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The AZURA opened last Saturday the cruise season in Rotterdam

Photo : Anton de Krieger ©

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A 2nd photo of the **AZURA** seen enroute Rotterdam to open the Cruise Season 2011

Photo : Henk van der Heijden ©

Indonesia FM: first time negotiating with Somali pirates

Indonesia's Foreign Minister Marty Natalegawa on Thursday said the government had never negotiated with Somali pirates, which are currently holding hostage 22 Indonesian sailors after hijacking their ship last month. On March 16, Somali pirates hijacked the **MV Sinar Kudus** vessel, belonging to PT Samudra Indonesia and took 22 Indonesian crew members hostage. The vessel was on its way to Rotterdam, the Netherlands, with a cargo of nickel from Pomalaa, Sulawesi.

Natalegawa told Antara news agency at the University of Indonesia, that PT Samudra Indonesia had been negotiating the release of the crew members, adding that the government continued to work quickly to rescue the sailors. However, the government had never faced the amount of ransom being demanded by the pirates.

The Foreign Minister also said that the last report officials received regarding the crew members around three days ago informed that they were in good health. Initial reports indicated that the first ransom demand was worth about \$9 million, as the Somali pirates declined an offer of \$2.5 million. PT Samudra Indonesia then reportedly offered \$6 million before reducing it again to \$3.5 million. Currently, reports say Somali pirates are asking for a \$3 million ransom.

Last week, Indonesia's National Defense Forces Commander-in-Chief Djoko Suyanto said two frigates with 401 members of the Marine Corps and the Army's Special Force had been deployed to the Somali coast in a search and rescue operation for the Indonesian crew members taken hostage. The ships have been stationed near Somalia to escort the hijacked vessel if negotiations turn out successful.

Suyanto also stated that a helicopter had been sent to check the situation and condition of the vessel, saying that the ship was spotted near the Somali coast, in the middle of dozens of other pirated ships. In recent years, Somali pirates have hijacked hundreds of ships, taking in hundreds of millions of dollars in ransom, but hostages are usually treated well and released in healthy conditions after a ransom is paid. Ships are patrolling the shipping lanes near Somalia in an effort to reduce hijackings, but the anti-piracy force has warned that attacks are likely to continue.

According to a recent study, maritime piracy cost the global economy up to \$12 billion last year, with Somalia-based pirates responsible for 95 percent of the costs. **Source : [channel6news online](#)**

Amid Nuclear Scare, Russia Pushes Ahead With Controversial Floating Reactors



One environmentalist group says the technology used in seaborne plants, which is based on Cold War submarine technology, has caused at least 10 accidents on Soviet submarines. The global scare sparked by Japan's nuclear meltdown has prompted many countries to scale down their nuclear programs, putting a damper on the global "nuclear renaissance" touted by the industry in recent years.

Russia, in contrast, is plowing ahead with its vast nuclear ambitions. Its state atomic agency, Rosatom, aims to double the country's nuclear capacity over the next two decades. It is also building nuclear power plants in India, China, Kazakhstan, Belarus, and elsewhere. And as the world anxiously watches the scramble to contain radiation at the tsunami-crippled reactors in Fukushima, Russia is preparing to launch the

world's first-ever floating nuclear plant -- a prospect that is sending shivers down many spines.

"This idea is completely absurd, dangerous, and immoral after what happened in Fukushima," says Vladimir Chuprov, head of Greenpeace Russia's energy program.

The first floating plant, scheduled to be operational by the end of next year, will be anchored in a closed military bay off Russia's far eastern Kamchatka Peninsula. Although the region is prone to earthquakes and tsunamis, Rosatom chief Sergei Kiriyenko this week said the facility would be designed to withstand a Fukushima-like scenario. "I know Fukushima has sparked many inflammatory rumors and gossip, including on the floating nuclear plant," he told Russian television. "Some people say that if a ground plant could not withstand a tsunami, what would then happen with a waterborne nuclear plant. But nothing will happen. Everything will be just fine."

Rosatom has plans to build 12 seaborne plants and hopes to sell some of them for export. The plants' main purpose will be to provide energy to far-flung regions or isolated facilities such as military bases without the need for expensive energy grids. These so-called "plug-and-play" miniature plants will be placed on barges that are either docked or anchored close to shore so they can be hooked up to cables to transmit electricity. Russia puts the cost of building its first floating reactor at around \$550 million -- a fraction of the price tag for a tradition reactor.

But environmentalists say the project is a disaster waiting to happen. The environmental group Bellona says the technology used in seaborne plants, which is based on Cold War submarine technology, has caused at least 10 accidents on Soviet submarines. Such plants may also prove vulnerable to proliferation and terrorism.

The "Academician Lomonosov," the ship set to be the first floating nuclear power station, is set afloat in St. Petersburg last June. "These mobile plants pose a huge number of new risks," Greenpeace's Chuprov says. "Firstly during transportation; towing this barge through open seas is already dangerous. Such a reactor floating in the sea is also an ideal target for terrorist attacks. It also poses the risk that the ton of highly enriched uranium onboard these barges falls into the wrong hands."

Critics warn that the countries that have so far expressed interest in purchasing floating plants -- China, South Korea, the Philippines, Chile, and Brazil, among others -- have only limited experience in operating nuclear facilities.

The isolation of the sites considered for the plants "raises certain security and safety issues," says Mark Hibbs, a Berlin-based nuclear expert with the Carnegie Endowment for International Peace.

"Perhaps not in the Russian Federation, but in remote parts of Asia or Indonesia there would be questions asked about how safe the installation would be if there were a serious accident: would the remoteness make it impossible to mitigate the accident? The other question is: does the remoteness of the reactor site increase the threat that it could be subject to an attack from terrorists and pirates?"

Hibbs says the United States and a number of European countries have already cautioned Rosatom about the dangers of supplying quick-fix nuclear plants to developing countries. In addition, Greenpeace warns that most countries on Rosatom's list of potential clients are currently seeking access to nuclear submarine technology and could misuse the reactors to pursue military goals. **Source : Radio Free Europe**



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Pirate attacks thwarted - vessel released

Iranian warships deployed in the Gulf of Aden have thwarted a pirate attack on an Iranian-controlled VLCC. A statement issued by the public relations office of the Iranian Navy said NITC's VLCC '**Najm**', en route from Kharg Island to Ain Sukhna, came under attack by a pirate boat.

This is the fourth attack on an Iranian vessel since the beginning of the current Iranian year, starting on 21st March. The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008. Meanwhile, Somali pirates have released the Panamanian-flagged bitumen carrier 'Asphalt Venture' after receiving a ransom. However, they detained some of her crew. The 3,884 dwt vessel was seized on 29th September last year as she was heading for Durban from Mombasa with 15 crew members, all Indian nationals, on board. The pirates said they had freed the tanker after receiving \$3.6 mill, but this could not be independently verified by news agencies.

The vessel is managed by Mumbai-based Omci Ship Management and owned by Bitumen Invest of the UAE. In a statement, the International Chamber of Shipping, ITF, Indian National Shipowners' Association, NUSI, MUI, IMEC, InterManager, Intertanko and BIMCO have deplored the fact that some of the crew were not released.

The vessel's master reported that six officers and one rating were taken off the tanker and made to accompany the pirates ashore. In subsequent press reports it is suggested that pirates in Harardhere had taken the decision not to honour the agreement made but to prolong the hostage ordeal of the seven seafarers in retaliation for the arrest of Somali pirates by the Indian Navy in recent weeks.

This is a fundamental change to previous practice and moves the issue from being just between the shipowner and the pirates to being between the pirates and a government. It is a major shift in the pirate-hostage equation, which will need to be considered and addressed by the international community, the group said. **Source : tankeroperator**



The **RIJNBORG** seen at Elbe pilot station – **Photo : Sjaak Broere ©**

NS offshore pipeline construction resumed in Russian waters

The construction of the Nord Stream offshore gas pipeline has been resumed in Russian territorial waters, PortNews reports citing press office of Inflat Worldwide Ferry Services, an agent of the fleet, engaged in the project operations.

22 April 2011, the **MV Seahorse** (owner Boskalis Offshore BV-Tideway) made first entry into the area west off the island of Hogland to dump filling gravel along the first line. According to Michael Prosvirkin, CEO of Inflat Worldwide Ferry Services Ltd., the continuation of the main phase of the project, the laying of the second line of the Nord Stream pipeline, is scheduled for early or mid-May this year.

Don't allow ships from Japan to release water: Goa authorities

Goa State Pollution Control Board (GSPCB) has asked the two main ports in the state not to allow the ships arriving from Japan to de-ballast the water, in view of the fears of radiation leaks in that country. GSPCB has issued strict instructions to Mormugao Port Trust (MPT) and the state-owned Panaji Minor Port to ensure that the ships which had called on Japanese ports do not release their water.

Following the directive, a big ship which arrived from Japan recently was made to anchor at the outer port. The directive from the pollution control agency came after the state director of science and environment informed that two ships which had earlier called on the Japanese port were likely to enter Goa ports.

"We immediately issued directions for both the ports," GSPCB chairman Simon de Souza told PTI adding that authorities did not have equipment to check the radiation levels. De Souza said the precautionary measures were being taken to ensure that the water was not contaminated by radiation.

One of the ships, which had called on a Japanese port, was quarantined at the outer limits of the port. "The ship agent has presented the letters from International Maritime Organisations clarifying that there is no fear of radiations and there is no need of screening the ship water," de Souza stated. The agent claimed that ship had already de-ballasted the water off-Singapore coast on the way to Goa and refilled with the new water.

De Souza said that GSPCB will take the final call on the matter only after examining the documents provided by the agent. **Source : DNA India**



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The brandnew **SAIPEM FDS 2** seen westbound in the Singapore straits yesterday morning

Photo : Capt. Trevor Whelan – Master Markab (c)

Companies, Crews and Regulators Share Blame in Coast Guard Report on Oil Spill



The Coast Guard reported Friday that poor maintenance, inadequate training and a lax safety culture at Transocean contributed to the lethal explosion and sinking of the company's **Deepwater Horizon** drilling rig a year ago. The Coast Guard's harshly worded 288-page study also declared that the Republic of the Marshall Islands, the mobile offshore drilling rig's flag state, had failed in its regulatory duties. And the study faulted the Coast Guard itself for failing to ensure that large, complex offshore drilling units registered in foreign nations but operating in United States waters were properly maintained, staffed

and inspected. "Although the events leading to the sinking of Deepwater Horizon were set into motion by the failure to prevent a well blowout," the report states, "the investigation revealed numerous systems deficiencies, and acts and omissions by **Transocean** and its **Deepwater Horizon** crew, that had an adverse impact on the ability to prevent or limit the magnitude of the disaster." The April 20, 2010, explosion and fire aboard the rig killed 11 men and injured 16 others. The resulting oil spill poured nearly five million barrels of oil into the Gulf of Mexico. Transocean was under contract to BP to drill the Macondo well in 5,000 feet of water in the gulf off the coast of Louisiana. Since the fatal accident, BP, Transocean and another major contractor, Halliburton, have engaged in recriminations and lawsuits, with each accusing the others of negligence. Friday's report will certainly become a factor in the resulting litigation and will most likely be read closely by Justice Department criminal and civil investigators. Transocean's failures included the "inhibiting" of automatic safety warning systems, a lack of drills for an emergency evacuation, the installation of electrical equipment in places where it could ignite gases, a lack of barriers to protect crew members from a blast or fire, and a history of safety violations that were not addressed, according to the study. The rig also did not comply with regulations regarding the integrity of internal watertight compartments, and the crew did not have proper training or knowledge of onboard safety systems, the Coast Guard found. "The investigation revealed that **Deepwater Horizon** and its owner, Transocean, had serious safety management system failures and a poor safety culture," the report said.

Transocean disputed some of the central conclusions of the report, including assertions that it had failed safety inspections and did not have adequate fire prevention equipment on board. "We strongly disagree with, and documentary evidence in the Coast Guard's possession refutes, key findings in this report," Lou Colasuonno, a Transocean spokesman, said in an e-mailed statement Friday afternoon. "The Coast Guard inspected the **Deepwater Horizon** just seven months before the Macondo incident and certified the rig as being fully compliant with all applicable U.S. and international marine safety compliance standards, including those associated with fire and gas detection systems. Further, at the time of the accident the **Deepwater Horizon** possessed all required valid documents verifying compliance with all international and Coast Guard requirements." The government of the Marshall Islands, in a statement, criticized the Coast Guard report as based on "conjecture and speculation." Bill Gallagher, the islands' senior deputy commissioner of maritime affairs, said his government was conducting its own investigation and complained that the islands were not allowed to review or comment on the Coast Guard report. He also said the Coast Guard should have waited until the investigation was complete before delivering its verdict. The Coast Guard and the Interior Department conducted 25 days of public hearings and have spent much of the past year interviewing witnesses and reviewing documents from the companies involved in the accident. Because the drilling rig is classified as a ship, its operations fall under Coast Guard jurisdiction. Six current or retired Coast Guard officers oversaw its part of the investigation, although only three are named in the report. The report does not address the role of the other parties in the disaster. A separate study of the causes of the well failure is being prepared by the Bureau of Ocean Energy Management, Regulation and Enforcement, the federal regulatory agency that oversees offshore drilling. That report is due in July. Numerous other investigations, including one by a panel appointed by President Obama, have found that BP's drilling practices, Halliburton's cement work and Transocean's operation of the rig all contributed to the accident.

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Greenpeace occupies Arctic rig in attempt to halt deep sea drilling

Greenpeace activists scaled and occupied an Arctic rig on its way to Baffin Bay, Greenland. Protestors used inflatable speedboats to intercept the Leiv Eiriksson and board it, establishing their protest in attempt to obstruct the vessel on its way up to the pristine Arctic waters to drill for oil. The rig is due to begin deep water oil exploration for wildcat oil company Cairn Energy, which is leading the new Arctic oil rush. Drilling in the arctic is highly controversial. Since the oil industry was unable to control the massive spill in the Gulf, and no new technologies have emerged, it's deemed unlikely by most who are not profiting by oil industry, that any arctic drilling mishap could be contained. Claim Energy illuded to the the precariousness of drilling in the Arctic last week when would-be Arctic driller, Bill Gammell, called Arctic drilling a game. A gamble. He said a few weeks ago that drilling in the Arctic was "like going to the



casino". Source : examiner.com



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Maersk Line's piracy costs to double

Dubai Maersk Line, one of the biggest global shipping lines, expects its piracy-related costs to double in 2011 to \$200 million (Dh735.6 million) covering insurance premiums, hardship allowances and re-routing vessels away from high-risk zones in the region, its chief operating officer told Gulf News.

Piracy in the Gulf of Aden cost the company \$100 million in 2010, said Morten Engelstoft. This includes rising global fuel costs, insurance premiums to cover the vessels sailing in the area and increasing the hardship allowance to its seafarers to compensate the time and extra work they do in high-risk zones. "We expanded the number of days whereby we pay hardship allowance to five days when you transit through the piracy zone because that is the amount of time where there is additional work in terms of outlook and security measures aboard the ship," Engelstoft said. Bracing itself against piracy threats in the region, Maersk line has taken some security measures to protect its crew and vessels. "We have exchanged some of the vessels that were sailing in the area here to make certain that they are big enough and fast enough to avoid being hijacked. Beyond the vessels, we follow the best management guidelines in terms of how we best protect the vessel. We follow guidelines in terms of sailing outside the worst areas to avoid piracy if we can," he added.

Engelstoft said piracy is a "significant concern" but said the company will continue its business in the region this year.

"We have a lot of business in the area and therefore certainly have a very significant challenge for piracy as it is now," he noted. The company has been subjected to seven to ten attacks on its vessels since the beginning of 2010, he added. "Our seafarers are being attacked, kidnapped, some of them tortured, some of them murdered and therefore we really need urgent and immediate steps to address the situation. We have been subjected to a number of attacks. Fortunately based on our vessels in the area being bigger and faster, they have been able to sustain the attacks and were able to escape." Following best management practices and alerting the navies is one area of action that shipping companies need to improve, he said.

Piracy has "seriously affected" international trade as 22,000 ships and 30 per cent of the world's oil supplies go through the Gulf of Aden and the Indian Ocean, said the Somali Foreign Minister during a keynote speech at the counter-piracy conference in Dubai last week. "The victims in Somalia however suffer a double tragedy the rest of the world does not, namely their food, medicines and fuel have to be delivered with armed naval escort, and they pay much higher prices for these basic necessities than the rest of the world when small ships and dhows can get through," he said.

Food shortages, higher commodity prices, lack of supplies and loss of revenue to traders, employees and the state are major problems for Somalia, he added. Piracy has contributed to a 25 per cent increase in inflation in the country over the last three years as shipping and transport costs skyrocketed, Muhyadin Ali Yousuf, Chairman of the Somali Committee to Combat Piracy, told Gulf News. **Source : GulfNews**



SCI owned / operated brandnew **DESH SAMMAN** seen loading her « first » cargo during her maiden trip at the SPM Bouy of the Bashayer 2 terminal in Port Sudan – **Photo : Hessel Terpstra ©**

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COLLISION NEAR MAASSLUIS



Around 15:00 hrs. Saturday afternoon a collision occurred on the New Waterway near Rozenburg, between the outward going barge "**Lahringen**" (homeport Harlingen, Friesland), loaded with containers, and the inbound hopperdredger "**Shoreway**" moving to port to discharge her cargo of sand. The tug "**En Avant 5**" which happened to be in the vicinity, made fast to the stern of the damaged "**Lahringen**". From Maasluis onwards the "**Thamesbank**" assisted by making fast to the bowsection. Police and firemen used the Rozenburg ferry berth to go on board of the "**RPA 12**" which took them to the damaged barge. **Photo's : Frits Janse (c)**



NAVY NEWS

Belgische soldaat overlijdt aan mysterieuze ziekte in Benin

Aan boord van het Belgische schip **Godetia** is een soldaat overleden aan een plotse ziekte, schrijft Het Nieuwsblad. Het schip vaart momenteel voor de Afrikaanse kust om er Beninse militairen op te leiden. De 48-jarige soldaat werd woensdag plots onwel, en werd almaar zieker. Donderdagavond overleed hij. Ondertussen is het lichaam van de man

aan land gebracht, om hem zo snel mogelijk naar België te brengen. Er is ook een autopsie bevolen om de precieze doodsoorzaak te vinden. **Source : belga/sam**



The French frigate **F 713 ACONIT** seen arriving in Malta – **Photo : Anthony Chetcuti ©**

Commander insists on plan to buy old German U-boats

Navy chief Kamthorn Phumhiran is insisting on pushing ahead with the plan to procure six second-hand submarines from Germany, dismissing the other option of buying brand-new South Korean ones as being too expensive. Adm Kamthorn yesterday said he would go ahead with the navy's original plan. It would be presented to the Defence Council chaired by Defence Minister Prawit Wongsuwon next week.

Gen Prawit had earlier voiced his support for the idea of acquiring two brand-new submarines from South Korea. He believed they would last longer than the decommissioned German ones. The six Type U-206A coastal patrol submarines have been in use in Germany for more than 30 years and Adm Kamthorn admitted they had only another six or seven years of useful life left.

Though the South Korean Type U209 submarine is made using German technology, Adm Kamthorn said it is too big, with a displacement of 1,200 tonnes. "They also cost up to 13 billion baht each," he said. Although the navy included the option of buying South Korean submarines in its feasibility study, it does not have enough money to buy the two new ones. "It is most practical to buy the second-hand ones at a cost of 7.7 billion baht," said Adm Kamthorn, who also played down concerns over the usefulness of the submarines in Thai waters. "The navy has to take care of Thailand's marine interests valued at 900 billion baht a year. An investment of 7.7 billion baht will be worth it," he said.

If Thailand fails to secure the six submarines, the opportunity may go to Chile or Colombia, which are also interested in striking a deal with Germany, said navy Assistant Chief of Staff for Operations Thawiwut Phongphiphat. A navy source said other countries in Southeast Asia have already strengthened their navies with submarines. Malaysia deploys two French-made ones, Singapore has four and Vietnam has three, with a plan to buy six more from Russia. Even Burma has already had its soldiers trained in submarine operations.

If the Defence Council and later the cabinet approve the navy's purchase plan, the first batch of 30 navy officers will be sent for a year of training in Germany before Thailand receives the submarines, said Vice Adm Thawiwut. "The navy doesn't want to have these submarines, we need them," Adm Kamthorn said. "They are weapons for protection.

They may be small, but a small cobra can bite a bigger person to death." Two subs would be deployed in the Gulf of Thailand and two in the Andaman Sea, with the others as replacements **Source : Bangkok Post**

One patrol ship added to maritime surveillance fleet



"China Maritime Surveillance 26", a large surveillance ship of the China Maritime Surveillance Force, departs the dock in Qingdao, East China's Shandong province, April 22, 2011. **Photo : Xinhua**

Chinese maritime authorities on Friday added a large surveillance ship to the country's naval fleet in a bid to better protect the country's maritime interests.

The patrol ship, in the 1,000-tonne class, is named **"China Maritime Surveillance 26."** It was added to the North Sea fleet of the China Maritime

Surveillance Force in Qingdao, a coastal city in East China's Shandong province. Authorities will use the surveillance ship to crack down on violations of China's maritime interests, including illegal use of Chinese waters and damage to its marine environment, resources and infrastructure, said Fang Jianmeng, head of the North Sea branch of the State Oceanic Administration. "It will also be responsible for investigation of submarine resources and sea floor facilities," Fang said. The ship is part of a 1.6-billion-yuan (\$245.9 million) plan that the State Council, China's cabinet, unveiled in 1999 to increase its fleet of 1,000-tonne-plus sea patrol ships by 13 and add five patrol helicopters to patrol the nation's waters. So far, five helicopters and 10 patrol ships have joined the China Maritime Surveillance Force. The remaining three ships will be put into use before this June, according to Fang. **Source : Xinhua**

Van onderzeeboot tot hindernisbaan op de Caribische Vlootdagen

Altijd al eens willen weten hoe een onderzeeboot of marineschip er van binnen uitziet? Altijd al eens een hindernisbaan willen bedwingen of in een militair voertuig willen zitten? Kom dan op 21 en 22 mei naar de Caribische Vlootdagen 2011. Tijdens dit maritiem spektakel in het hart van Willemstad laten de Koninklijke Marine en de Kustwacht Caribisch Gebied hun dynamische wereld zien.

Twee dagen lang vindt rondom de Annabaai te Willemstad een groots maritiem evenement plaats: de Caribische Vlootdagen 2011. Er is voor jong en oud van alles te beleven. Bezoek een van de marine- en kustwachteenheden die liggen afgemeerd aan de kades van Otrobanda en Scharloo. Stap aan boord van een onderzeeboot of betreedt een van de grootste Nederlandse marineschepen. Bekijk hoe militairen in het veld opereren, hoe een super-RHIB van de kustwacht er van dichtbij uitziet en maak kennis met de militairen van de Koninklijke Landmacht, Curaçaose Militie en het Vrijwilligers Korps Curaçao. Houdt u van spanning en sensatie? Laat het u dan duizelen bij een van de vele spectaculaire demonstraties. Elke dag tonen de marine en kustwacht facetten van hun dagelijkse werk. Van het redden van een drenkeling en het aanhouden van een drugstransport, tot het afdalen uit een helikopter. Maar ook het DASH-8 kustwachtvliegtuig en diverse helikopters geven adembenemende vliegshows!



Muziek liefhebbers zijn ook op de juiste plek op de Caribische Vlootdagen: op zaterdag- en zondagavond vindt er een muzikaal evenement plaats op de Matheywerf, met een bijzondere mix tussen de steelband van de Koninklijke Marine en een bekende Curaçaose brassband. De scheepsband Vibe verzorgt een optreden met een 'special guest'.

Kortom, neem op 21 en 22 mei een kijkje in de wereld van Defensie en de Kustwacht Caribisch Gebied. De toegang tot het vlootdagenterrein is gratis.

Irishman who invented the submarine to be honoured



THE Irishman who invented the submarine in the mid-1800s is to be honoured at a special event next month. [John Philip Holland](#), a teacher at North Monastery in Cork, started with wooden models, with small quantities of explosives. His second design was intended to sink a Royal Navy warship as part of the fight for Irish independence.



His designs eventually led to the first working submarines for the United States, British, Japanese and Dutch navies. The [John Philip Holland](#) commemoration will be staged in the National Maritime College of Ireland in Ringaskiddy, Co Cork. It will feature a contribution from Bruce Balistrieri, who runs the Paterson Museum in the US, which is now home to the Irishman's first two submarines. **Source : [Independent.ie](#)**

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The 1963 build 21 mtr long steel lifeboat **KONINGIN JULIANA** was based for many years at the Hoek van Holland lifeboat station, and is at present part of the **Havenmuseum** in Rotterdam, above lifeboat is powered by 2 GM mainengines of 170 hp each for a top speed of 10 knots and is seen at the **De Haas Shipyard** in Maassluis

Photo : Aad Sinke ©

Krasnoye Sormovo starts sea trials of tankers built for the SVL and VF Tanker

Krasnoye Sormovo Shipyard (of MNP Group) has launched sea trials of oil tankers built for companies SVL Activ Treding Co., Ltd. (SVL) and VF Tanker, the shipbuilding firm's press service reports. The contract with SVL for two oil tankers of over 7,000DWT (project 19900) was signed in May 2010. In July 2010 Krasnoye Sormovo was awarded a contract from VF Tanker for construction of 7 oil tankers of project 19614.

SVL tankers designed by Volga-Caspian Design Bureau are intended to carry crude oil, gas condensate and oil products. DWT in salt water - 7,100 tons at 4,6 m draft, in fresh water - 4,700 tons at 3,6 m draft. The capacity of 12

cargo tanks and 2 slop tanks - 8,256 cbm, main engine rated power - 2 /1.2 MW each, the operational speed - 10.5 knots. The vessels are designed to KM Ice1 [1] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP) of the Russian Maritime Register of Shipping. The tankers for VF Tanker of project 19614, the largest Russian river vessels, are classified as 'river-sea' ships and capable of carrying crude oil and petroleum products. The project ships comply with specifications of the latest edition of the Register and the rules of international conventions on safety. Tankers DWT – 5,053 tons, length overall - 141 m, beam - 16,9 m, depth - 6,1 m, draft - 3.73 / 3,6 m, cargo tanks capacity – 6,720 cbm, speed - not less than 10 knots, crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and sea non-arctic areas in accordance with the ships' class. Class: KM Ice1 R2-RSN AUT3 VCS Oil tanker.

Krasnoye Sormovo Shipyard (part of MNP Group) is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo plant meet the requirements of MARPOL conventions, having the state-of-the-art equipment. Deadweight of the vessels built by the shipyard in 2010 totals 58,000 tons. MNP Group (Sea Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group consists of Nizhny Novgorod-based enterprises: Krasnoye Sormovo Plant, Sormovo Engineering and the Volga-Caspian Design Bureau. **Source :** **POrtNews**

ROUTE, PORTS & SERVICES



Above seen the Dockwise "Treasure" at Sharjah anchorage loaded with drilling rig "Maersk Resilient" ready for departure to Rotterdam.

Photo : Cor Duijvestijn ©

Duqm Port - Major shift in economic development in Oman

Global Arab Network - The Al Wusta Region boasts two major development projects that promote trade and industry in the Sultanate in general and the region in particular namely Duqm Port and Dry Dock. The two projects aimed to

boost diversification and provide job opportunities for Omani citizens. The port initially a small marina for exporting rocks and fish is set to become a major commercial port, in the form of a Dry Dock, a major complex to which a number of industrial and commercial projects will be linked.

Said bin Hamdoon al Harthy, (pictured) Under-Secretary of the Transport and Communications Ministry for Ports and Marine Affairs, said the total approved investments for the two projects as of the end of February 2011 amounted to RO 1.255 billion. The total cost is expected to reach RO 1.7 billion. In a statement to Oman News Agency (ONA), he added that Duqm Port is one of the major ports in the region and has a strategic importance, being near to the international shipping lines. The port is expected to attract a significant part of the regional and international trade movement.

It will also support the trade and tourism activity of the Omani ports as it is midway between Sultan Qaboos Port in Muscat and Salalah Port in Dhofar Governorate. It is also an important part of the government plan to set up a comprehensive city in the Wilayat of Duqm in the Al Wusta Region and part of the strategy to develop the regions in the different parts of the Sultanate.

He pointed out that there are strategic visions to set up industrial city and other projects in the region therefore the design of the port has been amended to meet the aims of the new vision. In 2007, the EPC contract was awarded to the consortium of Consolidated Contractors Company (CCC), Jan De Nul and Swzai Turkes Feyzi Akkaya (STFA).

The scope of work at phase one included the construction of two breakwaters, deepening the approach channel, reclamation for the port quay walls, in addition to the infrastructure 1303481563596511000 of the port that include the structures, roads, yards, and service utilities.

The gross length of the quay is more than 3,000 metres that include 2,250 metres with 18 metres deep and 350 wide for the commercial purposes. This allows 8 vessels to embark at one time. The capacity of the port will be more than 3.5 million containers a year. The port may be expanded to handle 20 million containers a year after completing the future expansion.

The first stage also includes quays for the governmental services (980 metres long and 10 metres deep) for the Royal Yachts, Royal Navy of Oman, Coast Guard, Special Forces and Ferry Boats, in addition to a storage area.

In 2008, the government decided to increase the scope of the construction works for the port to increase the capacity of the port to meet the need of the commercial and industrial activity and contribute to the marine transportation sector, especially major industrial ports are proposed parallel to the port. Based on this, the scope of work has been expanded to include, upon completion of the final stage, more than 42 quays for the different activities (18 metre deep) to receive the current and next generation vessels.

Qasim bin Ahmed al Shizawi, Director-General of the Ports at the Transport and Communications Ministry, said that the works at the Duqm Port project is moving steadily as per the timetable. In a statement to ONA, he added that 55 million cubic metres were dredged inside the port and at the approach channel; out of the 69 million cubic metres which means that the progress rate is about 80 per cent. 12.7 million Cubic metres were filled out of 13.3 million cubic metres, which means that the progress rate is 97 per cent and ahead of the schedule. He pointed out that the number of workers at the port is 1,886 including 375 Omanis, or 20 per cent of the manpower.

He pointed out that work is under way to prepare the studies, designs and documents to float and award the works for the infrastructure. The tenders will be floated in 10 packages. It should be noted that the tender for the main and sub roads for Duqm Port was floated in April 2010.

Shizawi affirmed that the completed works till date are ahead of the schedule, as the progress rate is 83 per cent. The construction of the port is expected to be completed in mid 2012. He pointed out also that after the completion of the marine work and the infrastructure, the port will be managed and operated by a closed joint stock company that will be incorporated between the government and Antwerp Port of Belgium under the name A'Duqm Port Company to benefit from Antwerp Port Authority in the field of port management and operation.

The second project, the Dry Dock, will be set up on 1.2 million square metres. The project is comprehensive and will provide commercial vessel repair services. The graving docks are large enough to accommodate merchant ships of all sizes, including Very Large Crude Carriers (VLCCs), Ultra Large Crude Carriers (ULCCs), fourth and fifth generation container ships, and other vessels of a maximum capacity of 600,000 tonnes. It will also provide its services for oil and gas tankers, commercial vessels, cruise ships, container vessels, equipment vessels and other marine pieces.

The Dry Dock project includes 2,800 metre-long quay and reclamation of 453,000 square metres. It features a pair of graving docks each of a world-scale 410-metre long, 95 and 80 metres wide, 10 metres deep and 14 metres high.

It also includes marine works that include yards, workshops and roads facilities for sanitation, restaurants and offices for management, labour accommodation and guest house in addition to the other electro-mechanical facilities.

A coalition of Daewoo Shipbuilding and Marine Engineering (DSME) of South Korea and Galfar of Oman started implementing the infrastructure works for the project in June 2008. It is expected to be completed in the second quarter this year.

Al Shizawi affirmed that all the civil infrastructure works and the additional works for the road pavement, yards and rain water discharge canals outside the fence are 100 per cent completed.

The project's development which entails the implementation of 17 major superstructure projects, related to the supply, installation and commissioning of equipment and plants for Dry Dock operations has been awarded to local and international companies from different countries. He also pointed out that the infrastructure works for the Dry Dock has been completed in full. 88 per cent of the works which have been awarded as per variation orders were also completed. 97 per cent of the supra structure works for the dock were also completed. He pointed out that as per the initial plan of Oman Dry Dock Company, the Dry Dock project will avail 1,500 jobs, which may be increased to more than 3,000 jobs in the future, once the extension of the project is proved to be feasible.

Al Shizawi added that Oman Dry Dock company, a 100 per cent state owned company will manage and operate the port after completion in co-operation with Daewoo Shipbuilding and Marine Engineering (DSME) in a bid to transfer the experience and technologies of the Korean side in the field of shipbuilding and repair to the Sultanate. (ONA)

Source : Global Arab Network



The **NOVA K** seen enroute Rotterdam – Photo : Ruud Zegwaard ©



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The February 2011 delivered **NYK ARCADIA** seen in Southampton – **Photo : Peter Holland ©**

China Cosco prepares Shanghai listing for group as a whole

CHINA Cosco Group, the country's top shipping conglomerate, is still working on plans for a group listing, the Shanghai Securities News has revealed, citing a top executive, though no timetable was given. A listing of state-owned Cosco Group, the parent company of Cosco Holdings Co Ltd, has always been on the cards and plans are still underway, Cosco chairman Wei Jiafu said in an interview with the financial newspaper.

Capt Wei also said Cosco expected the global container shipping market to grow between eight and 10 per cent in 2011 to reach 150 million TEU, Reuters reported. Cosco also expects global demand for dry bulk shipping to grow around six per cent this year, buoyed by China's strong demand for iron ore, coal and grains, but overall supply to rise 14 per cent. Capt Wei said last month that he saw huge challenges in the dry bulk shipping market and has urged shipping companies to be rational in expanding capacity. **Source : Schednet**



The **OOCL WASHINGTON** seen arriving in Southampton from Kaohsiung
Photo : Chris Brooks - www.ShipFoto.co.uk ©

Maersk wins international maritime centre award in Singapore

AP MOLLER-MAERSK has received the International Maritime Centre (IMC) Award 2011 from the Maritime Port and Authority of Singapore in recognition of the group's "significant" contributions to the Lion City's development as a maritime centre and its impact on the Singapore economy, according to the group.

"We are convinced that Singapore will continue to be a powerhouse for growth in south east Asia and in the world. With its strong tradition for business dialogue and determination to stay competitive, we believe Singapore will also constantly adjust to the changing needs of shipping," said Nils Andersen, partner and group CEO, who was in town to deliver the Singapore Maritime Lecture and receive the accolade on behalf his company. The IMC award was presented by the Minister of Transport Raymond Lim at a ceremony earlier this month.

"Singapore, as a global hub for global business, has become a natural second headquarter for AP Moller-Maersk. It is the only other place in the world, outside of Copenhagen, to house more than 10 of the group's business units. Singapore is also where the group has the most number of its ships flagged outside of Denmark," a company statement said.

It said that by the end of this year, the group will have about 107 vessels and rigs flagged in Singapore, adding up to over 5.5 million gross tons and making it the largest vessel owner in the city state. **Source : Schednet**



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Plumbing the depths

Depth is on the mind of Pakistan's Port Qasim: dredging work has been the subject of dark mutterings and the authority has only recently signed its 2010/11 contract – with an expected loss of \$70m from the delay. The depth difficulties have been sharpened with new facilities coming on stream.

Firstly, a dedicated grain and fertiliser terminal has been completed with an investment of Rs10bn (\$135m). This sixth terminal is a fully automated, dry bulk cargo handling and storage terminal capable of handling vessels of 80,000 dwt and 4.1m tonnes of dry bulk cargo per year – part of Pakistan's bid to help control the area's rampant food inflation. But at present, only ships of 50,000 tons can get through the channel.

Secondly, DP World's Terminal 2, which expanded the operator's capacity from 900,000 teu to around 1.2m teu has recently opened with a matching Inland Container Terminal (ICT) in Lahore, over 1,000 km away. And the containerships it's wooing need that 14 metre draught quite badly. Finally this February, very late in the day, the China Harbour Engineering Company (CHEC) gained a maintenance contract to modify Qasim navigation channel and modify its turning basin in order to let the big ships in, but it's a maintenance version, worth around \$55m – as opposed to the original \$138m project.

The on-again, off-again programme has left some people crying 'conspiracy', as the original and second tenders were summarily dropped, following which Dredging International, China Harbour Engineering Company and Jan De Nul earned a 'cartel' penalty from the Competition Commission. A court challenge meant there was only time to arrange a temporary cut-down version to allow big ships access, and even that may eventually be found in contempt of court.



In the end, Prime Minister Syed Gilani put his oar in, intimating that modernising measures were needed to help protect people from food inflation, a big issue in Pakistan, and saying that the new terminal and facility weren't much use without the required depth.

Elsewhere in Asia, Sri Lanka's newly launched Hambantota is one of the largest development projects undertaken by the government, and may even challenge Colombo. It's part of Sri Lanka's \$6bn drive to rebuild the island nation's infrastructure after a quarter century of war and re-establish Sri Lanka as a trading hub. But, besides providing competition for Colombo, it might also be actually getting into competition with the newly developing trading hubs of southern India. Vallarpadam in Kochi, for example, has billed itself as the answer to southern India's transshipment bills, and is looking to its share of the traffic.

However, the fact Hambantota was yet another port built with China's assistance meant India looked with suspicion at the \$425m Chinese loan. Meanwhile, Colombo is negotiating for a further \$800m loan for its own second phase as it is also keen to keep its market share **Source : Portstrategy**



The **INDIA** seen in Rotterdam – **Photo : Henk Wadman ©**

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.... PHOTO OF THE DAY



Beautiful photo of Boskalis **MARICAVOR** operating off Hamina (Finland)
Photo : via Johan Geluk

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