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The tug LAMMY seen in action in the port of Hong Kong – Photo : Alan Loynd ©

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The **CROWN OF SCANDINAVIA** seen in Oslo – Photo : Reinier Jansen ©

Be Smart, be Safe!
Safety campaign launched by T.O.S.

At April, 14th during our quarterly office staff meeting, the T.O.S. safety campaign was launched by Managing Director **Kees Wagenaar**. Kees handed the first T.O.S. health and safety handbook ceremonially to **Siebelina Ooms** and **Victor Mees** who were proclaimed best employee of the quarter during this same meeting.



With this book T.O.S. wants to make a contribution to a mindset focused on a healthier and safer working environment. T.O.S. thinks of it as her duty to inform employees about health and safety issues and to make it everybody's responsibility to be aware of possible risks and dangers. To make sure that everybody will indeed have safety on their minds a series of actions will take place the coming year. Keep an eye on the T.O.S website and newsletter. And don't forget: Be Smart, be Safe! **Source: T.O.S.**

Dry bulk market keeps on falling, on low demand and high supply

The dry bulk market has kept its falling pattern this week, with the industry's benchmark, the Baltic Dry Index (BDI) retreating again yesterday to end the session down to 1,309 points, a daily slump of 1.13%. On the positive side, the Capesize market stopped this fall, to end the session marginally higher at 0.19 percent to 1,573 points. At the same time, the constant fall of the panamax sector finally led rates lower than Capesizes. Since the beginning of the year, Panamaxes had been the top earners of the dry bulk market, in a sector's paradox that tended to become the norm. Yesterday, the panamax segment lost further ground to end down by 2.40 percent.

In its latest weekly report, Fearnley's said that the Panamax market continued its downward trend this week. It was some mixed views beginning week when more fresh cargoes entered the market - but this was quickly absorbed by the overwhelming supply of available ships. "The rates in both hemispheres are slowly declining and we do not see any fundamental upcoming events in the near future which will have any positive effect to the rates. Next week is Easter Holidays in most European countries and we believe this also will affect the already slow market. For Continent positions doing Fhaults the rates are in the low 20's region. Tarv's paying low teens while in the Pacific the rounds are fetching very low 10's. The period market has been somewhat none existing lately with only a few fixtures reported at around 15k lvl for short/medium periods" it mentioned.

As for the Capesize market, it said that the segment is heading for another low, as newbuildings continue to pour out of yards. "Spot demand is fair, despite recent natural disasters, but simply not sufficient to fully employ a growing

fleet. Pacific rounds, although not covering operating expenses, are stable at just over usd 6k/day – the reference trade WAust/China hovering in the dismal usd 7.50-75 pmt interval. Atlantic has taken a further blow, with levels for the Cont-Brazil-China fronthaul trade dropping 10% w-o-w to come in at usd 20k/day, TA rates softening by a full 35% to usd 6250/day. A few key players still book period tonnage, at levels reflecting the presently inverted forward curve more than the current spot bloodbath 180kdwt newbuilding done ex yard prompt for 11-13 months at usd 15k/day, 180kdwt/built 2010 fixed prompt for 4-6 months at usd 12500” said the shipbroker.

Regarding the smaller ship types, “the Atlantic market remains flat - very little new/fresh business and slow activity. Considerable prompt tonnage remains unfixed. The USG pays very low 20’s for petcoke runs into the EMed/EMed. Short period dely in Atl on Supramax 53kdwt stands at usd 18500 with worldwide redelivery. TA rounds are being traded in the high teens. Pacific market very quiet as Chtrts holding back their requirements and allowing tonnage to build up. Supras in N.China get close to 12k for trips via Indo to India. Iron ore from India expected to pick up with increased cargoes and buying interest from China thereby rates remain firm around 17k WCI/China and from ECI around 15k, but few ships seen ballasting to Indo as not much cargoes ex ECI. On Rich.Bay rounds Supras see around 15k basis WCI dely. Red Sea; ferts on Hmax/Supras are fixed at very mid-high 20’s pmt on voy bss to WCI. Not too much activity on short period as market bit volatile and speculative and hear index type vsl fixed at mid-teens” concluded the report.

Meanwhile, it’s worth mentioning the latest developments regarding India’s iron ore export plans. As it turns out, the Karnataka state government is challenging the Supreme Court’s decision to lift the iron ore export ban. In a note, Jeffrey Landsberg from Commodore Research & Analysis, said that, Karnataka’s Chief Minister B S Yeddyurappa held on a conference stating that Karnataka will file an appeal with the Supreme Court. “According to Mr. Yeddyurappa, illegal mining and transportation of iron ore is still running rampant throughout the state and in all of India. His statement’s echo similar findings from the Central Empowered Committee and Lokayukta that Commodore has published in recent reports. We will continue to monitor this development closely and will publish additional updates when more information surfaces. For now, the export ban remains set to be officially lifted on April 20. A significant increase in Indian iron ore fixtures has not yet occurred however. Only 4 Indian iron ore fixtures surfaced in the market last week, 1 less than the previous week and on par with the trailing four week average” said Landsberg.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **ATLANTICBORG** seen enroute Amsterdam – Photo : Marcel Coster ©

Cargo ship detained at Galway docks

A THIRD attempt to transport two ferries from Galway took a new twist yesterday when a replacement ship brought in to transport them to Mauritius was detained. The **Thor Gitta**, a 7,000-tonne cargo ship, was held at Galway docks yesterday as new complications arose in the effort to transport the two passenger ferries. Capt Brian Sheridan, Galway harbour master, confirmed yesterday evening that the vessel had been detained at lunchtime on the instructions of the admiralty marshal, a High Court judge, acting under maritime law. A ship’s keeper has been placed on board the

vessel by the Revenue Commissioners until the matters have been resolved. It was unclear when this would be. The two Aran islands ferries bound for Mauritius, **Clann na nOileáin** and **Clann Eagle 1**, were expected to be loaded in Galway docks yesterday as investigations conclude into the latest incident involving the boats last week. On Thursday last week the **Clann na nOileáin** plunged 40ft as it was being hoisted on to the **Thor Gitta** in Galway docks. **Source : Irish Times**



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Been wet and windy this week, above seen in Port Phillip Bay, off Sorrento outbound at last from Melbourne the **FANTASTIC** (ex Beluga Fantastic) **Photo : Andrew Mackinnon - www.aquamanships.com ©**

Maersk second line to make low-sulphur fuel switch here

Hot on the heels of Neptune Orient Lines' decision to switch to low-sulphur fuel for its ships calling at Singapore, Maersk Line announced yesterday that it will be doing the same thing. 'Maersk is ready to start the switch process anytime - tomorrow, if need be. But we would like to work with (the Maritime and Port Authority of Singapore) on details to ensure we move in sync with them and with this ensure to have as wide a support as possible in the industry,' said Anders Lund Kristensen, head of Maersk Line Asia Pacific Liner Operations. APL - the shipping line of Neptune Orient Lines (NOL) - made the switch effective from Wednesday for all 80 of its vessels calling at Singapore, the day after both APL and Maersk signed the Maritime Singapore Green Pledge along with eight other firms in the

maritime and offshore industry. The average sulphur content of the low-sulphur fuel oil that Maersk Line's vessels will be using while calling at Singapore's ports is one per cent or lower, compared to its regular fuel oil that has an average sulphur content of 2.8 per cent.

Over the 2010-2011 period, Maersk Line expects to have 360-400 Maersk-operated vessels calling at Singapore. Last month, it had made the switch to low-sulphur fuel for its vessels calling at New Zealand, which it said would cut sulphur emissions in port by 80-95 per cent. Singapore has adopted the International Maritime Organisation's deadline that calls for reducing the sulphur content of marine fuel to 3.5 per cent by 2012 and to 0.5 per cent in 2020.

Currently, low-sulphur fuel can be almost double the price of regular marine fuel but for now, Maersk plans to absorb the additional cost. 'At present, we do not have plans to impose any surcharges. We believe, however, that our customers appreciate and value the drive towards providing cleaner, greener and more sustainable ocean transportation,' said Mr Kristensen. The shipping line said that it has committed itself to making the switch to the cleaner-burning low-sulphur fuel in at least 10 global locations by 2015. **Source : The Business Time**



The French registered trawler, chartered by Malta Red Cross & French Red Cross, on Monday evening left Malta to Misurata in Libya with 86 tons of humanitarian aid, arrived on Wednesday morning, unload in 4 hours and left again to Malta with evacuees from Ukrainians, Syrian, 2 Maltese and even a British I.T.V crew, and arrived in Malta on Thursday. The **Saint Antoine Marie II** is above seen loading the humanitarian Aid in Malta on the 11-04-2011.

Photo : Gejtu Spiteri ©

Fatigue led to Great Barrier Reef ship accident

The final investigation into the grounding of a coal carrier on Australia's Great Barrier Reef found fatigue was a major factor causing the accident. The **Shen Neng 1** struck Douglas Shoal off the central Queensland coast on April 3 last year, gouging a 3 km-long scar and spilling about four tonnes of heavy fuel oil from a ruptured fuel tank.

The Australian Transport Safety Bureau (ATSB) on Thursday handed down its final report into how the ship ended off course. The final report found the chief mate was fatigued and it affected his performance as he monitored the ship's position. According to ATSB Chief Commissioner Martin Dolan, the ship's chief mate managed just 2.5 hours of sleep in the previous 38.5 hours as he supervised loading in Gladstone. He said the grounding provided an important safety lesson for all seagoing vessels.

"Fatigue is one of the key safety risks facing seafarers, and watch-keepers in particular. Failure to manage fatigue can lead to loss of life, damage to property and damage to the environment," he said in the report. The report also

identified several other safety issues relating to the accident. It found the ship's safety management system did not contain procedures or guidance in relation to the proper use of passage plans, including electronic route plans.

In the half-hour leading up to the grounding, there were no visual cues to warn either the chief mate or the seaman on lookout duty about the underwater navigation hazards directly ahead of the ship. It also noted that at the time of the grounding, protections afforded by compulsory pilotage and active monitoring of ships by the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) were not in place in the area off Gladstone. Meanwhile, the ATSB has made four recommendations, two of them regarding the ship's management of safety issues and fatigue.

It also suggested action by the Australian Maritime Safety Authority to extend REEFVTS coverage to include the waters off Gladstone. Dolan doubted such an accident could happen again, because the reef vessel tracking system, which monitors ship positions and notifies them if they veer off track, was now being extended to the seas off Gladstone.



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Police still await communication records from Navy

The police investigation into the cause of the January 30 collision between Indian Naval Ship **Vindhyagiri** and Merchant Vessel **Nordlake** in the navigation channel of the Mumbai port has hit a hurdle with the Navy still to submit the detailed communication records from their ships during the few minutes leading to the accident, even over two months later.

Although the Yellow Gate police have received records from the vessel traffic monitoring system (VTMS) operated by the Mumbai Port Trust, a detailed report from the Navy is awaited. The accident occurred when 14 ships in a Naval convoy were returning from a families' day at sea.

"We had requested the Navy to submit the detailed report and transcript of the navigation communication of all 14 ships. But the Navy is still to send us the report. We have written to the Navy to send their officers," said DCP (Port) Quaiser Khalid. Following the collision, a fire broke out on board the **INS Vindhyagiri**. After firefighting operations, the warship began to list and then sank to the seabed at the Naval Dockyard. Salvage operations to refloat the **INS Vindhyagiri** are still on. Source : IndianExpress

Sea Asia sets new record with 12,167 participants

SEA Asia 2011 saw the total number of its participants hit 12,167 as the three-day show wrapped up yesterday, exceeding the 12,000 people expected to attend. It was the highest attendance figure yet for the show, which was jointly organised by Seatrade and the Singapore Maritime Foundation (SMF), and held at Marina Bay Sands. 'Sea Asia 2011 has been a great success. The show has managed to draw a total of 12,167 unique participants, exceeding the previous attendance figure of 10,186 participants in the Sea Asia 2009 show,' said Michael Chia, chairman of the SMF.

Yesterday, the dates for Sea Asia 2013 were also announced, scheduled for April 9-11 in 2013. 'These numbers cement Sea Asia's status as a leading event in the global maritime calendar. 'The Asian Voice theme is clearly one that will remain a cornerstone idea for the show in future and I am convinced the show has now reached the next level in terms of its vibrancy and maturity,' said Chris Hayman, chairman of Seatrade. 'To achieve the figures we have seen across these past three days shows the resilience and optimism of the Asian maritime community,' Mr Hayman said. 'They augur extremely well for our next event in 2013.' **Source : The Business Times**



The Dutch customs seen operating in the port of IJmuiden – **Photo : Ton Kompier ©**

Caspar Domstorff joins Bluestream Board

Bluestream Offshore has announced that **Caspar Domstorff** is a new Shareholder in the company and will be a member of the Board. His appointment follows Bluestream's securement of multiple construction and IRM projects in the Dutch Sector.

Caspar Domstorff has over twenty-five years experience in the oil and gas, subsea and maritime industries, with prominent technical, operational and management roles in subsea and maritime companies. He will contribute

entrepreneurial and business development expertise and flair, along with considerable experience of the ROV, diving and rope access capabilities at the heart of Bluestream's service offer.

As a former owner and Managing Director of the **GB Diving Group** of specialist subsea companies, Caspar Domstorff was at the forefront of advancements in ROV and diver-based capabilities, including the development of remote technology since mid 80's. Following the company's acquisition by **SMIT International N.V.** in 2007, he became the Global Salvage Director of SMIT's worldwide marine salvage division. In February 2010, Caspar Domstorff stepped down from the company, following a takeover by Dutch dredging company Boskalis. His wish to return to more entrepreneurial roles in the oil and gas subsea industry led to his acquisition of substantial shares in Bluestream Offshore in the Netherlands. Along with strategic, commercial and operational expertise, Caspar Domstorff will contribute technical and creative insight and maintain an independent perspective on the company's business strategy and further development. His network of businesses, background and respected position in the industry will also help to leverage Bluestream's competitive advantage on the international stage. Bluestream's Managing Director Rolf de Vries said: "I am delighted that Caspar has joined the Board of Bluestream. His knowledge and experience of our core disciplines and the market will impact significantly as we grow and develop Bluestream's service provision". Caspar Domstorff commented: "I have a tremendous respect for the Board of Bluestream and the company's capabilities. I am honoured, not only to have been asked to join the Board of Shareholders, but to have an active role in the day-to-day business of identifying and exploiting new opportunities for the company together with a great team of enthusiastic colleagues".

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Armed captains face arrest in SA ports

The Society of Master Mariners SA says masters of ships entering South African ports with weapons to protect against East African pirates are being arrested

Masters of ships entering South African ports after having run the pirate gauntlet off the East African coast are being arrested for having firearms on board without the appropriate permit in terms of the Fire Arms Control Act, The Society of Master Mariners SA said yesterday. The group expressed extreme concern over the recent arrests of visiting ships' masters in local ports. Four ships' masters have been arrested in the past six weeks. News of the arrests broke yesterday as Reuters reported piracy had reached a record high in the first three months of this year. Society vice-president Captain Rob Whitehead said recent arrests "have resulted from the overenthusiastic enforcement by the South African Police Service of the Fire Arms Control Act on vessels entering South African ports, such vessels having just navigated the pirate infested waters of East Africa with armed guards on board for protection." He said the regulations required a vessel to apply for a weapons permit 21 days before arriving at a port in order to allow them to carry weapons on board. "This is completely impractical in many instances as vessels are often diverted to South African ports to load cargo at short notice. In the resulting dilemma, vessels arriving within the 21-day application period are deemed in contravention of the act and the ship's master is arrested," Capt Whitehead said. National police spokesman Col Vish Naidu said police were "between a rock and a hard place". He said there were laws and the police were required to enforce them. "If we don't, we are criticised, and if we do, we are criticised even more."

Source : businessday.co.za

SHIPYARD NEWS



Above seen Anthony Veder's DWT 4.302 LPG "**CORAL FAVIA**" (100 x 17 m) on her 2nd special survey at Mario López Yard (Cernaival Group) in Málaga port.

Photo : Enrique Pérez - Cernaival Shipyard ©

Krasnoyarsk Shipyard launches a barge for Yenisey Shipping

Krasnoyarsk Shipyard launched April 14, 2011 a barge-platform **BSP-1001**, ordered by Yenisey River Shipping Company (ERP), the ERP press reports. The barge-platform of carrying capacity of 1,100 tons is designed for transportation of a wide range of cargo (timber, coal, minerals and construction materials), as well as vehicles, equipment and containers. The vessel will be operating on the Krasnoyarsk – Dudinka line.

The BSP-1001 barge is the lead ship of the Project 0150/2907 series including 15 vessels, developed by LLC Gorky Central Design Bureau (Nizhny Novgorod). The shipbuilder plans to launch two more barges.

To boost traffic volume the shipping company implements its newbuilds program intended until 2015. In line with this program Krasnoyarsk Shipyard will built 50 barges of varying capacity.

JSC Yenisey River Shipping Company is the major carrier of cargoes on the waterways of the Yenisey River basin. The company owns and operates about 650 vessels of a total capacity of some 680,000dwt, the most powerful regional fleet. In 2010, the operator moved about 3,3 million tons of cargo. The shipping company's main shareholder is OJSC MMC Norilsk Nickel.

OJSC Krasnoyarsk shipyard was founded in 1929, reincorporated in 1993. The enterprise is located on the right bank of the Yenisei River near the Trans-Siberian Railroad. The enterprise specializes in building shallow-draft vessels for small rivers. Over the years the company has built nearly 3,000 ships - tugs-pushers and tugs-raft, dry cargo carriers and passenger ships, tankers and oil barges, barges-platforms, pontoons for river crossings, etc. **Source : PortNews**

STX Finland books order for double-ended ferry



STX Finland Oy and Finferries have signed a contract for the construction of a double ended ferry. The ship will be built at the STX Rauma shipyard and will be delivered at the end of 2012. It will be 65 m in length and 12.8 m in breadth.

The construction of the environmentally friendly ferry will bring some 100 man-years of work to STX Rauma shipyard and its supplier network. The value of

the contract is not being disclosed. The new passenger ferry will operate in Finland's Turku Archipelago, on the Korpo - Houtskaer route, of which the length and challenging ice conditions will set special requirements to the performance of the vessel. In addition, the vessel will be constructed in accordance with the safety regulations defined in the EU shipbuilding directive and it will be the first vessel to reach the new generation safety level.

Particular attention has been given to the ferry's efficiency by minimizing the docking time of the vessel by using wide bow and stern ramps and by designing the ferry as a double ended vessel that can run in both directions. The vessel will have a diesel-electric power plant and Z drive rudder propellers at both ends of the ship, was selected as the propulsion for the vessel.

The new double ended ferry will start to operate at the beginning of 2013 and it will accommodate 250 passengers, three trucks with tandem trailers and 39 cars. "This order reinforces the leading position of STX Finland in the development and building of customer-oriented and technologically advanced types of ships," explains Timo Suistio, Shipyard Director at the STX Rauma shipyard. "We are proud and grateful for having the opportunity to offer our customer Finferries a competitive full solution that incorporates all our strengths", Suistio continues. **Source : MarineLog**

GE Shipping sells three VLCCs under construction

Great Eastern Shipping Company (GE Shipping) has entered into a contract to sell three VLCCs on order with Hyundai Heavy Industries. The VLCCs of 318,000 dwt each will be delivered to the new unnamed buyer immediately upon delivery from the yard. The ships are scheduled to be delivered between January and April 2012. GE Shipping's current newbuilding order is reduced to three dry bulk carriers (one supramax and two kamsarmaxes). GE Shipping signed the contract to build the three VLCCs with the Korean yard back in March 2010. **Source : Seatrade Asia**



First large tanker docks at the port of Ust-Luga

The first Aframax size ship moored at the berth of Rosneftbunker terminal of Ust-Luga port. The **Primorsky Prospekt** tanker (owner Sovcomflot) will take on board fuel oil cargo, the press service of Rosneftbunker reported.

Three tugboats of Rosneftflot escorted the tanker and assisted in mooring. According to the Director of Ust-Luga branch of Rosnefteflot Dennis Zagorodsky the tugs of the company fully meet the requirements for towing large-tonnage tankers.

The 114,000DWT tanker has Ice Class 1B. The ship's overall length is 250 m, beam - 44 m, max. draft - 15 m. The Primorsky Prospekt was designed to operate in the Baltic and the Far East seas, for transportation of hydrocarbons from the Russian ports of Primorsk, Ust-Luga and Kozmino. The Rosneftbunker's export oil terminal was launched in a test mode on Jan. 31st 2011 when the first 44-ton cargo of fuel oil was loaded onto a tanker of 44,125dwt.

Customer-developer of the oil terminal is Gunvor's business unit Rosneftbunker. The terminal's projected capacity is 30 million tons of exported oil products a year. This year Rosneftbunker plans to handle 10-11 million tons.

Keppel yard to deliver one of Vietnam's largest FPSOs

Offshore vessels owner and operator EMAS Production will take delivery of one of Vietnam's largest floating production storage and offloading (FPSO) vessels from Keppel Shipyard, on behalf of owner PV Keez. The vessel is on track for delivery in the second quarter of this year, and is expected to begin production in July. FPSO **Lewek EMAS** has been chartered by Premier Oil Vietnam Offshore B.V. for the development of the Chim Sáo field off southern Vietnam for six years, with a further option to extend the charter by another six years. Lionel Lee, group managing director of EMAS, said: "**Lewek EMAS** is our second FPSO project with Keppel Shipyard with whom we have established a win-win partnership." The FPSO charter contract is one of only seven signed worldwide in 2009, and is worth approximately \$1 billion, according to Keppel Corporation. The project to convert the 168,000 dwt suezmax tanker into an FPSO was awarded to Keppel Shipyard in December 2009. The owner PV Keez is a joint venture between Ezra Holdings, PetroVietnam Transportation Corporation, EOC Limited and KSI Production. **Source : Seatrade Asia**

MHI receives order from PGS of Norway for 2 Ramform Vessels

Mitsubishi Heavy Industries, Ltd. (MHI) has received an order for two vessels capable of three-dimensional (3D) seismic data acquisition for sea bottom resource exploration from Petroleum Geo-Services ASA (PGS), a leading company in marine seismic and reservoir data acquisition, processing and analysis/interpretation services in Norway. The contract, which was signed on April 14 in Oslo, also provides an option to PGS to order another two vessels in the future. Delivery of the two ships on order is slated to begin in the spring of 2013. The vessels ordered are the "Ramform W-class," the newest generation in the Ramform series featuring today's most advanced 3D seismic data acquisition/analysis capability. The 104 meter (m) long vessel has a very wide breadth of 70m. For quiet operation, the vessel adopts diesel electric for the main propulsion system.



PGS **RAMFORM VIKING** seen arriving in Vlissingen last week
Photo : Richard Wisse – www.richard-photography.nl (c)

The Ramform W-class vessel employs multiple streamer cables, each several kilometers in length, towed from the vessel's stern. The cables contain a vibration sensor known as a "hydrophone" which detects echoes of sound waves emitted from sound sources and bounced back from the sea bottom and stratum boundaries. The detected echoes are used for 3D seismic analysis. The new Ramform vessels ordered by PGS have a 30m wider stern compared with existing vessels; this feature permits deployment of a greater number of streamer cables-up to 24 lines-enabling exploration of a wider area at one time.

In selecting a supplier for the two Ramform vessels, PGS solicited proposals from shipbuilders both in Norway and abroad. MHI is the leading company in Japan in building special ships-including various ocean exploration ships, training ships and cable-laying vessels. MHI believes its abundant experience and track record in this category and the company's diversified expertise and comprehensive technological capabilities accumulated through its long history in shipbuilding, plus the strength of the MHI brand, were highly acclaimed by PGS and contributed to the order.

PGS, which was established in 1991, currently owns and operates 16 offshore seismic vessels. The company has decided to introduce the newest-generation Ramforms in order to expand its fleet and further strengthen its competitiveness in the seismic industry. MHI has instituted a policy to expand its business in ocean development field as part of a new strategy for its Shipbuilding & Ocean Development business segment. Gaining further momentum from the PGS order, going forward MHI will now further strengthen its aggressive activities to explore demand for special ships in Japan and other countries. **Source: Mitsubishi Heavy Industries.**

Fred Olsen orders drillship from HHI

A wholly owned subsidiary of Fred. Olsen Energy ASA recently entered into a turnkey contract with Korea's Hyundai Heavy Industries Co., Ltd. for the construction of a new ultra-deepwater drillship. Under the deal, the drillship will be delivered in the third quarter of 2013. Total project cost is estimated to \$615 million (including spare parts, owner furnished equipment and project team). The contract includes an option from Hyundai for the purchase of a similar second drillship exercisable within October 2011. This DP drillship will be designed for water depth capacity up to 12,000 feet, with a seven ram BOP (Blow Out Preventer), dual activity capability, five mud pumps, a 165 ton capacity heave compensated crane, a maximum hook-load capacity of 1,250 tons and an accommodation module housing up to 210 people. **Source : MarineLog**



The **ARV 1** arrived from Singapore in Cape Town – **Photo : Aad Noorland ©**

Bergen Group awarded contract for two new working boats

Bergen Group has, through its subsidiary Bergen Group Risnes, received a contract from the fish farming company Hjaltland Seafarms Ltd for delivery of two new working catamarans. The contract has a value of NOK 9 millions, and the boats are scheduled for delivery in Q3 2011. Since November 2010, Bergen Group has written contracts for approximately NOK 33 million in total value, related to seven working boats to be delivered during the period up to August 2011. Two newbuilding deliveries, both to Mainstream Norway AS, are taking place this week. This company, owned by Cermaq ASA, has a contract for delivery of two similar working boats during the summer..

Executive Vice President Sebjørn Madsen in Bergen Group expects new orders on this popular working boat which so far has been produced in 181 units. This makes these catamarans a market leader within the aquaculture industry. "This year we expect an average delivery of one unit every month, but I will not be surprised if we manage a further increase in this figure," said Madsen. Hjaltland Seafarms Ltd is today the largest salmon producer in Shetland with operations in more than thirty farm site localities in this region. The company is a 100% subsidiary of Grieg Seafood Hjaltland UK Limited which in turn is wholly owned by the international aquaculture company Grieg Seafood ASA (listed on the Oslo Stock exchange), headquartered in Bergen, Norway. **Source: Bergen Group**

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Photo : via [Brendan Lally](#)

Diana Containerships Inc. Announces the Acquisition of Three Panamax Container Vessels

Diana Containerships Inc., a global shipping company specializing in the transportation of containers, yesterday announced that it has signed three Memoranda of Agreement (one with Maersk Line UK Ltd., and two with A.P. Moller Singapore Pte. Ltd.) for the purchase of three Panamax container vessels, MV "[Maersk Madrid](#)", MV "[Maersk Malacca](#)", and MV "[Maersk Merlion](#)". The MV "[Maersk Madrid](#)" is a 1989-built vessel of 4,206 TEU capacity. The purchase price for the MV "[Maersk Madrid](#)" is U.S.\$22.5 million. The MV "[Maersk Malacca](#)" and MV "[Maersk Merlion](#)" are both 1990-built vessels of 4,714 TEU capacity each. The purchase price for the MV "[Maersk Malacca](#)" and MV "[Maersk Merlion](#)" is U.S.\$24 million each. The expected dates of delivery from their previous owners to the Company for all three vessels are between May 20, 2011, and June 20, 2011.

Each of the three vessels is chartered to A.P. Moeller-Maersk A/S for a period of minimum twenty-four (24) months plus or minus forty-five (45) days at a daily rate of U.S.\$21,450 less a 2.25% commission. The charterer has the

option to employ each vessel for a further twelve (12) month period plus or minus forty-five (45) days, at a daily rate of U.S.\$25,000 less a 2.25% commission starting twenty-four (24) months after delivery of the vessel to the charterer. Each charter will commence on or about the day of that vessel's delivery to the Company. The employment of the three vessels is anticipated to generate approximately U.S.\$43.5 million of gross revenues for the minimum scheduled period of the charters. The vessels are expected to be purchased partly with Company's existing cash and partly with a bank loan which the Company is currently negotiating. Diana Containerships Inc. is a Marshall Islands corporation founded in 2010 to own and operate containerships and pursue containership acquisition opportunities. Diana Containerships Inc. intends to continue to capitalize on investment opportunities by purchasing additional containerships in the secondhand market, from other companies, shipyards and lending institutions, and may also enter into newbuilding contracts with shipyards for new containerships. **Source: Diana Containerships Inc.**

Torm prepares to raise 100mIn dollar

Torm plans to raise approximately 100 million dollar of new share capital through a fully underwritten discounted rights issue. The rights issue is expected to be launched in the second half of 2011, Maritimedanmark.dk reports. "Torm is pleased to strengthen the Company's financial position with the planned rights issue and that the three largest shareholders have expressed their support to TORM and the Company's strategy", says Torm CEO Jacob Meldgaard.



The **TORM LANA** seen outbound from Rotterdam – **Photo : Kees Torn ©**

Torm will publish a prospectus stating all offer terms and the offer period for the rights issue. The Board of Directors will take the final decision to proceed when all necessary arrangements have been made. Beltest Shipping Company Ltd., Menfield Navigation Company and Dampskibsselskabet Torms Understøttelsesfond, which together represent 58.5% of the share capital, have informed that they intend to subscribe for their proportionate shares of the offering upon completion of the above. **Source : PortNews**

Hitachi EX2500-6 excavator forms basis of backhoe dredger in Finland

Rotator Oy, Hitachi Construction Machinery (Europe) NV's official dealer in Finland, has supplied Wasa Dredging Ltd with an EX2500-6 excavator as the base machine for a backhoe dredger.

Wasa Dredging Ltd – a Finnish marine and inland water construction company – secured the contract to deepen the Mäntyluoto Pori harbour to 13.5m early in 2010.

The large Hitachi excavator was delivered last summer and has been working at the harbour since then. The work consists of dredging 320,000m³ clay and sand, and drilling and blasting 110,000m³ of bedrock.

The EX2500-6 has two booms of 13.6m and 16m, and three arms of 7m, 9m and 11m. It is used with four buckets, ranging from 7.5m³ to 14m³, and its maximum dredging depth is 22m. The booms, arms and buckets were all designed and built by Wasa Dredging. By November 2010 it had accumulated 3,760 working hours.

Rotator Oy Managing Director, Thomas Åhman says, "Wasa Dredging is satisfied with the performance of the EX2500-6 on the specialist project. It also appreciates the continued support it receives from Rotator through regular service checks and routine maintenance procedures."

The backhoe dredger is one of several pieces of special equipment – including split barges and drilling platforms – that Wasa Dredging has constructed for its offshore and marine and inland water construction work since 1997. It specialises in underwater drilling, blasting and dredging of hard materials. The company currently has around 30 employees and had a turnover of €13million in 2010.

"Our customers and partners traditionally come from Finland, Sweden and Russia," says Wasa Managing Director Kristian Backlund. "They include the former Finnish Maritime Administration, city councils, local government bodies and major construction contractors. We are currently expanding our market to mainland Europe, and we plan to build new equipment for these markets in 2011-12." **Source : Dredging News online**

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MEO strikes deal with Van Oord

Miclyn Express Offshore recently announced the award of a contract for the charter of four barges by Van Oord Middle East Ltd. The barges will be chartered in from a third party and used for rock transport in the Arabian Gulf.

Miclyn's current fleet of available barges in the Middle East are not suited for this application. The firm contract period is 40 weeks with extension options in place. Total value of the firm contract is US\$3.1 million. **Source : Offshore Shipping Online**

Hamburg Sud 2010 revenue up 45 percent to \$5.65 bln

Hamburg-Sud, Germany's second largest ocean carrier and 13th in the world, returned to profit in 2010 from its first ever loss in 2009 as a resurgent world economy boosted cargo volume and bolstered freight rates. The privately-held carrier didn't put a figure on a "pleasing result" in 2010 that was driven by a 23 percent surge in traffic to 2.9 million 20-foot equivalent units.

Hamburg-Sud, and its Brazilian sister carrier, Alianca, also benefited from a "moderate" recovery in freight rates, which boosted liner shipping revenue 45 percent to just under \$5.65 billion. Including breakbulk and tanker shipping, the group's revenue jumped 39 percent to \$6.4 billion. The company, a subsidiary of the food-to-insurance conglomerate Dr Oetkr, invested \$622 million in 2010, financed from its own resources. In March the carrier placed a \$712 million order with Korea's Hyundai Heavy Industries for six 9,600-TEU ships with the first delivery scheduled in May 2013.

Source : PortNews

Sale of mv Explorer to optimize Dockwise fleet

Dockwise Ltd. announces the sale of type IV vessel **MV Explorer** to optimize the composition of the company's fleet with an increasing focus on value add cargoes. **MV Explorer** has been sold to an undisclosed buyer, who previously bought **MV Enterprise** as well. **MV Explorer** will be delivered to the buyer end of July 2010 following its assignment to the Mediterranean.



Photo : Piet Sinke ©

The divestment of this type IV vessel followed from a cost-revenue analysis of the vessels' operation in market segments with a relatively low contribution to Dockwise Ltd's result. For that same reason type IV vessels **Enterprise**, **Dock Express 10** and **12** were sold by Dockwise in 2010 and 2009 respectively. Furthermore with **MV Explorer** having completed almost 30 years of service, maintenance to meet Dockwise's offshore equipment standards would require disproportionate investment in Life Time Extension. The sale of the vessel is in line with plans previously outlined to enhance the focus of the organization on value adding projects requiring the differentiated service potential of type I, II and III vessels. Like **MV Enterprise**, **MV Explorer** will upon delivery to the buyer be transformed into a floating power plant.

The Q1 2011 figures, to be announced on 13 May 2011, will include a (non-cash) loss of USD 4.2 million in order to set back the carrying amount of the **MV Explorer** as at 31 March 2011. Upon completion of the transaction in Q3 2011, the sales price of USD 2.6mIn will be used for repayment of debt.

André Goedée, Chief Executive Officer of Dockwise Ltd, said: "With the sale of **Explorer**, Dockwise no longer operates type IV vessels. The focus areas of work for Dockwise require types 0, I, II and III vessels which create the highest value for our customers and shareholders. This divestment further optimizes the composition of the Dockwise fleet and increases focus on the premium end of the business, where we are best positioned."

General Maritime Corporation Completes Acquisition of Seven Modern Tankers

Takes Delivery of the Genmar Spartiate

General Maritime Corporation announced that it has taken delivery of the Genmar Spartiate, a Suezmax newbuilding. The Genmar Spartiate is the final vessel to be delivered to the Company under General Maritime's agreement previously announced on June 9, 2010 to acquire five Very Large Crude Carriers (VLCCs) and two Suezmax newbuildings from companies affiliated with the Metrostar Management Corporation.

John P. Tavlarios, President of General Maritime Corporation, commented, "We are pleased to take delivery of the Genmar Spartiate and complete the seven-vessel Metrostar acquisition. This strategic transaction provides a number of important benefits for our Company. First, we have significantly expanded both the size of our fleet and future earnings power. Second, with the addition of five VLCCs and two Suezmaxes, we broadened and diversified our service offering for customers. And finally, this acquisition, combined with our fleet modernization efforts in 2011, enables General Maritime to reduce the weighted average age of its fleet by approximately two years while growing overall tonnage capacity by 37 percent." **Source : General Maritime**

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MPA and PSA Launch Port Technology Research and development programme

Paving the way for more technologically advanced container terminals in Singapore, the Maritime and Port Authority of Singapore (MPA) and PSA Corporation Limited (PSA) jointly launched the Port Technology Research and Development Programme through a Memorandum of Understanding (MOU).

The MOU was signed by MPA Chief Executive Mr Lam Yi Young and Mr Tan Puay Hin, Regional CEO Southeast Asia, PSA International. The signing was witnessed by Permanent Secretary, Ministry of Transport, Mr Choi Shing Kwok, who was the Guest-of-Honour at the opening ceremony of the International Maritime-Port Technology and Development Conference 2011, which was held in conjunction with the 6th Singapore Maritime Week. Joining Mr Choi to witness the signing were Mr Lucien Wong, Chairman of MPA and Mr Fock Siew Wah, Group Chairman of PSA International.

The five-year Port Technology Research and Development Programme will focus on three broad areas, namely automated container port systems, advanced container port optimisation techniques and technologies, and green port technologies. The Programme will see MPA, PSA, equipment and technology providers, local institutes of higher learning and other companies coming together to develop advanced port technologies for Singapore's container terminals. MPA will fund the Programme with up to S\$10 million over five years from the Maritime Innovation and Technology Fund (MINT Fund). PSA, together with local institutes of higher learning and other industry partners will provide co-funding and in-kind resources of up to S\$10 million over the same period. A key project that would be undertaken by PSA under the new MOU is the development of Automated Guided Vehicles (or AGVs) for future container terminals to reduce manpower and improve port productivity. PSA will also seek and adapt new technologies to develop more intelligent systems that will streamline port planning processes and operations. These seek to further

raise the value-add of employees and overall productivity. "For the world's busiest transshipment hub, technology is vital in ensuring that its terminal customers are served seamlessly, efficiently and effectively round the clock. Through this Programme, MPA hopes that Singapore will continue to be at the forefront of technology in port operations and services adding to its development and growth as an international maritime centre," said Mr Lam. Said Mr Tan, "This MOU Programme will create new opportunities for collaboration with MPA and our industry partners to jointly develop more innovative port management solutions and tools. PSA is fully committed to propel itself to reach higher levels of productivity and effectiveness to serve our customers." **Source: PSA Corporation**

Maersk sees short term delays from Japan crisis

Japan's problems from the giant quake-tsunami and nuclear crisis will result in shipment delays but only over the short term, the chief executive of Maersk group said. "We are seeing some delays in shipment of components and eventually that will also give some delays in shipment of finished products out of other countries and Japan," said Nils S. Andersen, head of the AP Moller-Maersk Group, the world's top container shipping firm. "So we do think it will have a negative impact in the short-term but we don't expect it to impact the global markets," he told reporters after speaking at a maritime conference in Singapore. "Eventually the demand and the supply will come back."



The **MAERSK ESSEN** seen outbound from Rotterdam – **Photo : Kees Torn ©**

Andersen made his remarks as the Japanese government downgraded its economic outlook and Toyota announced more temporary plant shutdowns overseas. The disasters crippled the Fukushima nuclear power plant northeast of Tokyo, and workers have been struggling since then to contain radiation from the facility. Japan's Cabinet Office cut its assessment of the world's number three economy for the first time in six months, in light of the March 11 quake and tsunami that has killed more than 13,000 people and left over 15,000 missing. Compounding the situation, Toyota said it would temporarily halt production at five European plants for several days in April and May, due to a shortage of parts. It joins its Japanese rivals Nissan Motor and Honda Motor in cutting back output in Europe. Analysts have expressed fears that the nuclear crisis that has already forced some shipping firms to avoid Japan's key ports could affect the global supply chain. German container shipping giant Hapag-Lloyd has halted services to the ports of Yokohama and Tokyo -- the two major facilities on Tokyo Bay -- over fears of radiation contaminating its vessels, crew or cargo. But Maersk said it would continue calling at Japanese ports as long as they were considered safe, and its offices in Japan remain open, although it has imposed a 140-nautical mile no-go zone around Fukushima. **Source: AFP**



Merging engineering competence

The engineers at West Maritime have become a part of the Design & Solutions business area at ULSTEIN, in connection with a strategic effort to strengthen the engineering area. "Engineering is an important focus for Design & Solutions, as it ties together what we do in design with what we do in terms of delivery and integration of equipment packages", says Tore Ulstein, COO for the business area.

West Maritime are engineering professionals, and ULSTEIN acquires the consultancy services in this company. Responsible for Engineering in Design & Solutions, Richard Schofield, comments that the purchase of the engineering operation at West Maritime is an integral part of their engineering strategy. "We are striving to build one of the best maritime engineering teams in the world. The individuals from West Maritime will add significant depth to our knowledge and capability and provide us with the platform to improve on the contracts we already have, and on future contracts.

Director Solutions, Roar Stenersen, explains that their company has had a long-lasting relationship with West Maritime: "We have cooperated for long periods of time, as West Maritime employees have been hired staff to follow up on external engineering projects. They have worked closely with ULSTEIN, and know our products and our organisation."

Svein Frode Eggesbø, chairman of the board at West Maritime, believes that the acquisition is a good solution for their company. "We share ULSTEIN's beliefs in the future. The focus on the external engineering resources is the right choice for future strength, and I strongly believe in the organization that we are now developing", says Eggesbø.

Engineering is important in all business areas at ULSTEIN. In addition to the engineering teams at Design & Solutions, there is a large engineering department in Shipbuilding, and engineering teams in Power&Control.

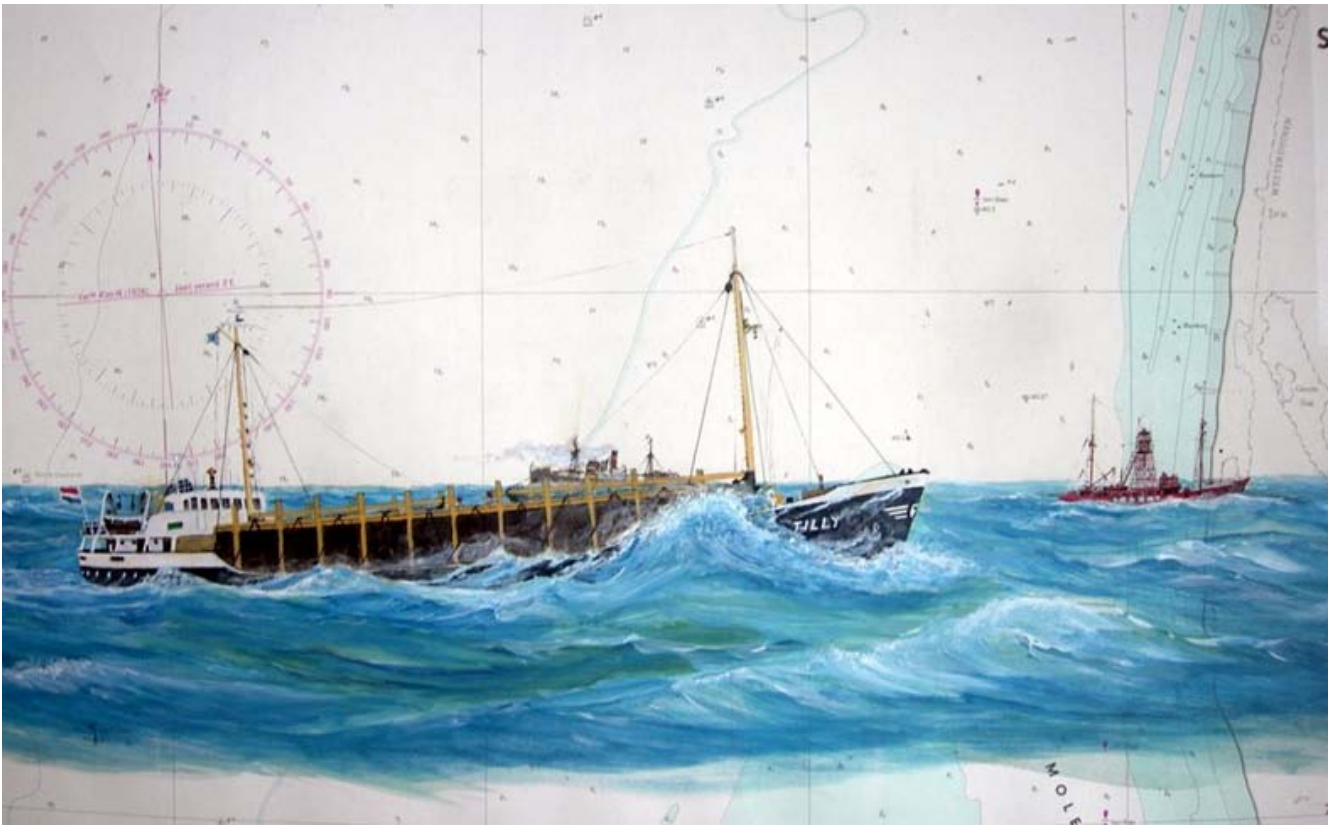
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MARITIME ARTIST CORNER



Acrylic paint on a old navigation chart , the **TILLY** of Tavenier by **Thijs Zwart**

OLDIE – FROM THE SHOEBOX



Bos en Kalis hopper dredger **W.D Tideway** during dredging in Setubal (Portugal) 1978, the **W.D Tideway** was built by "Blyth Dry-dock and Shipbuilding Company" Blyth in the U.K in 1965 with a hopper capacity of 3004 m3 and a speed fully loaded of 11 knots, she was one of the first hopper dredgers capable to pump her load to the shore by floating pipeline over the bow or by the so called telephone hook fitted behind the foremast. Sold in 1989 to Nigeria and renamed in "**MOWA**" **Photo : Coll. Maarten Mostert**

.... PHOTO OF THE DAY



The tug **RM Moulis** seen towing the **Naftobulk VII** passing Puttershoek enroute Heuvelman in 's Gravendeel. The steering tug was the **Smit Seine**. And onboard the **Naftobulk VII** was the pilot **Paul Borsboom** and at the tug was pilot **Hans Hoffmann** – Photo : **Marijn van Hoorn** ©