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The **CMA CGM MUSCA** seen arriving in Zeebrugge – Photo : Henk Claeys ©

Pirates seize Italian cargo ship in Arabian Sea

An Italian ship with a crew of 21 was attacked and seized by pirates in the Arabian Sea, the vessel's operators said on Thursday. "They are all well, we spoke half an hour ago with the commander," said Carlo Miccio, an official at Perseveranza, the Naples-based operators of the vessel, the "**Rosalio D'Amato**". He said he did not know how many pirates were on board the vessel, with 70,000 tonnes freight capacity, which was heading from Brazil with a cargo of soya for Iran when it was seized off the Horn of Africa. Without citing its sources, Italian news agency ANSA said the vessel was now heading to the coast of Somalia, the base for pirates who have attacked ships in the Arabian Sea and Indian Ocean in recent years.

In February, pirates seized an Italian oil tanker in the Indian Ocean, some 800 miles off the coast of Somalia. **Source: Reuters**

NOORDHOEK OFFSHORE FAILLIET

Op 19-04-2011 is **Noordhoek Offshore B.V.** te Zierikzee (Zeeland) door de rechtbank in Middelburg failliet verklaard. Als curator is aangesteld mr. S.M.W.L. van Boven. De (hoofd)activiteit van Noordhoek Offshore B.V. is opslag en dienstverlening voor vervoer.



The **SMIT TIGER** seen at the Westerscheldt River off Vlissingen

Photo : Wim Kosten – www.maritimephoto.com (c)

NO PIRATES ON S KOREAN VESSEL

Hanjin Shipping Co., Ltd from Busan in South Korea stated early that they had been informed about an incident by their vessel operation centre, whereby on 20 April at 23h13 Yemen local time (21 April 05h13 Korean local time) their Panama-flagged cargo ship MV **HANJIN TIANJIN** V.026E en route from Spain to Singapore had sent emergency signals while on the Indian Ocean, 250 miles east of Socotra Island, Yemen near the Gulf of Aden and some 460 miles east of the Somali coast. Speculations about a possible case of piracy made the media headlines, though the original source only had stated that for the time being the communication with the vessel was lost.

Later Korean media quoted South Korean foreign ministry officials as saying that after the South Korean warship **CHOI YOUNG** headed straight for the vessel's last-known location, all of the crew members were found safe in the citadel, with no pirates in sight. In reality a Turkish warship was just 80 miles away from the container ship at the time of the pirate attack and arrived first at the scene. It provided the necessary information to help South Korea's 4,500-ton destroyer Choi Young which arrived at the scene only at 16h40. Naval commandos of the Cheonghae Unit, a South Korean anti-piracy contingent operating off the Somali coast, boarded the 75,000-ton **Hanjin Tianjin** and found that all crew members remained unharmed inside the citadel, a bulletproof safety zone in the ship. All 14 South Koreans and six Indonesians aboard are currently in good health, officials said. The commandos searched the vessel and found no pirates aboard, officials confirmed, but reportedly discovered three live bullets of AK rifles presumed to be owned by Somali pirates and multiple footprints of bare feet, all of which indicate that pirates attempted to hijack the vessel.

WAS IT A DRILL ?

Some of the worried family members, who had been alarmed by an early press statement by the owners and the subsequent media hype, however, believe in the meantime that the alert and alarm was rather an exercise than a real attack. NATO did not report the case. In any case, the South Korean ship-owners might be advised to install radio and satellite communication inside the citadel - as recommended also by the Best Management Practice (BMP3) handbook - in order not to lose again the communication with their crew. The 2007 built boxship **Hanjin Tianjin** (IMO 9312767), with 85,250 dwt is one of the very large container vessels and has a capacity of 6,655 TEU. With a speed of 26.5 knots and relatively tall freeboards such vessels so far were believed to be out of reach for the Somali pirates.

The fleet of Hanjin Shipping Co., Ltd consists of some 200 containerships, bulk and LNG carriers. The company is worth KRW 6 trillion and earning KRW 9 trillion annually, according to FoC. Naval forces from the Choi Young killed eight Somalis and rescued all 21 crew members on 21. January 2011 during an attack on pirated SKorean chem-tanker **MV SHAMHO JEWELRY**. Five Somalis arrested from this incident await trial in South Korea. **Source : ECOP Marine**



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Dry bulk market keeps falling, now at two-month lows

The dry bulk market seems unable at the moment to recover from the weight of newbuilding deliveries, resulting in too many ships competing for fewer cargoes. The industry's benchmark, the Baltic Dry Index (BDI) fell to 1,254 points prior to Easter holidays, down by 0.63%, now standing at new lows. The Capesize market was lull remaining unchanged, with the biggest losses occurred in the Panamax segment, which retreated by 2.69%.

According to a weekly report from Shiptrade Services, "the Capesize market saw some good levels of fixing as demand grew this week in the Pacific for voyages from W. Australia to the Far East. As a result we saw some gains on Pacific RV which appear marginal as a result of the continuous overcapacity which is affecting the market. The Atlantic remains significantly subdued with the tonnage list ever increasing as ballasting vessels to the Atlantic have put more pressure on the market and have increased the congestion in South American ports. The Panamax market showed some promise in the beginning of the week with a few fresh cargoes entering the market. However the effect was that due to the ample abundance of tonnage these cargoes were covered quickly and tonnage in the Pacific started to pile up further. Moreover in view of the upcoming Easter holiday it is unlikely that the situation will improve. Owners in the Atlantic have tried their best to resist the pressure but with such high levels of competition rates have unavoidably softened.

The Supramax market has faced another sliding week. In the Atlantic owners have tried to hold back however this does not seem to be sustainable with very limited business in the region. Rates in the Pacific are showing a sliding direction since demand has been thin and the region is still heavily constrained by the excess supply of vessels. There was no hope for fixtures out of India either this week, with an obvious drop in iron ore cargoes coupled with the effects of higher taxation on exports.

The Handysize market is the only one which managed to keep fairly stable this week. Rates across the board have even been showing slight gains. That is not to say however that there is a definite positive market direction. In ECSA we saw a positive note with a few more enquiries appearing for fronthaul trips" said the shipbroker's report. It went on to say that according to data from the Chinese Iron & Steel Association (CISA), the national daily crude steel production during March remained at positive levels, up by 4.6 %. Preliminary data from Chinese customs show an increase of Iron Ore imports by 22% in February. Australia on the other hand, according to the North Queensland Port Authority, shows a recovery in March shipments from Hay Point and Dalrymple Bay despite the latest severe flooding. The US Department of Commerce released its latest data showing a 52% year on year increase for US seaborne coal imports, which is the highest level seen since March 1992. Furthermore it seems that Japan became the largest single destination of US coal exports in February with 1.3 Million tons being imported against the 2.9 mill tons imported in

total last year. In general the exports from US to the total Asia-Pacific region rose to 54% during February. The latest world economic outlook from the IMF shows unchanged forecasts of 4.4 % for the world economic growth, although it continues to expect 9,6% economic expansion for China and it has lowered its estimates about India to 8.2% and the Middle east and North Africa to 4,1%. US Department of Agriculture has increased its estimates and now expects that world grain trade will total 269.57 million tons, increased by approximately 1.2 million tons than what was originally expected, this increase is occurred primarily due to raised expectations for wheat exports.

Regarding the S&P Market it seems that Tanker deals continue developing lately in spite of the low rates. M/T **"Rainbow River"** (107.160 dwt, Built Koyo Japan 1999) was reported sold to Greek buyers for USD 24 mill, following the one month earlier sale of the two years older M/T **"Kythira"** (107.176 dwt, Built Koyo 1997) to Indian Buyers for USD 21 mill. On the dry side we have seen a few Panamaxers changing hands lately. The M/V **"Rondeau"** (77.031 dwt, Built Namura Japan 2006, 9 HO / 9 HA) sold for USD 33 mill to Japanese Buyers, following the previous months' sale of the one year older M/V **"Mineral star"** (76.285 dwt, Built Tsuneishi Japan 2005) for USD 32 mill. The M/V **"Grand Sky"** (75.752 dwt, Built Sanoyas Japan 1998) for USD 20 Mill via auction and the sale of the 3 years older M/V **"New Arising"** (71.695 dwt, Built Hitachi Japan 1995) for USD 18.9 mill to Greek Buyers are some of the Panamaxers reported to have been sold during the last week. Regarding inquiries the interest from the markets in the Far East is showing an increase of approximately 20%. The Greek market has shown a slight decrease in purchase interest by about 9%, while the European and other markets remain stable. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MSC SONIA** seen outbound from Antwerp – **Photo : Willem Kruit ©**

Drastic drop in straits piracy

Six years after it was declared a war-risk zone for international shipping, the Straits of Malacca last year achieved a "close to zero incident level". Defence Forces chief Jen Tan Sri Azizan Ariffin said it was due to the collaboration among the countries which formed the Malacca Straits Patrol (MSP), Malaysia, Singapore, Indonesia and Thailand. "The four countries have been working closely in ensuring the security of the straits," he said, adding that this would be the fifth year since the establishment of the MSP. Jen Azizan said the number of sea robbery cases had seen a dramatic reduction in recent years, from 38 in 2004 to only nine in 2006.

He added that the 2010 International Maritime Bureau Piracy Report showed that the threats in the straits was now close to the zero incident level. However, he said, the emergence of activities such as terrorism and robbery at sea was a growing concern that needed to be addressed. He said research showed that 80% of oil and gas imports from East Asia and 30% of global trade passed through the Straits of Malacca every year. "Hence, it is vital for us to work together to ensure continuous safe passage through the Straits of Malacca, the South China Sea and other important sea routes in the region," he said when closing the Malacca and Singapore Straits Patrol Seminar 2011 here yesterday. Earlier, Information Fusion Centre (IFC) head Lt-Col Nicholas Lim said the centre had expanded its shipping database from 14 to 26 countries with more than 200,000 ships in the past two years. He said the IFC conducted meetings with the shipping community twice a month to exchange information and perspectives. "We aim to help the shipping

community to better understand how the MSP functions and how they can play a part in safe-guarding maritime security," he said, adding that the shipping community could help by providing immediate reports of incidents at sea.

Source: The Star/Asia News Network

Pirate suspects transferred to Seychelles for prosecution

Eleven suspected pirates detained by the EU NAVFOR Spanish warship, ESPS **CANARIAS** on March 28, 2011 were today transferred to Seychellois legal authorities for prosecution. The suspected pirates were detained by the warship after they allegedly threatened a Seychelles-flagged fishing vessel 260 nautical miles northwest of the Seychelles. The transfer has been made under an agreement between the EU and the Seychelles.

In the March 28 incident, the fishing vessel reported a whaler and a skiff had approached it in a suspicious manner with automatic weapons and a rocket propelled grenade(RPG) clearly visible. The Spanish warship immediately made its way to the scene and launched its SH-60B helicopter to investigate further.

After two attempts by the whaler to flee the scene, the helicopter fired warning shots ahead the vessel to make it stop. The occupants of the whaler were observed throwing items of equipment overboard just before the ESPS **CANARIAS** arrived. Having been stopped by the helicopter, the whaler and the skiff were boarded by a team from the Spanish warship and 11 suspected pirates detained. The whaler was taken alongside by the warship and the skiff was destroyed.

After presenting the case to the Seychelles authorities, it was been agreed to transfer the suspected pirates to the Seychelles for prosecution. Source : MarineLog

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Ship grounded on Goa shore for 12-ys to be dismantled by Jan

A huge oil tanker ship, which had ran aground on Goa beach almost 12 years ago, will finally be removed from the shore by next January, officials said. The State Tourism department has said that it will cost almost Rs 85 crore to get the ship dismantled and carried away as scrap.

Goa has awarded the contract to 'break and carry away the ship to **Mumbai-based Arihant Ship Breakers Company**. "The work on breaking the ship has already began as early as March 15. Almost 40 per cent of the top portion of the ship was dismantled and carried as scrap," State Tourism Director Swapnil Naik told PTI.

The rest would be cut in a phased manner and by January, next year, the ship will disappear from the shore. Tourism department officials said the biggest challenge for the company is to cut the portion of the ship, which is underwater.

Source : Indian Express



Dockwise **SWIFT** arrived, loaded with the **GMS Endeavour 6102** in Rotterdam-Europoort

Photo : Henk Dekker ©

Russian MV owner fined for transit via SEZ of Japan

The owner of the MV Renda, CJSC RIMSCO has challenged a decision of the Border Management of the Russian Federal Security Service for Primorsky Territory (Nakhodka) to recover a RUB 400,000 fine from the shipowner. The company was fined for the transit of its vessel laden with oil products through the special economic zone (SEZ) of Japan while en route Vladivostok - Petropavlovsk-Kamchatsky - Nakhodka.

The Federation Council Commission for the National Maritime Policy has got involved in the dispute at the shipowner's request. As the Commission told PortNews the Regional Border Management of FSB required the ship was subject to mandatory border control, despite the fact that as well the port of departure as the port of arrival were Russian ports.

Source : PortNews

Boats on 'collision course' with oil ships

A police warning has been issued to protest boats found on a "collision course" with oil survey ships off the East Cape of the North Island. Two yachts and a fishing boat left yesterday for the area of the Raukumara Basin where Brazilian company Petrobras is searching for deep sea oil. Superintendent Barry Taylor said police on board the navy ship "**Taupo**" were warned the protest ships were headed to the oil survey area. They took action when the captain of a Petrobras ship radioed through concerns the boats would collide with his vessel, he said.

"During the night the captain of the survey ship became concerned the yachts were heading on a collision course with his ship. He had radioed the yachts to warn them and to change course. "The yachts did not respond to the radio calls so the police launched a RIB and closed in on the yachts and told them they were at risk of endangering the safety of the survey vessel if they continued on their current headings." Superintendent Taylor there was never an immediate risk to the safety of anyone involved.



It was a matter of being forced to take some action to ensure the safety of all those in the area, he said. Greenpeace spokesman Dean Baigent-Mercer said the boats had not found the Brazilian exploration ship **Orient Explorer** by late last night but would be in the area looking today. Baigent-Mercer said he did not know what the plans were to restrict the activities of the exploration ship.

A protest earlier this month put swimmers in the path of the exploration ship but resulted in exclusion notices being issued when the navy took police out to the area. The protesters say the oil exploration fuels climate change and the environmental risks of offshore oil rigs are unacceptable.

However, New Zealand Oil and Gas corporate affairs manager Chris Roberts said he was confident oil companies which drilled in New Zealand would do their best to prevent accidents from happening. "The companies themselves have the greatest incentive to get things right, they can't afford reputationally or financially to get things wrong," he told Radio New Zealand. "The industry in New Zealand has been operating for more than 50 years, has comprehensive existing safety systems in place and has an excellent safety record," he said. **Source : NZHerald**

IRENE SL arrives off Durban to face police investigation

The 319,000-dwt supertanker **IRENE SL** arrived off Durban shortly April 19th, where a team of police and Interpol officers were waiting to be flown on board. **Irene SL** was released by Somali pirates just over a week ago crew safe in our 12 April news bulletin. The 330m long VLCC had been held captive for 58 days before a ransom payment arranged its release. The ship is carrying 2 million barrels of oil and was bound for the United States.

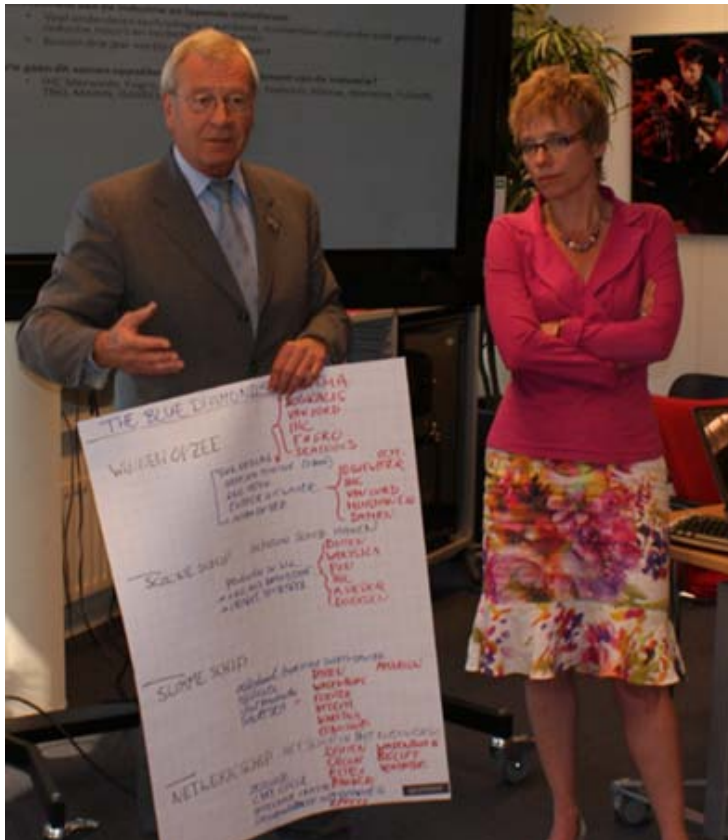
According to reports a 20-man team of investigators will be airlifted onto the ship to conduct interviews with the crew and to carry out forensic research. The reports said the ship was regarded as a crime scene and those doing the investigation include a number of Interpol officers who had arrived from France. Another report issued by the French Embassy said that injured crew would also be receiving attention, although when the ship was released EU Navfor, the European Naval force operating on anti piracy patrols in the Somali basin indicated that all crew were in good health.

They may or may not be in good health but how they are feeling emotionally and mentally after their frightening ordeal is another matter. Durban has a team of port chaplains who have received specialist training in trauma counselling for crew and passengers on board ships that have been subjected to piracy, shipwreck or other life-threatening dangers, and these will no doubt be available to provide counselling services if required. **Source : ports.co.za**

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MARITIEME SECTOR PRESENTEERT 'BLUE DIAMONDS' AAN TOPTEAM WATER



De maritieme sector heeft vier centrale thema's gepresenteerd waarin zij in de komende jaren wil excelleren. DG Water Annemieke Nijhof van het Ministerie van Infrastructuur en Milieu nam de aanbevelingen in ontvangst van Sjef van Dooremalen, voorzitter van de stuurgroep Maritiem. Mevrouw Nijhof gaf aan aangenaam verrast te zijn door de concreetheid van de voorstellen en van de indrukwekkende lijst aan ondersteunende bedrijven.

De vier 'Blue Diamonds' zijn: Winnen op Zee, Schoon Schip Maken, Het Slimme Schip en Het Schip in het Netwerk. De thema's zullen de komende weken verder worden uitgewerkt in businessmogelijkheden. Volgens Van Dooremalen betreft het hier stuk voor stuk 'new frontiers', waarin de Nederlandse maritieme sector kan excelleren. Mevrouw Nijhof zegde toe graag mee te willen denken over aspecten van regelgeving, launching customership en het helpen verzilveren van kansen door gerichte investeringen.

De bijeenkomst vond plaats ten kantore van Scheepsbouw Nederland in Zoetermeer, op 21 april 2011 en was een vervolg op de Waterbijeenkomst van 19 april in het World Forum in Den Haag.

Dogs sniff explosives out on detained Danish ship

Sniffer dogs of the National Security Guards have indicated the presence of explosives on board the detained Danish ship MV **Danica Sunrise**. After an intelligence input that a ship carrying arms, ammunitions and explosives was sailing towards Mumbai, a search was launched by maritime security agencies on Sunday evening. In the intelligence input, two names, Christopher Johnson and Steven Michael matched with those in the crew of the **MV Danica Sunrise**. The ship was detained by the Coast Guard and investigation was initiated by central intelligence agencies, the Anti-Terrorism Squad and defence agencies. Earlier, nothing suspicious was found but later, the two men confessed that they were carrying two AK 47 rifles and two drowning pistols but had thrown them in the water before entering Indian territorial waters. Johnson and Michael are retired Royal British Army soldiers working as security guards on the ship. Agencies say the two earlier worked with a company in Iran. The cargo on the ship is going to be opened for further checking on Thursday. **Source : DNA India**



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MOCE 2011 groot succes: weer meer bezoekers

Woensdag 20 april vond in het Beurs-WTC in Rotterdam de vijfde editie plaats van het Navingo Maritime & Offshore Career Event. De organisatie mocht maar liefst 2.796 bezoekers verwelkomen, bijna vijfhonderd bezoekers meer dan vorig jaar.



De drukbezochte opening werd dit jaar verricht door Giovanni van Bronckhorst, die traditioneel de scheepsbel luidde, waarmee het officiële startschot voor het evenement werd gegeven.

Organisator Navingo BV mocht bijzonder veel positieve reacties van zowel exposanten als bezoekers in ontvangst nemen. Vooral in de loop van de ochtend en het begin van de middag bleken de gangpaden overvol. Exposanten spraken van een groot aantal gericht geïnteresseerde bezoekers en waren tevens verheugd over de aanwezigheid van vele goede gekwalificeerde kandidaten. Sommige bedrijven

mochten rekenen op honderden inschrijvingen. Bezoekers waren verrast door de verscheidenheid aan aanwezige bedrijven en de carrièremogelijkheden zij boden. Ook dit jaar werden veel bezoekers voorzien van cv- en sollicitatieadvies in de MaritiemeVacatureBank.nl-Kubus en mochten ook de bedrijfs- en productpresentaties rekenen op veel bezoekers. Nieuw dit jaar was het speeddaten, wat ook bijzonder goed werd bezocht en gewaardeerd door bezoekers en exposanten.

www.maritimeoffshorecareerevent.com

Op www.maritimeoffshorecareerevent.com vindt men onder meer algemene informatie en foto's van MOCE2011. Informatie over de editie in 2012 zal na de zomer bekend worden gemaakt op deze website.

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NAVY NEWS



S. Korea May Deploy New Frigates Near Disputed Island

South Korea may deploy modern frigates near the islets of Dokdo in the eastern waters of the Korean Peninsula in coming years to boost its maritime defense near the rocky outcrop, a Seoul official said. The plan comes on the heels of Japan's renewed territorial claim to Dokdo, which it repeated in its annual diplomatic report after approving a series of textbooks claiming the islets as its territory.

South Korea's Navy is scheduled to receive the first batch of six 2,300-ton FFX frigates by 2015, with 14 more vessels being commissioned by 2018 to replace the 2,200-ton Ulsan-class frigates as well as 1,200-ton Pohang class and 1,000-ton Donghae-class corvettes.

The lead ship of the FFX class, which has been built by Hyundai Heavy Industries, is to be set afloat next week. According to the official, some of the FFX frigates could be forward-deployed to Ulleung Island, 87 kilometers west from Dokdo, after the island's port is expanded to accommodate a 5,000-ton ship.

"In the wake of Japan's renewed claim to Dokdo, the waters of Ullenung Island and Dokdo could be threatened," he said. "As security threats in the East Sea are increasing, there is a need to deploy the new frigates to the area." In a report to South Korean President Lee Myung-bak last December, Chung Jong-hwan, minister of land, transport and maritime affairs, said construction to expand the Sadong Port on Ullenung Island would be completed by 2017.

FFX frigates could be docked at ports on Yeonpyeong and Baengnyeong islands in the West Sea, where a South Korean corvette was allegedly torpedoed by a North Korean submarine last year, should the ports be expanded, a Navy official said.

"The FFX is expected to help strengthen the Navy's littoral operations regarding anti-air, anti-ship and detection capabilities, as it will carry various indigenous or newly developed technology, such as combat command systems, 3-D search radar and towed array sonar," a Navy spokesman said.

The FFX frigates, with a full load displacement of 3,200 tons, will carry an anti-submarine helicopter and have a crew of 170. It can sail at a top speed of 32 knots and has an operational range of 4,500 nautical miles, according to the Navy.

The ship is equipped with a 5 inch/126mm gun and RAM Mk 31 guided missiles for killing aircraft and fast boats, as well as anti-ship missiles and light torpedoes. The FFX has become the first South Korean ship to carry Raytheon's smaller, less structurally intrusive 20mm Phalanx Block 1B systems. **Source : DefenseNews**

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Bulker seen under construction at the Rongsheng Yard in Rugao near Nantong. **Photo : Willem Poot ©**

Samsung Heavy wins \$400 mln LNG vessel deal

South Korea's Samsung Heavy Industries (010140.KS) has won a \$400 million order to build two LNG carriers from Norway's Golar GLNG.OL in addition to an earlier order announced on April 12, Golar said on Wednesday, Reuters reports.

The two latest vessels are to be delivered in 2013 and 2014. "In addition to the announced new building program, Golar is in final discussions regarding firm commitments for construction of multiple FSRU carriers," Golar said in a statement. **Source : PortNews**

STX Finland to overhaul Saipem pipelay semi

STX Finland Oy and Saipem S.p.A have signed a contract covering major overhaul and maintenance of the semisubmersible pipelay vessel **Castoro Sei**. The work on the ship, providing employment for as many as about 1,000 people, will be completed by STX's Turku shipyard.

The **Castoro Sei** is a 152 m long and 70.5 m wide semisubmersible pipelay vessel, owned by Italian offshore company Saipem S.p.A. It is currently deployed in laying the pipeline for the Nord Stream project on the Baltic Sea.

The Turku shipyard will carry out an extensive and demanding overhaul of **Castoro Sei's** mooring and pipelaying systems. Some other maintenance activities and repairs will also be done during the continuous four-week project, scheduled for May-June.



Photo : Capt. Gijs Dijkdrenth ©

"The overhaul of **Castoro Sei** is a very welcome project for STX Finland. The project is very challenging in terms of both amount of work and scheduling. The safety and quality requirements for the project are extremely high," Jari Anttila, Director of STX Turku shipyard, points out. "We are also satisfied that we were able to flexibly and in good collaborative spirit agree on working hour arrangements with the staff for such a time-sensitive project." **Source :** MarineLog

Pipavav Shipyard in talks to sell stake to foreign player

Pipavav Shipyard Ltd is in advanced talks to sell stake to an international shipyard and a deal is likely within the next two weeks, a source with direct knowledge of the matter said on Tuesday, Reuters reports.

"Pipavav is talking to a large international player. It would take about one or two weeks for the deal," the source said. India's largest shipyard by market capitalisation hopes to sell the shares at a 20 percent premium to its current market price, the source, who declined to be identified ahead of a public announcement, told Reuters. At the current market price, this would come to more than 100 rupees a share. Earlier on Tuesday, Pipavav shares rose nearly 10 percent after a television channel reported the firm was in talks to sell a stake. At 2:30 p.m. the shares were up 8.64 percent at 88.65 rupees in the Mumbai market. Pipavav Shipyard's promoters currently hold about 45 percent in the firm, data from the stock exchange showed. **Source :** PortNews

Singapore's Jurong Shipyard delivers FPSO to operate in Angola

Singapore's Jurong Shipyard has delivered the **FPSO PSVM**, one of the largest floating, production, storage and offloading oil vessels to operate in ultra-deep waters, which is due to operate on the PSVM project in Angola, Angolan news agency Angop reported in Luanda.

The naming ceremony for the FPSO (Floating Production, Storage and Offloading) was held at the shipyard in Singapore and the ship will now sail for Angola where it will start operating at the PSVM (Pluto, Saturn, Venus and Mars) field, around 400 kilometres to the northeast of Luanda, where it is expected to stay for the next 20 years.

The FPSO vessel, which was ordered by Modec, a sub-contractor of British Petroleum Angola and its partners, is 355 metres long, weighs 20,000 tons and has a draft of 22.2 metres, as well as carrying 120 people on board and a production capacity of 150,000 barrels per day, as well as storing 1.8 million barrels of oil and processing 245 million cubic metres of gas per day.

Next August the **Pazflor FPSO** owned by French oil company total is due to operate on the CLOV (Cravo, Lírio, Orquidea and Violeta) oil field, in block 17 of the Angolan sea. The FPSO vessel, weighing in at 120,000 tonnes and with a capacity to process 220,000 barrels of oil or 4.4 million cubic metres of gas per day, was built at the Daewoo Shipbuilding & Marine Engineering Co. shipyards in South Korea. (macauihub) **Source : ports.co.za**



The **CENTAURUS LEADER** seen at Hong Kong United Dockyards (HUD), Hong Kong. **Photo : Cyrus Huang ©**

ROUTE, PORTS & SERVICES

	<h3>Monster aan voor een Wereldbaan</h3> <p>Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management van o.a. Noordhoek Constructor, Noordhoek Pathfinder, Bremen Hunter en Ievoli Black.</p> <p>Monster aan op crewing@redwise.nl</p> <p>www.redwise.com</p>  <p>info@redwise.nl</p>
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More Russian tankers to ply Arctic route despite cost

Russia's Sovcomflot will ship 3-4 cargoes of stable gas condensate from northwest Russia to Asia via the Arctic sea this year on behalf of Novatek a senior Sovcomflot official said. "We are planning to ship between 300,000 and 400,000 tonnes this year," he told reporters on the sidelines of a conference on the Russian Arctic. Each 100,000-tonne cargo of condensate will be shipped between the warm-weather months of July and November, when the ice cover is more manageable, he said.

This year's first shipment will mark the second voyage ever of a tanker carrying hydrocarbons across the so-called Northern Sea Route, which trims 4,000 nautical miles (7,400 km) from the 11,000-mile journey via the Suez Canal.

Last August Novatek, Russia's second largest gas producer, loaded 70,000 tonnes of gas condensate produced from its Arctic deposits onto a high-tonnage Sovcomflot tanker in Russia's northern port city of Murmansk. The tanker, escorted by a nuclear ice breaker, arrived in the Chukotka region in the Eastern part of the Arctic Ocean 13 days later. From there it was shipped south to the Chinese port of Ningbo. "After the voyage, the tanker went into repairs," Ambrosov said, later adding that the repairs were planned rather than a result of the voyage. He also said that shipping via the Northern Sea Route is a more expensive, but less-time consuming way to ship to Asia than through the Suez Canal.

"It (the cost) is about the same as what they (Novatek) would pay to go through the south, through the Suez Canal, a little more," Ambrosov said. "There is no commercial sense because the rate to ship along the Northern Sea Route is higher. This is because rates for the tanker, the rate for the ice breaker, they come out to be more expensive."

Novatek is testing the route as part of an ambitious project - known as Yamal LNG - to produce liquefied gas in the gas-rich peninsula. The company, which sold a 25.1 percent stake in the project to French major Total, plans to produce up to 16 million tonnes of frozen gas a year by 2015-2017, surpassing Sakhalin-2, which is led by Gazprom and has an annual capacity of 9.6 million tonnes. In an interview aboard the nuclear ice breaker that led the first tanker down the Northern Sea Route last August, Novatek head Leonid Mikhelson said that it would be 10 to 15 percent cheaper to ship via the Arctic compared with transit through the straits. **Source: Reuters**



Kotug's **JACCO**, T&T Bisso's **PIET** and **BERN** and **JAN** of Meteoconsult seen during the **Koninginnenach** (Queens birthday celebrations) 2011 in Singapore – **Photo : Elizabeth Sinke ©**

Dredging well under way in Richards Bay

The Zululand Observer in Namibia reports that dredging is well underway and reclamation is set to commence again following the commissioning of a new dredger at the Port of Richards Bay. With the vessel being much larger, the area along the berth has been deepened to accommodate the new dredger.

Project Manager Dredging Services, Kevin Stobart, confirmed that the process was going well, but added that reclamation had been slow owing to pressing repairs. Referring to the first load of silt dumped onto the beach recently, Mr Stobart said they would be closely monitoring what was coming into the harbour once reclamation recommenced.

Residents last week complained about the dirty sea water after the new dredger reportedly pumped a load of silt onto the beach. Mr Stobart told the Zululand Observer that the load of silt would not be dumped onto the beach in future, but out at sea. **Source : Dredging News Online**

READ WELL SERVICES WINS QUEEN'S AWARD FOR ENTERPRISE

READ Well Services, the oilfield technology specialist, has received the prestigious Queen's Award for Enterprise in the category of 'Innovation' for the development of its Hydraulically Expandable Tubular System (HETS).

Her Majesty the Queen has announced the award today (Her Majesty's birthday), on the advice of the Prime Minister and the associated advisory committee, which includes representatives from Government and industry. The award recognises significant business success resulting from continuous innovation and development by an organisation.

HETS is a patented technology and applies direct hydraulic pressure to expand, repair, connect or reconnect downhole oilfield tubular equipment. The strength, durability and life of the connection has out-performed any previously developed technology and, as such, has demonstrated its credentials both in extending the current life of older wells and providing full life-of-field repairs to new wells. The technology was developed at READ's headquarters in Aberdeen and has already been applied in over 70 offshore operations in the UK, Norway, Denmark and Holland. HETS is undergoing continuous development to support its use in an increased breadth of well specifications and global locations.

The technology has contributed to a significant part of the growth of the READ Well Services business. Since the commercialization of HETS, READ has grown from a turnover of approximately £3 million in 2002 to a budgeted revenue of £12.5 million for 2011. Employees have risen from 27 in 2002 to now over 70, with the company pursuing a significant recruitment campaign to reach 100 employees by the end of the year as the demand for HETS deployment increases.

READ Well Services chief executive officer, Fraser Loudon, commented: "We are extremely privileged to receive this highly prestigious award. Our success in developing the unique HETS technology is testament to the industry-leading capabilities of our engineering, development, technical and field teams. The award builds on our strong success story with HETS and supports our continued growth plans for the business."

CMA CGM levies round-the-world many rate hikes in US\$600/FEU range

CMA CGM, the French shipping giant, has announced a wide range of rate hikes in a "rate restoration" programme.

From May 1, there will be a US\$400 per FEU rate increase from Asia and the Indian subcontinent to the North American west coast. Rates from Asia and the subcontinent to the US and Canadian interior via west coast ports will go up \$600 per FEU. Another \$600 per FEU on cargo will be charged from Asia and the subcontinent to the US interior via east coast ports.

From May 1, cargo from Asia and the subcontinent to the US and Canada interior points via west coast ports will be charged another \$600 per FEU. From Asia and the subcontinent to the US interior via east coast ports will be charged another \$600 per FEU.

From May 9, there will be a \$250 per TEU rate increase from New Zealand to Europe. From May 1, rates will increase \$214 per TEU from North Europe to the Caribbean, Central America and the west coast of South America. Also from May 1, there will be a \$150 per TEU rate increase from North Europe to Mexico and \$150 per TEU from all Asia origins to the Red Sea. **Source : PortNews**



The tugs **Rabigh 3** and **Rabigh 1**, seen in Rabigh, Saudi Arabia. - Photo : Lennert Teerling ©

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Wärtsilä to deliver new ship design and entire diesel electric propulsion system for Bumi Armada in Malaysia

Wärtsilä, the marine industry's leading solutions provider, has signed a contract with Nam Cheong Dockyard of Miri, Malaysia, which will build a Wärtsilä Ship Design (WSD) multi-purpose platform supply vessel (MPSV). This WSD 800 MPSV is the first in a new series of Wärtsilä designs being marketed as a total solution, including all relevant systems as well as the ship design.

The total solution concept of the WSD 800 MPSV design includes four gensets. These produce more than 6 MW of electric power, which is in turn distributed via Wärtsilä's patented Low Loss Concept for diesel electric propulsion, to two Wärtsilä main azimuth steerable thrusters aft, and two tunnel thrusters forward, and to provide all necessary

electric power onboard. The WSD 800 MPSV has an overall length of 81.6 meters, a beam of 18.4 meters, and a summer draught of 6.8 meters. The vessel, which is scheduled to be launched and commissioned by the autumn 2012, will be owned by Bumi Armada, the largest owner and operator of offshore support vessels in Malaysia. It will serve the region's offshore oil industry, and its design includes a Remote Operated Vehicle mezzanine deck, crane, and a large 800 square metre deck area.

Wärtsilä provides a variety of ship designs for merchant, offshore and special vessels to both ship owners and shipyards. Wärtsilä's offering covers the full range of ship design disciplines, including naval architecture, as well as structural, electrical, outfitting mechanical and piping engineering. The offering ranges from simple, low cost, proven standard designs, often with a full equipment package, to advanced customized designs based on client-specific requirements.

Wärtsilä has put extensive focus on the development of ship design during recent years, including maximizing the efficiency of hull lines, integrating the latest equipment technologies, and tailoring designs to meet operational profiles. This total solution approach was a major factor in Wärtsilä being awarded this contract. The design also supports the shipyard's requirements for seamless construction in co-operation with a single supplier. Wärtsilä Ship Design has a strong global presence with operations in 10 countries. In line with Wärtsilä's strategy, Wärtsilä Ship Design's global operations align the company closer to the needs of its customers, including both owners and shipyards. The company's design capabilities mean that Wärtsilä is able to enter into dialogue with customers at an earlier stage, which results in being able to offer more competitive solutions. **Source: Wärtsilä**

MSC Fantasia welcomed at Valletta Cruise Port



Photo : Gejtu Spiteri ©

Malta's historic port of Valletta has welcomed **MSC Fantasia** on its maiden call Wednesday 20th April 2011. The vessel was hailed with a full salute from the quay by Fondazzjoni Wirt Artna, a voluntary organisation active in the field of heritage preservation. Meanwhile a fifteen-piece village band cheered the liner and its guests with a number of lively tunes including a number of Italian and Maltese compositions. Period soldiers on the Valletta Waterfront promenade gave out information leaflets about Malta and Gozo. In the evening, prior to the ship's departure, guests onboard were treated to an Inguardia re-enactment, showing events happening during the Knights of St John period, courtesy of the Malta Tourism Authority.

Bureau Veritas opens offshore section in Rotterdam

To better provide services to the marine offshore industry, leading international class society Bureau Veritas has opened a marine offshore section at the Rotterdam Plan Approval office. The main activities of this section will consist of document review of structures, stability, machinery, electricity, safety / MODU code, and performing technical studies. Bureau Veritas has a world wide presence and global network of survey centres. Plan approval offices situated in 13 countries in the main maritime regions.

For information please contact: Mr. Nick Daniels at Nick.daniels@nl.bureauveritas.com



The **HANJIN CHENNAI** seen outbound from Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Health warning lifted in Lyttelton Harbour

The Community and Public Health division of Canterbury District Health Board has lifted the health warning at Taylors Mistake and in Lyttelton Harbour. Environment Canterbury has been monitoring a range of sites over the last six weeks following the February 22 earthquake to track levels of bacteria contamination.

Canterbury Medical Officer of Health Dr Alistair Humphrey says water in both these areas is now suitable for recreational use. "This is great news for those of us who have been avoiding the water following the high levels of contamination," Dr Humphrey says. "Though it is now colder, at least those who want to can now get back on or in the water at these locations without the risk of gastro illness."

Water testing results show faecal bacteria levels at Taylors Mistake are low and the water is therefore safe to enter. In Lyttelton Harbour results have indicated that the water is safe during dry weather with occasional high levels of contamination only following heavy rainfall, Dr Humphrey says.

"People should avoid contact with all waterways for 48 hours after heavy rainfall."

Meanwhile, health warnings remain in place for the waterways of Avon/Otakaro and the Heathcote/Opawaho rivers, the Avon-Heathcote Estuary/Ihutai, and Pegasus Bay beaches adjacent to Christchurch because of ongoing sewage discharges. Pegasus Bay beaches north of the Waimakariri River and including Spencerville remain unaffected and safe for recreational use. Water quality at affected sites is not considered suitable for recreational uses including swimming because of the risk to health from the bacteria and other pathogens. The only exception to this is Punting on the Avon which follows rigorous guidelines to protect staff and customers from any risk.

Water contaminated by human or animal faecal bacteria may contain a range of disease causing micro-organisms such as viruses, bacteria and protozoa. "In most cases the ill-health effects from exposure to contaminated water are minor and short-lived. However, there is the potential for more serious diseases, such as hepatitis A, giardia, cryptosporosis, campylobacter and salmonella," Dr Humphrey says.

More information about recreational water contamination visit the Environment Canterbury website:
<http://ecan.govt.nz/services/online-services/monitoring/Pages/water-contamination-ch>

Source : Canterbury District Health Board

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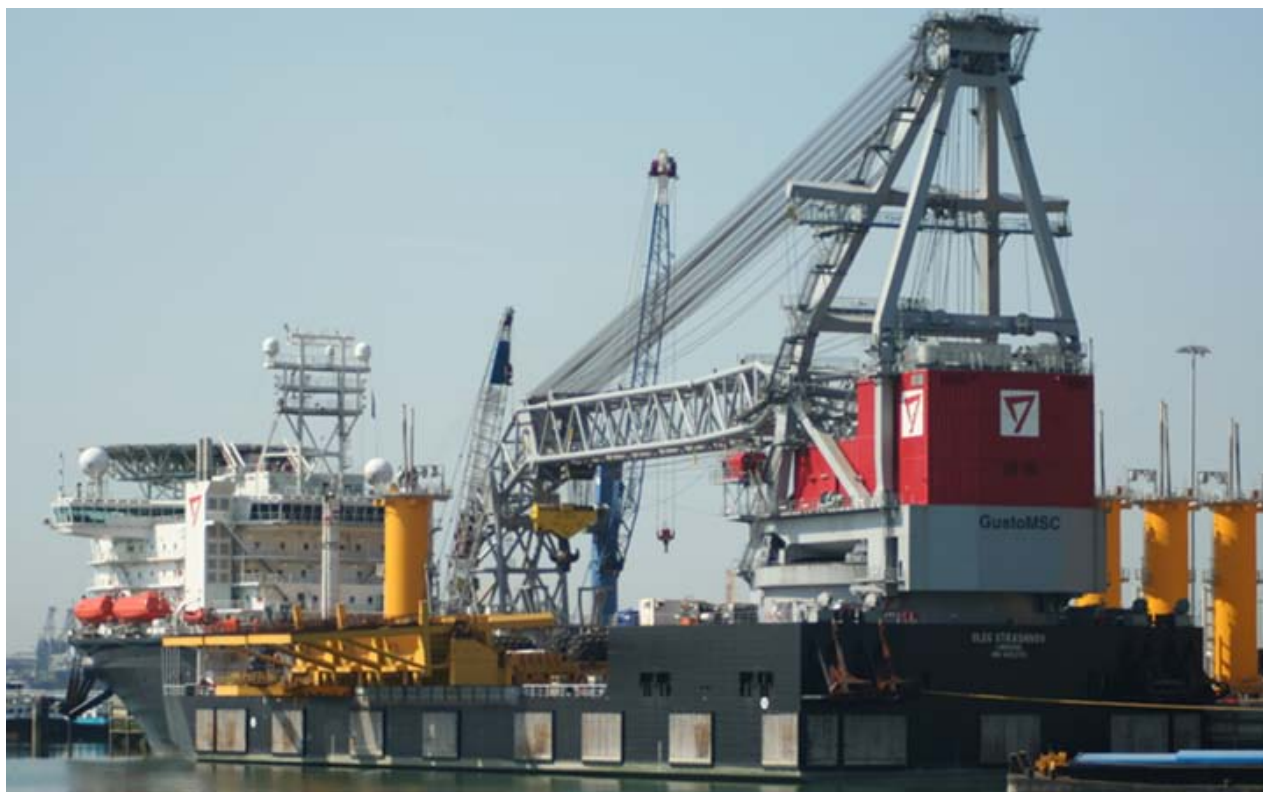


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The **OLEG STRASHNOV** seen moored in Vlissingen - Photo : Ronald Scheijbeler ©

DELAYS AT THE DURBAN CONTAINER TERMINAL A NIGHTMARE, SAYS CHAMBER

The Durban Chamber of Commerce & Industry says it shares the concerns of the many companies whose business is being severely disrupted as a result of congestion and lengthy delays at the Port. The delays are attributed to difficulties with the recently-installed Container Operating System, NAVIS, which offered the prospect of greater efficiency and, in particular, an end to delays and congestion, says the Chamber in an article in its Daily Digest.

"While one understands that teething problems may occur with any new system, it is untenable that the process of importing and exporting through the Port should be disrupted to the extent that has been reported by members of the Chamber.

"Recently, the DCCI's Manager: Trade and Investment, Malusi Mpanza, in an attempt to assess the difficulties for himself, accompanied a driver to the Container Terminal. He was witness to inordinately long queues along Bayhead Road and hours of unproductive time wasted by drivers. He estimated that, with an average turn-around-time of nearly five and a half hours, it would not be possible for a company within a twenty kilometre radius of the Port to collect more than one container in a day. The cost to companies of this low level of productivity is unsupportable and it causes significant damage to the reputation of the Port.

"The DCCI welcomes the investment being made into the infrastructure, but regrets that as long as it fails to address standards of efficiency and service delivery to customers it is money wasted.

"The Chamber is ready to offer constructive assistance in order that the current problems may be addressed. It has proposed, for example, the establishment of focus groups of those involved in the transportation of goods to and from the Port. We are of the view that the private sector may be able to assist the Durban Container Terminal to come to terms with its new system to ensure that it achieves its objectives." Source : ports.co.za

MARITIME ARTIST CORNER



Zoutkamper garnalenvisser op de voormalige Lauwerszee in 1964. Oil on board by [Willem Eerland](http://www.tableau-maritimecards.nl)
www.tableau-maritimecards.nl

.... PHOTO OF THE DAY



World largest bulk carrier the 402.000 DWT **VALE BRASIL**, Vale has commissioned as many as 35 VLOC's of between 388,000 and 400,000 DWT to be built at Yards in China and Korea.

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