



Number 124 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 04-05-2011**

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



The **WG COOK** seen in Pointe Noire, and what is wrong on this photo of this seismic survey ship ?

Photo : Chris van den Boogaard (c)

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The brandnew **VOS THEIA** seen anchored at Singapore Eastern anchorage **Photo : Capt. Trevor Whelan (c)**

Japan's Crisis Shuffles Ships?

The Tohoku earthquake off the coast of Japan on the 11th March 2011 and the tsunami that followed caused widespread devastation to the east coast of the country. The initial impact of the tsunami damaged a number of container ports, whilst leaving the larger Japanese container terminals relatively unscathed. However, damage to Fukushima nuclear plant has resulted in increased levels of radiation in the surrounding area, which, as far as

container shipping is concerned, may potentially prove to have a greater impact on services and containership capacity deployment in the region than the direct damage caused by the tsunami.

According to the start of March 2011 service schedule, the four largest Japanese ports most directly affected by the tsunami (Sendai, Hachinoe, Hitachi and Onahama) were served by a total of 31 containerships of a combined 71,000 TEU and were scheduled to see 0.78 million TEU of running capacity per annum. As evident from the Graph of the Month, relative to the larger Japanese ports, the annual running capacity at the most affected ports was small, and upon initial observation, the disaster appears to have had a relatively minor impact on Japanese box trade.

Damage sustained at the Fukushima nuclear power plant is reported to have resulted in elevated levels of radiation in the surrounding region, reaching as far as the main Japanese ports of Tokyo and Yokohama. In light of this news, a number of foreign owners requested calls at these ports to be omitted due to a perceived health hazard resulting from radiation exposure and negative public sentiment. As the graph shows, Tokyo and Yokohama combined account for around 59% (21.7m TEU) of Japan's total annual service capacity, so depending on future developments, the radiation risk has the potential to lead to a significant quantity of tonnage being diverted. Unless additional port calls in Japan are made, this would drastically reduce the annual running capacity calling at Japanese ports. Japanese carriers may well have more of a vested interest than foreign owners in continuing to call at the ports. But only 34% (3.4m TEU) of the annual running capacity at Tokyo and just 10% (1.2m TEU) at Yokohama is provided by Japanese lines, with other Asian lines providing the majority (55%) of the total. Their low proportion of the capacity means that the extent of any disruption may largely be dictated by foreign lines.

So far, many omitted port calls have been at the behest of European operators and owners, and growth in negative opinion amongst European charter owners in particular, could have a knock on effect on operators of chartered ships. But the larger risk to services calling at Japan, however, looks to be negative sentiment amongst non-Japanese, Asian operators. Whilst the global view of developments in Japan will be key, the most significant decisions on capacity in and out of Japan could well be taken by non-Japanese players. **Source: Clarkson Research Services**



The **MAERSK PELICAN** seen outbound from Amsterdam / IJmuiden – **Photo : Marcel Coster (c)**

Tankers could be used for terror attacks: Somali Prime Minister

Somalia's prime minister warned that Al-Qaeda could soon start hijacking super-tankers to stage attacks. Mohamed Abdullahi Mohamed told a UN Security Council debate that Osama bin Laden's followers in Somalia were learning from the country's now notorious pirates who seize hundreds of ships and yachts each year.

"It will not surprise us if Al-Qaeda's agents in Somalia start hijacking tankers on the high seas and use them as deadly weapons as they did in September 2001," Mohamed told the Security Council debate on his war-stricken nation. "Why bother with a small plane when you can capture a tanker?" he added. The prime minister, who has US nationality,

said: "We are in the first line of defense against two evils: the scourge of piracy and the plague of terrorism." The Somali insurgents fighting Mohamed's government has links to Al-Qaeda. "Not only are these two ills working in tandem, but they are learning from each other," said the head of a transitional government which is propped up by an African Union peacekeeping force. Russia is proposing a Security Council resolution on piracy which urges talks on setting up special courts and prisons for pirates. **Source: Monitor**

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



The **MARIABURG** seen outbound from Rotterdam – **Photo : Frits Janse ©**



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Grimaldi's clarifications on the Setubal Express

Neapolitan company supplies explanations on the ro-ro halted by NATO on its way to Tripoli

Following last week's article 'A Grimaldi's ship halted by NATO', we wish to report the following clarification supplied by Paul Kyprianou, responsible for external relations of Neapolitan Group:

The "**Setubal Express**" owned by Malta Motorways of the Sea, a company controlled by Grimaldi Group, departed on April 12th from La Valletta bound to Tripoli and was inspected on international waters by **HMS Liverpool** officers on

the day after, in compliance with the arms embargo enforced to Libyan Government by NATO (Decision N. 1970 and 1973). As a matter of fact, there was "no suspicion that the ship was carrying vehicles for Gaddafi's troops" as reported on the article, it was indeed a routine inspection enforced by NATO on all units bound to Libya after civil war's outburst.



The **SETUBAL EXPRESS** – Photo : Gejtu Spiteri (c)

Although Maltese Authority inspected the ship at La Valletta and allowed departure, the "**Setubal Express**" was not allowed by **HMS Liverpool's** crew to enter the Libyan port. After requests for clarifications submitted by NATO headquarter of Naples, **HMS Liverpool's** crew confirmed their decision, without supplying any explanations neither to shipowner nor to Maltese Authority, therefore the ship ended its journey and reached La Valletta on April 23rd, where she discharged freights destined to Libya. Therefore to date the unit is not "in international waters awaiting instructions" as stated in the article but departed to Salerno. Moreover, contrarily to the article there definitely were no irregularities in the Bills of Lading. The "**Setubal Express**" was carrying rolling units and containers listed in documentation, apart from a few empty boxes owned by Grimaldi Group, loaded in Malta to be discharged in Salerno, for which a Cargo Manifest is enough. Following the "**Setubal Express**" affair, we've been informed that other boxships were not allowed entering Libyan ports. We wish to take this opportunity to thank the office of Prime Minister of Malta, S.E. Lawrence Gonzi for the assistance given in solving this affair, actually not concealing any obscure implications as assessed in the article.

We thank Dr Kyprianou for his transparency and cooperation and wish to pinpoint that major source of last week's information (included suspicion on a pro-Gaddafi's cargo and Bill of lading's irregularities) was rather authoritative, being published by British Ministry of Defense and currently still available on line at: <http://www.mod.uk> Moreover, when we wrote the article on April 22nd, according to AIS data, the ship was still sailing in International waters, South of Malta.



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The **SMIT KAMARA** seen moored in Jebel Ali – Photo : Johan de Bue (c)

Noordhoek Marine Services failliet.

Noordhoek Marine Services in Zierikzee is failliet. Het vrijwel voltallige personeel - 73 mensen - is ontslagen. Curator mr. Steven van Boven werkt aan een doorstart. Over twee tot drie weken moet blijken of een nieuwe financier in Noordhoek wil deelnemen. Noordhoek gaat dan in afgeslankte vorm verder. Het grootste deel van de werknemers komt dan opnieuw in dienst, zegt directeur Cees Noordhoek. Noordhoek huurt het werkschip **Noordhoek Constructor** en kan door gebrek aan werk de huurpenningen niet meer opbrengen en is reeds gecharterd door Smit.



MV **Marvel Scan** seen performing load tests in Harlingen - Photo : Daniel van der Zwaan ©



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The **AL SALAAM** seen doing maintenance at the Bashayer 1 SPM buoy under charter for Smit.

Photo : Hessel Terpstra ©

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NAVY NEWS

Military Sealift Command Ship Supports Operation Unified Protector

Military Sealift Command fleet replenishment oiler **USNS Big Horn** delivered vital fuel and supplies to Canadian navy ship **HMCS Charlottetown** April 29, the first replenishment at sea of a coalition ship by an MSC ship during Operation Unified Protector.



Unified Protector is the NATO-led operation to protect civilians and civilian-populated areas in Libya. The operation includes an arms embargo enforced by Charlottetown and other NATO warships and aircraft patrolling the approaches to Libyan territorial waters to reduce the flow of arms, related material and mercenaries to Libya.

Big Horn delivered 29,782 gallons of fuel to Charlottetown during the 44-minute evolution while operating alongside at 13 knots on a mostly cloudy day in the moderate seas of the central

Mediterranean. This delivery allows Charlottetown to remain at sea, on station and mission ready, rather than having to disrupt operations and return to port for fuel.

"The evolution went very well," said civil service Capt. Steven Karavolos, master of **Big Horn**. "We have conducted replenishments at sea with Canadian ships in the past, which creates the esprit de corps and camaraderie that is necessary to be able to perform evolutions like this one in the middle of real-world operations."

Big Horn, in addition to MSC dry cargo/ammunition ship **USNS Robert E. Peary** and fleet replenishment oiler **USNS Kanawha**, is operating out of Mediterranean ports where all three ships load food, fuel, mail, and other supplies for delivery to U.S. Navy and coalition ships operating at sea, as scheduled by Military Sealift Command Europe and Africa Commander/Task Force 63, out of Naples, Italy.

Replenishments at sea, also called underway replenishments, allow the U.S. Navy and coalition navy ships to remain on station in the operating area, ready to respond to taskings from the NATO maritime component commander for Unified Protector, Italian Vice Adm. Rinaldo Veri.

"MSC ships continue to be a major lifeline for the sustainment of all ships that have been participating in Operation Odyssey Dawn and Operation Unified Protector," said Lt. Cmdr. Jamie O'Leary, replenishment officer for CTF 63.

"Navy ships require the frequent movement of various commodities in order to continue operations," said O'Leary. "Since the commencement of Odyssey Dawn and Unified Protector, the U.S. and coalition ships have been required to remain at sea on station, thus our main method for cargo delivery is RAS from the Combat Logistics Force ships."

All three MSC ships are crewed by civil service mariners working for MSC and small military departments of sailors who provide supply coordination. **Big Horn** is crewed by 83 civil services mariners and four sailors, **Kanawha** by 89 civil service mariners and three sailors, and **Peary** has a crew of 129 civil service mariners and 10 sailors.

As of March 24, ten nations, including Belgium, Canada, Denmark, Greece, Italy, Spain, the Netherlands, Turkey, United Kingdom, and the United States, had pledged more than 25 ships and submarines, as well as more than 50 fighter jets and surveillance planes to monitor and enforce the arms embargo mandated by the U.N.

Unified Protector transitioned to NATO on March 31 from the U.S.-led Operation Odyssey Dawn, which began March 19 to provide operational and tactical international response to the unrest in Libya and enforcement of U.N. Security Council Resolutions 1970 and 1973.

MSC operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners. **Source : Maritime Executive**



Above the French Navy Brest based D'Estienne D'Orves class ASW corvette FS **LIEUTENANT DE VAISSEAU LE HENAFF F789** entering Grand Harbour, Malta on Monday 2nd May, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Bin Laden buried at sea from USS Carl Vinson

Osama bin Laden received a Muslim ceremony as he was buried at sea, a senior defense official said in Washington, D.C., today, reports Navy News Service. The religious rites were performed aboard the aircraft carrier **USS Carl Vinson** (CVN 70) in the North Arabian Sea and occurred within 24 hours of the terrorist leader's death, said the official.

"Preparations for at-sea [burial] began at 1:10 a.m. Eastern Standard Time and were completed at 2 a.m.," said the official. The burial followed traditional Muslim burial customs, and bin Laden's body was washed and placed in a white sheet, said the official. "The body was placed in a weighted bag. A military officer read prepared religious remarks, which were translated into Arabic by a native speaker," the official added.

Afterward, bin Laden's body was placed onto a flat board, which was then elevated upward on one side and the body slid off into the sea. The deceased terrorist was buried at sea because no country would accept bin Laden's remains, a senior defense official said. Central Intelligence Agency (CIA) and Defense Department officials are sure it was the body of bin Laden. CIA specialists compared photos of the body with known photos of bin Laden and said with 95-percent certainty it was the terrorist leader, a senior intelligence official said.

In addition, bin Laden's wife identified the al-Qaida leader by name while the strike team was still in the compound, said the intelligence official. CIA and other specialists in the intelligence community "performed the initial DNA analysis matching a virtually 100-percent DNA match of the body against the DNA of several of bin Laden's family members," the official added. **Source : MarineLog**

SHIPYARD NEWS



GROWING ULSTEIN BUSINESS IN THE NETHERLANDS

A memorandum of understanding (MOU) was signed at 27 April 2011, which outlines the main principles of how Norwegian Ulstein Group and Netherlands based IDEA Heavy Equipment are joining forces. The companies have entered into an MOU which will lead to an operational business in the Netherlands by the first of July 2011. A new company will be established under the name "Ulstein IDEA Equipment Solutions b.v." which combines ULSTEIN's offshore vessel design, marine equipment packages and construction capabilities with mission equipment design and construction of IDEA Heavy Equipment and the interfaces between them.

This is the second Ulstein venture in the Netherlands after the purchase of the majority share in Ulstein Sea of Solutions b.v. in March 2008, which demonstrates ULSTEIN's continuous internationalisation process and to find opportunities to create value through enhanced knowledge and innovation.



By combining the offshore ship design expertise of Ulstein Sea of Solutions with the experiences of IDEA Heavy Equipment in developing mechanical constructions, the opportunity is created for innovation of the overall design. Here exemplified by "the Windlifter", a result of earlier cooperation between the two companies

"The successful cooperation with Ulstein Sea of Solutions has made us very confident that the cooperation with IDEA should also further enhance ULSTEIN's foothold in the heavy offshore segment of the market", says Tore Ulstein, COO of Design & Solutions in ULSTEIN, and continues: "Therefore we have appointed Bob Rietveldt as managing director of the new company to work in close cooperation with both Arjan Boezeman and Gilbert Rezette, the owners of IDEA Heavy Equipment."

The unique combination of the Norwegian and Dutch maritime clusters results in a business model based on the combined knowledge and innovation which is the first of its kind. Boezeman and Rezette are looking forward to this

cooperation with ULSTEIN, commenting: "This will result in a strong company with a healthy growth potential and take advantage of the opportunities currently in the marketplace".



In the Grand Harbour, Malta, the Jackup, " **ENSCO 105** " was loaded on the Heavy Lift ship, " **FJORD** " assisted by the Tug Malta tugs, **SPINOLA, LIENI, & MARI** - Photo : **Getju Spiteri (c)**

STX France gets order for zero-emissions ferry



The communities of Cap L'Orient on the coast of Brittany, France, have selected STX France's Lanester shipyard to build a new "zero emissions" eco-friendly ferry. Ten companies responded to a call for tenders launched by Cap L'Orient. The Lanester yard was "the only one able to guarantee a technology completely avoiding the release of greenhouse gas emissions," the Mayor of L'Orient, Norbert Metairie, told the newspaper Ouest France.

The EUR 3.2 million ferry, which will be delivered in the summer 2012, will have the following dimensions:

Length overall: 22 m - Overall beam: 7 m - Draft: 1.2 m - Speed: 10 knots - Passengers : 130

The ferry will use supercapacitor technology developed and patented by STX Europe. Naval architecture and ship design is by Stirling Design International (SDI) of Nantes, France. Propulsion will be by two azimuthing thrusters

SDI says that the use of energy storage based on supercapacitors meant a complete rethink of the vessel's architecture, including watertight compartment definition, lightweight weight distribution, electric thruster selection, as well as hull form.

Special attention has been given to detail design, allowing reduction of thermal loads on the glazing of the passenger lounge and wheelhouse. Natural ventilation has been used throughout the ship with numerous hatches on the roof. Photovoltaic panels contribute to improving the electrical autonomy of the vessel during navigation



The **MCS ELLY** seen at the slip in Oostend (Belgium) – Photo : Daniel van der Zwaan ©

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Technical University of Denmark and Amarcon sign contract on development Parametric Roll warning system

The Dutch company **Amarcon B.V.**, a leading supplier of information and decision support systems for ships, has signed a licensing contract with DTU on the PAROLL technology.

The PAROLL system will be integrated with the **OCTOPUS on-board system** from **Amarcon BV** and will find its way to ocean going ships towards the end of 2011. Having been at sea for close to a decade, OCTOPUS on-board is well established in the marine market. It offers decision support related to route planning in waves. OCTOPUS on-board receives weather information and forecasts and it predict ship's responses and amplitudes in roll motion as forced by waves. PAROLL is a novel information-based technology that detects an actual onset of parametric resonance and does so based on signals from common and cheaply available sensors. DTU Elektroresearchers Roberto Galeazzi and Mogens Blanke as well as N. K. Poulsen from DTU Informatics will work on integrating the PAROLL technology during the coming months.

The PAROLL technology was refined in a Proof of Concept project. This funding and a collaboration between DTU, Det Norske Veritas and NTNU in Trondheim paved the way towards commercialisation. **Source: Stine Lyng Jørgensen (DTU, Denmark)**



The **JERVIS BAY** seen in Malaga – **Photo : Jacob Versteeg (c)**

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Hallin awarded Tangguh LNG Subsea Inspection Contract

Hallin Marine, a Superior Energy Services company, announces the award by the operator of the Tangguh LNG plant - BP Berau Ltd of a contract for subsea inspection services at the natural gas field in Bintuni Bay, Papua Barat, Indonesia. Scheduled to commence in May, the project will encompass inspection, repair and maintenance of BP Berau subsea infrastructure.

"Our systems and services were chosen on the basis of our proven experience in management projects of this type, our knowledge of the region and our ability to provide locally-sourced content," states Rik Zwinkels, Managing Director of Hallin's East Division. We will be supplying the 67 metre dynamically-positioned offshore support vessel Penrith plus two remotely operated vehicles. The project will be managed by PT Hallin Indonesia from their Jakarta office."

The 8,000 brake horse power **Penrith** is ABS classed and incorporates fire-fighting capability. The vessel is fitted with additional subsea intervention equipment, including a 20 tonne subsea crane and accommodation for 52 personnel. The Tangguh gas field contains over 14.4 TCF of proven natural gas reserves, with potential reserves estimated at over 800 billion cubic metres. With a 37.16 per cent stake, BP is the largest member in a consortium of international companies developing the field. Production began in June 2009. The project enables Indonesia to maintain a significant share of the world LNG market, compensating for the progressive phase-out of the largely depleted Arun terminal in Sumatra. Natural gas extracted from the Tangguh field is liquefied and the resulting LNG transported to China, South Korea, Japan, and Mexico.



The **REM MERMAID** seen operating at **K12 BD** – Photo : Robin van der Windt (c)

SUBSEA 7 COMPLETES DESIGN AND BUILD OF FIRST COMMERCIAL AUTONOMOUS INSPECTION VEHICLE (AIV)

Subsea 7, a global leader in seabed-to-surface engineering, construction and services, today announced that it has completed the design and build of the first commercial AIV, a technology which has the potential to revolutionise Life-of-Field projects.

Subsea 7 has an ambitious plan to develop a series of Autonomous Inspection Vehicles (AIV), initially capable of general visual inspection, through to fully capable work-class sized intervention vehicles. A combined project team comprising hardware developers and operational personnel from Subsea 7 and Seebyte, a Scottish based software developer for the autonomous robotics market, has been working together to deliver the first vehicle.

The design and build of the vehicle is complete and successful progress through in-water trialling and commissioning phase is underway. Following completion of extensive in-water testing and capability development, the first commercial AIV is expected to be available in late 2011.

Through the development process, many technical challenges have been overcome, the shape of the vehicle has changed from the original design concept due to the significant work done using the latest Computational Fluid Dynamics Modelling to optimise the vehicle's shape with regard to stability and manoeuvrability, while conserving the onboard power resources. The vehicle is fully autonomous and can operate for a 24-hour period on a single charge of its lithium-ion batteries, which are housed in pressure vessels within the hull. These batteries have been specifically designed for the vehicle and provide a more cost-effective solution to pressure tolerant batteries, with a lower capital cost and much improved cycle lives. The sensor package has been developed to cover the requirements of general

visual inspection; it comprises the latest sonar technology coupled with high quality video cameras and low power LED lighting. A significant software integration and development project has been running in parallel with the hardware development and this too has used the most advanced techniques to manage, debug and control the development. During OTC 2010, a significant amount of interest was generated in the AIV and once again, at OTC 2011, programme managers will be available at Subsea 7's booth, #2824 in the Reliant Centre, to enable visitors to understand the technology and provide further information on the commercialisation programme.

Neil Milne, Subsea 7's Vice President - Life-of-Field Services, commented: "We are delighted with the success of the commercialisation programme to date for what represents a significant technological advance in the area of subsea remote inspection and intervention. With the arrival of the AIV, subsea structures such as manifolds, wellheads and risers will be able to be inspected by this tetherless technology, significantly increasing flexibility and efficiencies throughout the life-of-field cycle. Following completion of extensive trials and further development over the coming months, we look forward to bringing the first commercial AIV into operations towards the end of 2011."



The (new) **MCS ALIX** left the builders Damen shipyard for yard trials

Photo : Michel Kodde (c)



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Above seen the **Huisman 850t OMC** onboard the **Caballo Maya** – Oceanografia being load tested with 935t at 30m in Zhangzhou, PR of China. **Photo : Pepijn Toornstra ©**

Krishnapatnam Port to grow bigger

Krishnapatnam Port company (KPCL), developer and operator of an all-weather deep-water port at Krishnapatnam in Andhra Pradesh, plans to invest Rs 2,000 crore more to improve cargo handling efficiencies to meet the growing demand from local industries, said chairman Chinta Visweswar Rao. The fresh investment is in addition to Rs 4,000 crore for the second phase expansion announced in March 2009 by the company, part of the Hyderabad-based CVR group with a turnover of \$5 billion and an order book of \$10 billion. The first phase involving an investment of Rs 1,400 crore with an installed capacity of 25 million tonnes a year took off in July 2008, while the second phase is scheduled to take off by January 2012. Rao said a few districts around the port had witnessed a significant economic development in the last couple of years with several multi-product special economic zones and agri-based and port-based manufacturing facilities coming up, requiring huge import and export handling facilities. Apart from coal-fired power projects, several palm oil and sugar refineries have already come up and more are lined up in the region.

The port is also gearing up to meet the demand for iron ore exports following Karnataka government lifting ban on iron ore exports. KPCL plans to increase installed capacity to around 70 million tonnes a year by 2012-end from the 45 million tonnes planned in the second phase. Apart from adding ten berths to the existing five berths, the company also plans to significantly improve the cargo handling efficiencies through mechanised cargo-handling systems including wagon tippers and loaders, conveyor systems, ship loaders and unloaders, stackers, reclaimers, dedicated pipelines for liquid cargo and dedicated cargo-wise rail sidings inside the port for faster evacuation.

The port, which had handled around 16 million tonnes of cargo in 2009-10, had set an internal target of reaching 35 million tonnes during 2010-11 but could only reach little over 16 million tonnes owing to ban on iron ore exports, which constituted a major part of its cargo. "We expect to handle at least 35 million tonnes of cargo during the current fiscal year, where iron ore would constitute some 12-14 million tonnes, while 21-23 million tonnes would come from local industry," said Rao. The local industry cargo includes coal, coke, fertilisers, granite, raw sugar, gypsum, project cargo and crude palm oil. Rao said the port company expects a demand for at least 10-15 million tonnes a year of coal imports from next year onwards from more than 13,500MW of coal-fired power projects scheduled to come up in phases. The port company does not see any issues in raising the funds required for fresh expansion as the banks and institutions were keen to fund, given its track record, he said. KPCL had tied-up Rs 3,500 crore of debt out of Rs 4,000 crore of second phase expansion from a consortium of banks led by State Bank of India in March 2009. This came

close on the heels of the global private equity firm 3i Group Plc investing Rs 800 crore for an undisclosed minority equity holding in February 2009. Earlier, 3i Group had also invested \$44.4 million in the CVR Group's flagship construction firm Navayuga Engineering Company for 10 per cent stake. **Source: My Digital FC**

IHC Merwede acquires Hytech to strengthen its position in the offshore market



IHC Merwede has announced that it has acquired Hytech on 3 May 2011. This acquisition enables IHC Merwede to further secure its position in the offshore market. IHC Merwede designs and constructs dive support vessels suitable for activities to a depth of 300 metres. Hytech designs the on-board equipment required by these vessels.

By combining knowledge and equipment, IHC Merwede is now able to develop complete saturation diving systems in house. The purchase of Hytech fits in with IHC Merwede's strategy of growth through acquisition, which aims to offer turnkey solutions to customers of all its maritime divisions.

The acquisition is beneficial for both companies. "Thanks to Hytech, we now have an in-house centre of knowledge for offshore diving activities and are able to supply our offshore vessels with diving equipment," says Govert Hamers, President of IHC Merwede. "In addition, we are able to speed up the expansion of Hytech, because of our financial capabilities."

Jan Lagrouw, Director of Hytech, sees the access to essential know-how as an important advantage: "IHC Merwede's knowledge, combined with its financial backing, allow us to develop, manufacture and support larger, more complex and capital-intensive diving systems."

There are many advantages of the improved integration possibilities of vessel and diving equipment. Thanks to increases in efficiency, vessels can be built faster. This will have a positive impact on delivery times. The vessel itself will also become more efficient and safer, because of this integration. Furthermore, IHC Merwede is now able to develop customised, innovative diving systems, in addition to its existing standard diving equipment systems.

Since Hytech was founded in 1989, it has been operating successfully and steadily worldwide in a niche market subject to strong fluctuations. In addition to offshore, Hytech supplies other industries, such as chemical, medical and defense. Due to its high-quality products, innovative capability and flexibility, it has secured a leading position in this international market.

Hytech will be named IHC Hytech B.V. under the flag of IHC Merwede, but the company will operate independently and maintain its existing activities. Both companies will focus together on the expansion of the full service principle, which means the design, commissioning and support of diving systems.

Sales & Purchase Market - 29 April 2011



Last week Wallem reported the 15 yr old Panamax **NEW CHAMPION** (70,296 dwt / built 1996 Sanoyas Hishino) as sold for \$ 19.2 m to Chinese buyers. We now understand that this deal has failed and the vessel may have been committed to Singaporean buyers for as little as \$ 16.25 m – a considerable drop. 2 yrs younger **LOWLANDS SUMIDA** (72,493 dwt / built 1998 Imabari) has been reported sold to Greek buyers for \$ 20.75 m. In Handymax sector, there has been an en bloc deal for **SANKO SPRING** and **SANKO STREAM** (50,655 dwt / built 1998 Namura Imari C4X30) to undisclosed interests for \$ 19 m each. **MANDARIN SUN** (49,400 dwt/ built 2004 Nantong COSCO C 4X30T) is believed to have been taken by Chinese buyers for \$ 23.5 m. **PARADISE ISLAND** (46,513 dwt / built 2001 OSHIMA C4X30T) sold for \$ 21.5 m to Galaxy Maritime. In Handysize sector an en bloc deal for two MPPs has been reported; **THOR NAUTILUS** (20,456 dwt / built 1988 Warnowwerft C 1X40T C 2X25T) & **THOR NEPTUNE** (20,377 dwt / built 1989 Warnowwerft C 1X40T C 3X25T) believed sold to undisclosed interests for \$ 5.1 m each.

Reported Bulker Sales

LOWLANDS SUMIDA	72,493 / 98 IMABARI	\$ 20.75m	Sold to Greek Buyers
NEW CHAMPION	70,296 / 96 SANoyas HISHINO	\$ 16.25 m	Sold to Singaporean buyers
SANKO SPRING	50,655 / 98 NAMURA IMARI C	\$ 19 m	Sold to undisclosed interests en bloc
SANKO STREAM	50,655 / 98 NAMURA IMARI C	\$ 19 m	
MANDARIN SUN	49,400 / 04 NANTONG COSCO C	\$ 23.5 m	Sold to Chinese buyers
PARADISE ISLAND	46,513 / 01 OSHIMA	\$ 21.5 m	Sold to Galaxy Maritime, UAE
SAMULTRA	44,541 / 85 ESPANOL SASTAO C	\$ 4.4 m	Sold to undisclosed interests
THOR NAUTILUS (MPP)	20,456 / 88 WARNOWWERFT C 1X40T C 2X25	\$ 5.1 m	Sold to undisclosed interests en bloc
THOR NEPTUNE (MPP)	20,377 / 89 WARNOWWERFT C 1X40T C 3X25	\$ 5.1m	



It has been another quiet week due to holidays around the world. There have only been some small tanker sales reported:

GOLDEN VENUS (19,887 dwt / built 2004 Usuki IMOII) is believed to have gone to Ace Tankers for \$ 24.9 m.

QUEENIE (8,831 dwt / built 2003 Murakami IMO II) is understood sold for \$ 11 m.

Left : The **QUEENIE** seen anchored off Singapore – Photo : Piet Sinke

Finally the small D/H tanker **ANTARES** (6,417 dwt / built 1993 Malaysia) has been reported sold to UAE buyers for \$ 3.2 m.

Reported Tanker Sales

GOLDEN VENUS	19,887 / 04 USUKI	\$ 24.9 m	Sold to Ace Tankers
QUEENIE	8,831 / 03 MURAKAMI IMO II	\$ 11 m	Sold to undisclosed interests
ANTARES	6,417 / 93 MALAYSIA D/H	\$ 3.2 m	Sold to UAE Buyers

Demolition Sales – Bangladesh prices firming

PISTIS	75,631 / 84 VEROLME BRASIAL	13,243 ldt	\$ 527.5 / ldt	Sold to Indian breakers
NICHOLAS M	40,683 / 80 BRZ	9,875 ldt	\$ 530 / ldt	Sold to Bangladeshi breakers
CASPER	12,637 / 91 ESERCIZIO VIAREGGIO	4,274 ldt	\$ 1220 / ldt	Sold to Indian buyers incl 940 tons

Drybulk

The Cape Market showed some faint signs of improvement last week. Aussie RV increased to USD 8-8.5K range whilst for Trans-Atlantic rates still remain below USD 5,000 per day. The Panamax sector showed signs of improvement, the **MV Voge West** (70231 dwt - 1995 BIt) fixed a fronthaul trip from Piombino loading in ECSA with redelivery China at USD 19,000/ day to Sinorich. Again the Supramax and smaller Handysize markets remained relatively quiet. We seen Supramax/ Handymax being fixed in the low USD 20k from US Gulf to Med and Indo RV with Nickel ore fixed at USD 17,500 DOP Nth China. The period activity remains very calm and we even heard reports of Supramax vessels accepting below USD 15k level for short period.

Period Fixtures Dry and Wet

MINERAL WATERR	BULK	170,201 / 99 DAEWOO HI	\$ 12,000 / day	4-6 months to Swiss Marine
NAVIOS SAGITTARIUS	BULK	75,756 / 06 SANoyas HISHINO	\$ 12,500 / day	4-6 months to GMI
NORD BELL	CLEAN	38,431 / 07 GUANGZHOU INTL	\$ 12,200 / day	12 months ext. to BP

The above represents a digest of reported sales and fixtures. All Information is given in good faith without guarantee.

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Above seen the 1965 built LBY flag and owned cutter suction dredger **SIRTE 2** berthed at Qasr Ahmed, Misurata Port, Libya on Sunday 1st May, 2011. She's owned by the National Authority for Maritime Investment of Sirte Libya and was built by IHC Beaver Dredgers, yard no 496 as **HAM 210** of which she was owned with HAM till 1981, then bought by the Maltese Government and renamed **IL-KENNIES** of which she was bought by Bezzina Maritime Services, Malta in 1996 and was sold to the present owner in 2002. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Verlenging controle op schepen uit Japan tot half mei

Het Havenbedrijf en de stuwadoors blijven in ieder geval tot 15 mei stralingsmetingen verrichten bij alle schepen die uit Japan komen. Een uitzondering wordt gemaakt voor schepen die in een andere haven zijn gemeten op radioactiviteit en daarvoor een certificaat hebben verkregen. Over twee weken wordt bezien of doorgedaan wordt met de controles. Tot nu toe zijn in opdracht van de havenmeester zeven containerschepen, een tanker en een car carrier buitengaats gecontroleerd. De stuwadoors hebben stralingsmetingen aan de lading laten uitvoeren op 14 schepen. Bij alle schepen bleken de waargenomen waardes beneden de norm.

Donderdag 14 april arriveerde de **Carsten Maersk** als eerste schip uit Japan. Samen met de Applus RTD (röntgentechnischdienst) deed het Havenbedrijf de controle al in de Britse haven Felixstowe, waar het containerschip een tussenstop maakte. Er werd geen verhoogd stralingsniveau geconstateerd.

De inspectie vond plaats met instrumenten die geschikt zijn om op afstand de relevante straling te meten. Speciale aandacht gaat daarbij uit naar onderdelen van het schip die vaak aangeraakt worden tijdens de overslag. Met name de sjsorstangen en de bovenkanten van containers kregen veel aandacht. Het risico zit hem daarbij niet in de straling zelf maar in de radioactieve deeltjes die besmetting kunnen veroorzaken wanneer je ze via de huid of mond naar binnen krijgt.

Na de controles op zee volgen – eenmaal aangemeerd - de verdere controles op het schip. Daarna worden de containers aan wal gebracht, door de detectiepoorten op de terminal gebracht en nogmaals gescreend voordat ze het terrein verlaten. De waardes die tot nu toe gemeten zijn, blijven keurig, zoals verwacht, onder de toegestane norm.



The **SANCO SPIRIT** seen navigating in the Schulpengat near Den Helder – Photo : Pat McCardle ©



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Nordic American Tanker Shipping Ltd. Increased Trading Fleet

Nordic American Tanker Shipping Limited yesterday announced that as of May 1, 2011 the Company has 17 trading vessels following the redelivery Nordic Harrier which has been in drydock since the redelivery to NAT in the fourth quarter of 2010. During the last quarter of 2010 we had 15 vessels in operation. Including two newbuildings which will join our fleet later this year, we expect to have a minimum of 19 vessels in operation at the end of 2011 thereby having further income days - an increase of 27% compared to 4Q2010 i.e. from 15 vessels to 19 vessels.

Source: Nordic American Tanker Shipping

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

Mein Schiff 1 on first homeport operation at Valletta Cruise Port

Malta's historic port of Valletta has welcomed Mein Schiff 1 on its first homeporting operation. Valletta Cruise Port is the ship's Mediterranean port of departure for the 2011 season. From May to November 2011, the seven and fourteen day cruises will begin and finish in Valletta. On its butterfly cruise schedule, the Mein Schiff will be calling both the West and East Mediterranean with a variety of ports on its itineraries including Piraeus and Mykonos in Greece, Kusadasi (Turkey), Catania and Civitavecchia in Italy, as well as Monaco and Ajaccio. During last Sunday's operation, more than 3,000 passengers were handled and transferred in one day, including 1,500 passengers who were checked in at Valletta Cruise Port's terminal before embarking on their cruise.



The excellent co-operation at the pier between TUI Cruises, Valletta Cruise Port and SMS International Shore Operations ensured a smooth turnaround operation. In the evening, 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. A fifteen-piece village band cheered the liner and its guests with a number of lively compositions. As Mein Schiff 1 was leaving the Valletta Cruise Port quays, the vessel was hailed with a full gun salute by uniformed members of Fondazzjoni Wirt Artna, a voluntary organisation active in the field of heritage preservation.

Valletta Cruise Port wishes to acknowledge the support and contribution of SMS International Shore Operations, the local agents for TUI Cruises, Air Malta, Malta International Airport, Malta Tourism Authority, Transport Malta, the Police Force and Customs Department.

Read more about this and other ongoing Valletta Cruise Port events at www.vallettacruiseport.com

NOL carries 12% more cargo

Neptune Orient Lines (NOL), the world's seventh largest container shipping firm, said on Tuesday it carried 12 per cent more cargo in the four weeks to April 8 from a year ago, helped by higher traffic on intra-Asia and Asia-Europe routes. NOL carried 229,700 forty-foot equivalent units (FEUs) during the four-week period, up from 204,400 FEUs a year ago, the firm said in a statement. The average revenue per FEU fell 2 per cent to US\$2,557 per FEU from US\$2,622 last year, hit by falling rates on Asia-Europe routes. **Source: Reuters**

.... PHOTO OF THE DAY



Oleg Strashnov st.by for weather Sheringham Shoal field with a complete full deck of 4 T.P and 3 monopiles.
Photo : Adri Haasnoot ©

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