the Somalia coast.

The Yemeni vessel was safely escorted from the area by **HMAS Stuart**. The Royal Australian Navy frigate is deployed to the Middle East, conducting maritime security, counter-terrorism and counter-piracy operations with the Combined Maritime Forces. **Source : Garry Luxton**

## SHIPYARD NEWS



Damen is currently finalising the first "Twin Axe" Catamaran to support Offshore Wind farms in the widest sense. The High Speed Support Vessel 2610 is believed to be one of the most innovative design concepts developed by Damen in the last decade.

Although the "Axe Bow" concept has been developed some 5 years ago with great commercial success, the "Twin Axe" offers a

more stable platform within the 24 m loadline. Compared to "conventional" catamarans with the same displacement the new concept offers reduced peak accelerations upto 75%, reduced calm water resistance upto 15% and reduced added resistance in waves upto 60%.

To date Damen has delivered 25 Sea Axe monohulls and 22 are under construction. The first HSSV 2610 will be introduced during "Seawork 2011" in Southampton (14 – 16 June). In May the vessel will be subject to a test programme to verify the actual performance against the predictions and model tests.

Special features of this design are:

- front fendering designed for impact speeds over 3 knots without damage to the ship's structure
- aft wheelhouse / accommodation for lowest possible accelerations
- flexibly mounted wheelhouse for lowest possible noise levels
- two-step gearbox for maximum bollard pull without engine overload at 0-speed
- large cargo deck for 2 x 20 ft containers (max. 15 tons)
- diving / rescue platform aft
- high degree of customisation i.e. moonpool and extra accommodation

- fuel transfer option
- trimming of vessel using fore and aft fuel tanks
- extensive endurance
- 3 point mooring system

**Damen** kindly invite interested parties to come and visit the vessel during “Seawork 2011”.

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## Keppel unit gets \$191 million worth of contracts

Keppel Corp, the world's largest oil rig builder, said on Tuesday its offshore and marine unit had secured S\$240 million (\$191 million) worth of contracts from two international customers, Reuters reports. Keppel will build a multi-purpose dive support construction vessel for SBM Offshore, scheduled for delivery in the second quarter of 2013. It will also modify and upgrade a floating production storage and offloading vessel for Petrofac, it said in a statement.

Source : PortNews

## DSC supplies 24in Marlin class dredger to Bangladesh

Dredging Supply Company (DSC) has delivered what is now the largest and most modern dredge in Bangladesh. The dredger arrived in Chittagong in February 2011 and is a DSC 24in Dual Pump Marlin Class dredge, equipped with a 23 m excavation capability. The dredge is also the deepest digging dredge in the country and is one of two units ordered by the Bashundhara Dredging Company in Dhaka. In addition to the two powerful dredges, a DSC multipurpose workboat was also delivered to support dredging operations. DSC said the dredge has performed flawlessly and has surpassed customer's production expectations. A second 24in Dual Pump Marlin is currently on a ship bound for Chittagong and is scheduled to arrive the first week of May. Source : Dredging News Online

## SHI to build LNG carriers for Golar

Samsung Heavy Industries (South Korea) has announced that it has entered into a contract, said to be worth \$800 million, to build four new liquefied natural gas carrier ships for UK-based Golar LNG Energy, Motorship reports. The four ships will be of 160,000m<sup>3</sup> capacity, with three scheduled for 2013 delivery and one in 2014. The contract is reported to include an option for four more ships for delivery starting in 2014. Further options are said to include ice strengthening, winterisation and regasification equipment. The ships will be powered by dual-fuel diesel electric power plants, for better fuel economy and lower emissions. Golar is said to be actively pursuing other newbuilding orders – in fact some reports referred to this contract being for six ships, so it looks as though the options may be exercised early by Golar in order to secure early delivery dates to take advantage of what the company sees as strong times ahead in the LNG energy sector. Source : PortNews



## ROUTE, PORTS & SERVICES

### Star Bulk Announces Settlement of the Star Beta Claim With OLDENDORFF

Star Bulk Carriers Corp. announced that the dispute that had arisen back in October 2008 between the Company's subsidiary Star Beta LLC and OLDENDORFF GmbH and Co. KG, sub charterers of the [STAR BETA](#), concerning the assignment to Star Beta of the charterparty between Oldendorff and Industrial Carriers Inc. ("ICI") has now been settled with the Company receiving a major portion of the quantum of the claim. As a result of the settlement, the arbitration proceedings have also been discontinued. Star Bulk is a ship owning and ship operating company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK". Currently, Star Bulk has an operating fleet of eleven dry bulk carriers, comprised of three Capesize and eight Supramax vessels, with a further two Capesize vessels currently under construction. **Source: Star Bulk Carriers**

### Northern Offshore receives major industry health and safety accolade

[Northern Offshore, Ltd \("Northern Offshore"\)](#), operator of production and drilling vessels for the global offshore oil and gas industry, will be presented with a major safety accolade at the RoSPA Occupational Health and Safety Awards, later this year. The company's Energy Enhancer – a jack up rig designed specifically for harsh environments like those found in the North Sea – has been recognised with a Gold award as a result of Northern Offshore's commitment to striving for continuous improvement in HSE standards.

The Royal Society for the Prevention of Accidents (RoSPA), a safety charity, launched its awards programme 55 years ago. The scheme looks not only at accident records, but also entrants' overarching health and safety management systems, including important practices such as strong leadership and workforce involvement. David Rawlins, RoSPA's awards manager, said: "RoSPA firmly believes that organisations that have demonstrated their commitment to continuous improvement in accident and ill health prevention deserve recognition. Northern Offshore has shown that it is committed to striving for such continuous improvement and we are delighted to honour it through the presentation of an award."

Northern Offshore will be presented with the award at a prestigious ceremony at the Glasgow Hilton Hotel, on Thursday September 22, 2011. John Monks, general manager for Northern Offshore, said: "This award is a further recognition that our Energy Enhancer crew members are firmly committed to the belief that an injury free offshore work place is an achievable target. It is testament to the team on the Energy Enhancer and across the wider organisation for their ongoing commitment and dedication to safety awareness at work." The award comes on the back of a successful start to the year for Northern Offshore, which will see the company's Energy Enhancer and Energy Endeavour jack ups in continuous work for the rest of the year. "We have made an extremely positive start to the year," added Mr Monks. "This is in part, due to the work we have carried out to ensure we maintain the highest possible standards of health and safety." Headquartered in Aberdeen, [Northern Offshore](#) operates oil and gas production and drilling vessels around the world. The company, which is registered on the Norwegian Stock Exchange, currently employs more than 300 people globally.

### VMI exported seven dredges in past year

Dredger builder VMI has announced that it has sold seven dredges outside of the US in the past year. Recent international sales consist of one dredger to Qatar, one to Canada, two to Australia and three to The Philippines. The most recent dredge to leave the US-based company's facility was an MD-815. It was sent to Maxitool in Queensland, Australia. This is the second MD-815 that Maxitool has purchased from VMI in the past year. Maxitool uses VMI

dredges to dewater tailing dams or performing maintenance work for process ponds, waterways or marina channels all over Australia. To see more pictures and/or videos of a VMI dredge in action, see [www.vmi-dredges.com](http://www.vmi-dredges.com)

Source : Dredging News Online

## KOTUG's Newbuilding Rotor-Tugs RT Champion & RT Leader arrived in Rotterdam

On April, 12th KOTUG's newbuilding RotorTugs **RT Champion** and **RT Leader** arrived in Rotterdam. Both tugs have a length of 32 m, a width of 12 m, 7.200 BHP and a bollard pull of 85 tons. **RT Champion** and **RT Leader** are the 5th & 6th tugs respectively of a series of 6 sister vessels, all built at Niigata Shipbuilders, Japan, part of KOTUG's comprehensive fleet extension and renewal program. The sister vessels left Niigata shipyard on 29th January 2011.

Photo: Willem Harlaar (c)



Thanks to the crew of Redwise, **RT Champion** and **RT Leader** sailed under their own power to Rotterdam and arrived on 12th April 2011. Thereafter the tugs will be equipped and prepared to commence their towage activities in the port of Rotterdam. KOTUG's president Ard-Jan Kooren emphasized that despite the present shipping market, also affecting the tug business, his company continues to invest into a modern and strong tug-fleet to keep the high quality of their service. During this year's traditional "Haring-Party" in Rotterdam on Monday June 6th, KOTUG will perform the christening ceremony of the **RT Champion** and **RT Leader**.

Photo Left : Willem Holtkamp (c)

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## Huisman successfully transports and installs 5,000mt crane “Seven Borealis”



Early March, Huisman, the Dutch-based specialist in lifting, drilling and subsea solutions, successfully installed world's largest Offshore Mast Crane onboard the “**Seven Borealis**” in four days only. This crane installation is considered as the heaviest and logistically most complex conducted by Huisman to date. After final load testing, the “**Seven Borealis**” will depart for the Huisman production facility in Schiedam where a complete 600mt S-lay system will be finalised.

Transport and installation of the crane were performed under the responsibility of Huisman. The transport from the Huisman production facility in Zhangzhou, China to Sembawang Shipyard in Singapore was executed by BigLift's “**Happy Buccaneer**”, a heavy lift cargo vessel with first generation Huisman Mast Cranes (1984). At Sembawang Shipyard the crane was installed onboard the “**Seven Borealis**” in four days, a lift of approximately 1000t each day.



The four crane pieces were installed in the following sequence: mast base, slewing section, boom and mast. Currently the reeving and commissioning of the crane are ongoing.

The Huisman in-house developed and manufactured Mast Cranes are used within the industry for over 25 years and have become a standard in the design and construction of heavy lift cranes. However, every piece of this 5,000mt crane is massive. Besides the two 2,500mt main hoisting blocks the crane has a 1,200mt auxiliary hoist which is equipped with a heave compensator and is capable of storing up to 6,000m hoisting wire (109mm). The tip of the fly jib has an additional 110mt auxiliary hoist. This all is accompanied by four load tuggers and an additional five block tuggers. The installed electro motor power is approximately 15MW, hydraulically another 1.6MW. The slew bearing is custom designed and built by Huisman. In the meantime, Huisman started the fabrication of a similar Mast Crane with a revolving lift capacity of 4,000mt which is planned for delivery in 2012.

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## Ireland approves Stena takeover of DFDS Irish Sea services

Stena Line is celebrating after the Irish Competition Authority (ICA) gave the green light to its takeover of DFDS Seaway's Irish Sea services, ifw-net reports. The ICA concluded that Stena's takeover of vessels, related assets, inventory, employees and contracts relating to passenger and freight ferry services operated by DFDS would not substantially lessen competition in markets for goods or services in the Republic of Ireland.

However, the takeover is also being investigated by the UK's Competition Commission. Stena said: "As the Irish and UK competition processes are separate, we now await the decision of the UK Competition Commission, which is expected by 25 July. "Stena Line has provided an undertaking to the Competition Commission that the acquired business will operate as an autonomous entity until its decision is made." Both competition authorities launched a full investigation into Stena's €50 million (US\$62.2m) bid for the Belfast-Birkenhead and Belfast-Heysham services after initial investigations were unable to conclude that the deal would not lessen competition. In January, three routes on the Irish Sea were closed, sparking fears among hauliers that this, combined with the merger, could drive prices up.

Closed were DFDS's services between Dublin and Birkenhead and Heysham and Stena's service between Larne and Fleetwood – leaving four ferry firms operating 14 freight-carrying routes. If the acquisition is given the green light by the UK's Competition Commission, Stena will operate six. In January, a spokesman for Stena Line said there would still be enough operators on the Irish Sea to ensure that prices would continue to be governed by market forces.

The deal will also see Stena take over port operations at terminals in Belfast, Birkenhead and Heysham and four ships: the chartered [Lagan Seaways](#) and [Mersey Seaways](#), on the Liverpool-Belfast route; and the freight carriers [Scotia Seaways](#) and [Hibernia Seaways](#). Source : PortNews

## Neeltje Struijs er uit voor zoekactie op het Haringvliet.

Woensdag 13 april om 21.56 uur werd de bemanning van de reddingboot [Neeltje Struijs](#) van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor een zoekactie n.a.v. een noodsignaal op het Haringvliet. Er werd uitgevaren en samen met de [Torbay](#) van de Hellevoetse reddingsbrigade werd heel de Zuidwest kant van het Haringvliet bekeken. Er werd niets bijzonders gezien. De bemanning kwam een bootje tegen maar deze hadden ook niets gezien. Na overleg met het Kustwacht Centrum werd besloten om terug naar station te gaan.

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Above seen the 1975 built MLT flag and owned offshore tug/supply ship **ASSO ZEJT 1** entering Grand Harbour, Malta for the first time on Wednesday 13th April 2011 after a general refit at Bizerte, Tunisia.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## Hanjin Shipping restores rates on Asia-Europe services

Hanjin Shipping announced Thursday a rate restoration plan for Asia-Europe trades starting 15 May, Seatrade-asia reports. "Despite our utmost efforts to reduce costs, it is inevitable for us to restore rates in order to maintain service quality and schedule reliability in the midst of hiking operation expenses," the South Korea-based shipping firm said in a statement. The new rates for the Far East to North Europe/Mediterranean route will be \$200 per teu and \$400 per feu. Rates on Southeast Asia/India sub-continent and Middle East to North Europe/Mediterranean will be \$150 per teu and \$300 per feu. **Source : PortNews**



Above seen Seaspan's newest 8500 TEU vessel, **COSCO PRINCE RUPERT** sailing from Vancouver on her maiden voyage this week. She is built at Hyundai Ulsan.

**Photo : Peter Curtis (c)**

## Greencarrier acquires PTS

Having expanded significantly within the Nordic countries and Baltic states, Sweden-based Greencarrier has now established a permanent presence in the UK with the acquisition of PTS UK Ltd. The agreement was signed on April 12th, and the acquisition is expected to be completed before end-May.

PTS UK, which will be renamed Greencarrier PTS, is headquartered within the Ipswich Dock area, just twelve miles from the UK's leading container port, Felixstowe. The company operates a fleet of seventeen goods vehicles and more than 100 trailers, and has offices and warehouse facilities in Ipswich and Immingham. Greencarrier has worked with PTS as its UK partner for five years.

The PTS management team will be retained. Greencarrier's expansion includes the acquisition of Latvia-based Spedair, Finland-based Oy FCS Logistics and Hansa Seaways, as well as the opening of Greencarrier Denmark following the renaming of NTN Denmark - one of sixteen companies acquired by parent company Bjork-Eklund Group.

**Source : PortNews**

**Due to travelling abroad this week the  
newsclippings may reach you irregularly**



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



The tug **BUIZERO** seen assisting the **GITTA KOSAN** into the Rozenburg Locks  
Photo : Jan Oosterboer (c)

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