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ITC's **TEMPEST** seen departing with the **VIKING BARGE 8** from Vlissingen
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The **SANKO BRIDE** and **BOURBON VIKING** seen approaching Table Bay Harbour – Photo : Aad Noorland (c)

Search ends for man overboard from fishing boat off Nova Scotia

Rescue officials in Halifax say a search for a man who fell overboard from a fishing boat off southwestern Nova Scotia has ended without success. Jeri Grychowski of the Joint Rescue Co-ordination Centre said Tuesday night the extensive search effort turned up no sign of the missing man.

The man, whose name has not been released, was not wearing a life-jacket. Grychowski said the file has been turned over to the RCMP as a missing person case. The boat was south of Cape Sable Island when an emergency call was

made around 5 a.m. Tuesday saying the man had gone overboard. The day-long search involved several military aircraft and coast guard vessels, along with a couple of dozen local fishing boats. **Source : Canadian Press**



The **NORTHERN SUPPORTER** seen enroute Rotterdam – **Photo : Frits Janse (c)**

Panamaxes lead dry bulk market to higher ground

The dry bulk market's benchmark, the Baltic Dry Index (BDI) managed to edge higher yesterday, rising by 1.81% to 1,292 points, in the first post-holiday session, led by an "explosion" of the Panamax segment of the market. The relative Panamax index rose by a rather impressive 7.45 percent to 1,558 points, after several days of lacklustre activity. The Capesize market was also higher, albeit at a more modest rate, rising by 0.51% to end at 1,572 points.

According to the latest report from Barry Rogliano Salles, the rise in Panamax rates (5% during the previous week for a total of 12.45% including Tuesday's increase) represents the first positive development in some time after almost seven weeks of consecutive declines. Even with the small gain seen this week, the Panamax 4TC has lost 70% of its value since early March. "Of course, coal shipments have been severely disrupted by weather related factors, and this week China reported a 25% decline in its coal imports over the first three months of 2011. This stands in sharp contrast to its iron ore imports which rose nearly 10% in the same period" said the Paris-based shipbroker.

Further detailing the Panamax market, it said that it saw very quiet conditions in both the Atlantic and Pacific this week, mainly due to the long weekend in the East. There was plenty of tonnage still available in both basins and the time charter rates barely managing to break into four digits for the Atlantic and Pacific round voyages. Fronthauls were being fixed in the low US\$20,000s. Period activity also declined, with rates still in the low teens for short periods of 3-5 or 4-6 months.

Regarding the Capesize market, "holidays in Europe reduced activity in the Atlantic, although a period of fixing by the mining groups in the Pacific kept activity ticking over there. Overall the BCI inched up 1% while the time charter average closed the week at just under US\$6,700. With worldwide steel production continuing to rise (up 7% in March), demand for iron ore remains strong. However with an average 27 ships joining the fleet each month, supply continues to outpace demand. In the paper market, rates picked up across the board and short-term prices strengthened. Prices are now US\$10,700 and US\$11,160 for June and July respectively" said the report. As for the smaller segments (Handy, Supramax), the Handy market continued to slide down, and the TC average closed the week at US\$11,897 compared to US\$11,985 the week before. Supras remained steady and finished the week at US\$14,530 led by the route USG/skaw –Passero. East coast South America remains the leading actor in the Atlantic with wheat and sugar traded to various destinations. A few fixtures have been done from USG to Cont/Med at around US\$17,000 for Handies and US\$24,000 for the Supras. The Mediterranean/Black Sea market remained lacking in action. In the east, rates continued to slide down for both Handies and Supras. Supras were fixed from Indonesia to China at around US\$17,000

with mainly coal, and around US\$14,000 from India to China. A few Supras have been taken for 4-6 months at around US\$15,000 delivery India.

In a separate analysis, Commodore Research mentioned yesterday that despite the various electricity consumption restrictions on a series of industries in China, steel mills have been left largely unaffected. "This has allowed Chinese steel production to remain at extremely robust levels. Steel production came under pressure last September due to government-mandated electricity allocation restrictions on steel mills and other heavy polluting enterprises; these specific restrictions were lifted by the end of last year. Chinese steel production has flourished in recent months, with last month's 59.4 million tons of crude steel production the second largest amount of crude steel ever produced in China. It is becoming likely that the government will have to place electricity allocation restrictions on steel mills (and other energy-intensive enterprises) in the near future however.

As we discussed last week, Chinese electricity consumption has surged to a near-record level much earlier than in previous years. Chinese electricity production totaled about 383 billion kilowatt hours in March, an increase of 46 billion kwh (14%) from 337 billion kwh produced in March 2010 and only slightly lower than the record 390 billion kwh produced in August 2010. Within a few months, electricity consumption is likely to exceed August 2010's record, as warmer weather will lead to a continued surge in electricity demand.

The Chinese government's priority is having residential users receive normal allocations of electricity rather than focusing more on industrial users. In a nation where citizens are unable to vote (and, for most part, largely satisfied with this), it's extremely important that the necessities and luxuries afforded to citizens are not taken away. Because of this, China's National Energy Administration (NEA) has banned restricting electricity allocation to residential users. The NEA anticipates that year-on-year electricity consumption will increase by over 10% this year, which will very likely put steel mills and other energy-intensive enterprises in the crosshairs of summer electricity allocation restrictions.

In the first four months of this year, Chinese steel production has remained at extremely high levels on the strength of robust domestic demand. Steel consumption has remained high, construction steel stockpiles have declined, and domestic and foreign iron ore demand has remained robust. Going forward, there is a considerable chance that steel mills will receive reduced electricity allocations due to Chinese electricity production in the summer simply being unable to come close to meeting demand. This would result in a decline in steel production and lower iron ore demand. As of now, though, Chinese steel production remains very robust" concluded Commodore.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide





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Naar aanleiding van 4 en 5 mei wilde newscippings lezeres [Alma de Hoop](#) de link :

<http://www.tweedewereldoorlog.nl/static/exhibition4/index.html#/home>

onder de aandacht brengen van de lezers, Dit is een online museum (mooi gemaakt) over de verplichte vaart van koopvaardij schepen gedurende de oorlogstijd

Een kijkje in de keuken van de Redding Maatschappij Reddingbootdag: vrijwilligerswerk op zee!



Op **zaterdag 7 mei** a.s. organiseert de Koninklijke Nederlandse Redding Maatschappij (KNRM) haar landelijke open dag. Dé dag om actief kennis te maken met het werk, de professionele vrijwilligers en het materieel van de KNRM. Het thema van dit jaar - "vrijwilligerswerk op zee" - wordt ingegeven door het Europees jaar van het vrijwilligerswerk! Bij de KNRM draait alles om vrijwilligerswerk. Het reddingswerk kan niet bestaan zonder de 1.100 vrijwilligers.

Met hart en ziel zijn velen al jaren verbonden aan hun reddingstation. 365 dagen per jaar staan ze klaar. Niet elke dag voor een redding, maar wel 24 uur per dag beschikbaar. Voor échte reddingen en dankbare hulpverleningen. De vrijwilligers kunnen hun werk doen door de vrijwillige bijdragen van mensen die de KNRM een warm hart toedragen. En voor die mensen is Reddingbootdag. Want deze Redders aan de wal, zoals de KNRM haar donateurs noemt, steunen de redders niet alleen met een vaste vrijwillige bijdrage, maar daarnaast vormen zij een morele achterban voor de redders. De Koninklijke Nederlandse Redding Maatschappij werd in 1824 bij wijze van particulier initiatief opgericht. En nog altijd werkt de landelijke hulpverleningsorganisatie geheel zelfstandig, zonder subsidies van de overheid. 7 mei is een uitgelezen moment voor niet-donateurs om kennis te maken met de KNRM. Mede daarom is Reddingbootdag ook het moment voor het werven van nieuwe donateurs: **"Donateur? Meevaren! Meevaren? Donateur worden!"**



Foto : Kies van Mierop

Waar? Reddingbootdag duurt van 10.00 tot 16.00 uur en wordt in 41 plaatsen langs de Noordzeekust, de Zuid-Hollandse en Zeeuwse wateren en aan het IJsselmeer gehouden. Kijk op de website www.reddingbootdag.nl voor plaatselijke programma's, richtlijnen voor bezoekers en nog veel meer. Reddingstation Westkapelle doet vanwege de dijkverzwaring en de vondst van een 1000 ponder dit jaar niet mee. De bemanning van Westkapelle is met reddingboot op reddingstation Neeltje Jans.

Fotowedstrijd

Speciaal voor Reddingbootdag heeft de KNRM de site <http://fotowedstrijd.knrm.nl> online waarbij de mooiste foto's rondom Reddingbootdag meedingen naar prachtige prijzen. Ook bij de fotowedstrijd is het thema Vrijwilligerswerk op zee! Insturen kan tot 15 mei.



The **AIDAcara** seen moored in Amsterdam – Photo : Jan Bos ©

ABS Offers Guidance For New Generation Offshore Support Vessels

Increased sophistication within the offshore support vessel (OSV) market has prompted leading classification society ABS to develop standalone guidance for these more specialized yet multi-functional vessels. Newly developed criteria and relevant existing Rule requirements have been consolidated into the ABS Guide for Building and Classing Offshore Support Vessels.

ABS classes approximately one-third of the worldwide OSV fleet and in the past had reviewed these specialized vessels by following the ABS Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length. The new OSV Guide will be applicable to OSVs of all sizes and it includes specific guidance for the various segments of the global support vessel market.

"Today's support vessels are a far cry from previous designs sharing the same name," says Mike Sano who leads the society's OSV Market Sector Group. "As the search for oil and gas moves into deeper waters, along with increased activity in the renewable offshore energy market, more specialized and technically advanced types of OSVs are needed for various support roles."

ABS engineers are reviewing plans for some of the most technically advanced OSVs being proposed. The recent specialized multipurpose designed vessels carry out maintenance and repairs on platforms, facilities and subsea piping, equipment and systems. The new requirements from ABS are tailored for these new generation vessels.

"The Guide takes a comprehensive approach toward OSV design," says Wei Huang, ABS Manager, Offshore Technology and principal author of the Guide. "New categories of offshore service types such as well intervention and oil spill recovery vessels are included along with updates for advances in specialized equipment."

The OSV Guide consists of four major sections: scope and conditions of classification; hull construction and equipment; machinery and systems; and offshore support services. Material and welding, strengthening for navigation in ice, and survey during and after construction are referenced from the ABS Rules for Building and Classing Steel Vessels. The intent is to evolve the ABS Guide for Building and Classing Offshore Support Vessels into Rules during the society's next Rule making cycle.

Included in the OSV Guide are explanations of notations reflecting specialized capabilities such as transportation of supplies and equipment, towing and anchoring of offshore structures, fire fighting, diving, oil spill recovery, safety standby rescue, pipe laying, handling heavy surface and subsea loads, well intervention, well stimulation, well test and wind farm support.

Founded in 1862, ABS is a leading international classification society devoted to promoting the security of life, property and the marine environment through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities. **Source: ABS**



The Workbarge **Crest Station I** , supported by Brcos Tasneem, spotted at KSB, Malaysia
Photo : Capt Jelle de Vries ©

The advertisement is a rectangular banner. It features a collage of three images: a close-up of a crane's pulley system on the left, a DNV 2.7-1 certification logo in the center, and a large ship being towed or lifted by a crane on the right. Below the images, the text reads: "Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting", "Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000", and "VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl". A small Vlierodam logo is in the bottom right corner.

VLCC profits to drop even further

Returns from supertankers hauling Middle East oil to Asia, already at the lowest level in at least 33 months, slid closer to being unprofitable as a glut of ships competed for cargoes. Very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to- Japan route are generating US\$365 in daily rental income, down 42 per cent from last week, according to data from the Baltic Exchange here. A negative rate would imply that vessel owners are paying for crew, repairs, and other running costs while also contributing to fuel charges. 'Today we had 10 fixtures, so activity is

actually quite good,' Erik Folkeson Jensen, an analyst at First Securities AS in Oslo, said. 'It tells me the market is heavily oversupplied. There are just too many ships on the water.' The average VLCC needs US\$12,777 a day just to pay its crew, insurance, repairs, and other expenses, according to Drewry Shipping Consultants Ltd here. Frontline Ltd, the world's largest VLCC operator, needs US\$30,100 after finance repayments. **Source: Bloomberg**



AVRA's tug **WEST** seen with the tow **ZEDEN** in Malaga - **Photo : Jacob Versteeg ©**

GL Noble Denton Publishes New Guideline on Blow-Out Preventer Certification

GL Noble Denton has published a new Guideline for the certification of blow-out preventers (BOPs). The Guideline clearly defines the process to be undertaken by independent third party certification bodies in certifying the integrity of the asset, which monitors and controls the flow of oil and gas wells.

The publication of the Guideline follows the first anniversary of the Macondo oil field incident in the Gulf of Mexico, during which the failure of the BOP from the Deepwater Horizon drilling rig contributed to lost lives and environmental damage. The event has highlighted the crucial need for operators to thoroughly inspect the reliability of this critical piece of safety equipment on a regular basis.

Since the Macondo incident, the oil and gas sector has placed increased emphasis on the inspection and testing of BOPs to ensure compliance with industry standards. The new Guideline published by GL Noble Denton provides rules and procedures for certifying BOPs throughout their lifecycle, from the design and manufacture phase through to annual inspection during operation.

The Guideline will be used by GL Noble Denton as the standard to which the company will inspect and certify BOPs as part of its certification services for sub-sea drilling assets for its clients, including some of the oil and gas industry's best-known exploration and production companies. It has been published using the combined expertise of the GL Group's experienced engineers in Houston, Aberdeen, Sandefjord and Hamburg.

The Guideline is divided into four distinct sections:

- The general certification process of a BOP, from the submission of a client's application for certification to the distribution of a certificate after design review and the regular review of the asset's integrity during operation
- The procedures that should be undertaken on a BOP to demonstrate its integrity to a third party such as GL Noble Denton, including methods to identify potential failures and their consequences
- The major design requirements of a BOP, based on internationally accepted codes and standards

· The inspections and tests that should be undertaken throughout the lifecycle of a BOP, including factory acceptance tests, site integration tests, annual inspections and inspections after modification.

Paul Shrieve, GL Noble Denton's Senior Vice President for Technical Assurance, said, "The oil and gas industry has heavily scrutinised its approach to the safe operation of blow-out preventers over the past year. GL Noble Denton has been able to help respond to this by providing a standard for BOP certification that will help operators across the world to demonstrate their integrity and maintain the effective operation of this



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Idle Box Fleet Declines to Pre-Recession Levels

The number of idle container ships is at a 30-month low, with only 71 ships recorded as unemployed, according to a survey of the container fleet by Alphaliner last week. The survey said the total unemployed capacity currently stands at 134,000 20-foot equivalent units of containers, or 0.9 percent of the overall cellular fleet, which represents the lowest idle capacity level recorded since the start of the financial crisis in September 2008. The survey found only 26 carrier-controlled ships currently unemployed, with an idle capacity of 75,000 TEUs.



The **WAN HAI 602** seen anchored off Singapore – **Photo : Piet Sinke (c)**

The entire usable cellular fleet under carriers' control is expected to be employed by the end of May, except for a few over-aged mothballed ships and some damaged units. Two ships of more than 5,000 TEUs remain unemployed so far, but both (the 10,062-TEU Zim Djibouti and the 8,440-TEU ZIM San Diego) are slated to join the newly-launched Asia-Europe Express 2 service, a loop jointly operated by Zim, China Shipping and Evergreen. A further 45 ships controlled by non-operating owners with a capacity totaling 59,000 TEUs are presently idle. These include a few charter market

ships recently redelivered to owners and without immediate employment. Alphaliner said the idle fleet numbers are now back to pre-crisis levels, with fairly balanced demand and supply conditions, at least for the time being. At the peak of the recession late in the year 2009, close to 400 ships controlled by non-operating owners and an additional 200 carrier-controlled ships were unemployed. **Source: Journal of Commerce**

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The DAMEN built **MCS ALIX** seen during bollard pull tests in Rotterdam-Europoort – **Photo : Jan Oosterboer (c)**

Shippers' Voice calls for debate on container freight derivatives

Are container freight derivatives the solution to the continuing problem of excessive freight rates volatility or are they a casino, 'as reliable as rolling a dice'?

Shippers' Voice is encouraging shippers, freight forwarders, carriers and others to enter the debate and has published on its website a white paper 'Container Freight Derivatives – Helping Shippers Manage Risk'. "One of the greatest problems for shippers is determining an accurate budget forecast for the cost of ocean freight transport," says Andrew Traill, Managing Partner, Shippers' Voice. "Promised rates are valid for only a month or two, a plethora of surcharges are added seemingly at will, and, even if rates are adhered to, shipping lines will simply leave that cargo on the dock and select the highest-paying cargo to carry." He does not dispute that shipping lines need to operate at a profit and that they too are subject to significant cost volatility, especially related to fuel. "But that is simply all the more reason why using a system such as container freight derivatives should be seriously discussed – for the sake of both shippers and shipping lines."

There are many misunderstandings about container freight derivative contracts and the White Paper is designed to help explain the concept and consider the pros and cons, when and where it works and when and where it doesn't.

"Many people do not realise that the derivatives contracts exist completely separately from standard service contracts for the shipment of containers," explains Dr Traill. "Derivatives contracts are a 'paper' market only. They are not a contract for physical delivery of vessel space or cargo." So the derivative contract does not affect which shipping line a shipper (exporter, importer, manufacturer, wholesaler) chooses or what rate the shipping line receives. Contracts in the 'paper' market do not result in physical delivery of transport; nor do they directly influence the contract unless explicitly agreed by the contracting parties. "There is a strong argument to suggest that hedging your rates can allow you to build contracts with more emphasis on service than rates," says Dr Traill. "It is quite a complicated subject for people not used to working with these financial instruments, so we are helping explain the concept so that all those potentially involved can understand exactly how it works." About 40% of dry bulk market works through derivatives, so many people ask why not use it for containerised traffic? The white paper, written in conjunction with Freight Investor Services Ltd, is available now ([Link to paper](#)). Shippers' Voice encourages shippers and suppliers – and anyone with an interest in reducing the volatility of freight rates – to read it and make comments. "We want to encourage an open discussion which will contribute to the on-going debate about container freight derivatives," says Dr Traill. **Source: Shippers' Voice**

Gibraltar slams new 'incursion' by Spanish navy

The Gibraltar government condemned as "provocative and unlawful" an incident on Tuesday in which it said a Spanish naval vessel incurred into its territorial waters and then called on commercial ships to leave the area. Tensions in the disputed waters off the tiny British territory were already high since an incident on April 23 involving Spanish and Gibraltar police vessels.

A British military spokesman in the rocky promontory off southern Spain said the Royal Navy issued two radio warnings to the Spanish patrol boat "[Atalaya](#)" to leave after it entered the area on Tuesday morning. The Royal Navy then dispatched a fast inflatable boat followed by a bigger, armed vessel, [HMS Scimitar](#), the spokesman said. He said the Atalaya left about 90 minutes after it arrived.

The Gibraltar government also charged that "the Spanish vessel approached and contacted all merchant shipping on the eastside of the Rock within British Gibraltar Territorial Waters and ordered them to raise anchors and to leave since they did not have permission to be in Spanish waters.

"The Gibraltar Port Authority directed all vessels to remain at their anchorage, which they did," it said in a statement.

The Gibraltar government "condemns the provocative and unlawful actions by the Spanish Navy Corvette '[Atalaya](#)' in British Gibraltar Territorial Waters." There was no immediate comment from Madrid to the charges. It was the latest in a series of maritime face-offs in the waters off Gibraltar over the last two years.

The most recent occurred on April 23, when Gibraltar police charged one of its boats was damaged in a clash with Spanish police vessels that illegally entered its waters in pursuit of alleged drug traffickers. Spain's government complained to Britain over that incident, while Spain's Civil Guard police force charged its officers were subjected to "insults and threats" by those on the Gibraltar police boat.

In a similar incident to Tuesday's, a Spanish navy patrol boat entered Gibraltar waters in May 2009 and inspected fishing boats. Britain claims a strip of three nautical miles (5.5 kilometres) surrounding Gibraltar as its territorial waters. But Spain does not recognise any waters off Gibraltar as belonging to the territory apart from its ports.

Gibraltar, which Madrid ceded to London in 1713 under the Treaty of Utrecht, has long fuelled tensions between the two countries. Madrid argues the 6.5-square-kilometre (2.6-square-mile) territory that is home to around 30,000 people should be returned to Spanish sovereignty. But its people overwhelmingly rejected an Anglo-Spanish proposal for co-sovereignty in a referendum in 2002. **Source : Expatica**

Rescue ship docks in Libya's rebel-held Misrata

A ship aiming to rescue 1,000 African and Asian migrant workers and people injured in fighting in the rebel-held Libyan port of Misrata docked there on Wednesday, the agency that chartered it said. A spokeswoman for the International Organisation for Migration (IOM) said the vessel, the Red Star One which had been waiting offshore since Saturday as Libyan government forces shelled the city, would soon start loading.

During the delay, at least two seriously injured civilians had died among 36 waiting to be evacuated in the city to the east of Tripoli on the Mediterranean coast, IOM officials reported earlier. The spokeswoman said details on the ship's arrival in the port -- hotly contested by rebels and the forces of Libyan leader Muammar Gaddafi for over two months since an uprising against him began -- would be released later.

The port is a lifeline for the besieged city, where food and medical supplies are running low, anti-Gaddafi rebels there say. Other rescue ships have been waiting offshore but there was no immediate news of their movements.

Minesweepers from the NATO coalition whose aircraft have been bombing Libyan government military targets under a United Nations resolution, had been searching the approaches to the harbour since Monday for a drifting mine.

The Albanian-registered Red Star One is carrying 180 tonnes of food, water and infant supplies. Hospital intensive care units have run out of beds and supplies. The IOM said at least 23 journalists have also requested evacuation. The migrants, who had been working mainly on construction and in Libya's oil industry, are from countries like Niger, Ghana, Chad, Nigeria, Sudan, Mali, Egypt and Bangladesh. Among them are some 71 women and children.

The IOM -- an independent agency set up outside the U.N. soon after World War Two when relations between the then Soviet Union and the West blocked action by the world body to help refugees -- has evacuated more than 5,500 people from Misrata.

In all, around 12,000 people have been rescued from the city by a dozen aid ships which delivered more than 3,000 tonnes of relief supplies, U.N. spokeswoman Elisabeth Byrs said.



The **ANNA MAERSK** seen enroute Antwerp – Photo : Henk de Winde (c)

Waterstand Rijn laag maar niet zorgwekkend

De waterstand in de Rijn bij Lobith is door de droogte laag, maar dat is niet zorgwekkend. Dat meldde Rijkswaterstaat woensdag. Het peil bij Lobith is 7,46 meter boven NAP en de afvoer is 1050 kubieke meter water per seconde. Voor deze tijd van het jaar is een afvoer van 2300 kubieke meter per seconde normaal, aldus Rijkswaterstaat. Alleen in 1921 stond het water nog lager.

Het peil leidt vooralsnog niet tot grote problemen. Rijkswaterstaat houdt de diepte van de vaargeulen in de Waal en Rijn goed in de gaten en geeft alle informatie door aan schippers. Die kunnen de belading van hun binnenvaartschepen aanpassen aan de waterstanden. Een aantal veerdiensten voor voetgangers en fietsers kan door de droogte niet in gebruik worden genomen. De veren kunnen niet bij de aanlegsteigers komen. Het gaat onder meer om de veren bij Druten en Varik.

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The RFA Ship A 273 "**Black Rover**" arrived over the week-end in Simon's Town for a spot of R & R or was it "T.L.C" as seen left

Photo's : Bob Johnston (c)

S. Korea Develops Vertical Launch Tubes for Subs

A top shipbuilder in South Korea has developed a vertical launching system (VLS) to be installed on heavy attack submarines that will be deployed after 2018, according to procurement and industry officials here.

Daewoo Shipbuilding & Marine Engineering, the world's second-largest shipbuilder, developed the VLS in cooperation with the state-run Agency for Defense Development (ADD), officials from Daewoo and ADD said. Daewoo, which built the 1,300-ton, Type-209 submarine with technical cooperation from HDW of Germany, is a subcontractor for the 3,000-ton KSS-III submarine to be jointly designed and built with its rival Hyundai Heavy Industries, the world's biggest shipyard.

The submarine VLS comes on the heels of the development of the ship-launched Cheonryong missile, which has a range of 500 kilometers. **Cheonryong** is a modified variant of the surface-to-surface **Hyunmoo III-A** ballistic missile co-developed by the ADD and LIG Nex1, a precision electronic weapon maker.

The **Cheonryong** is said to have also been modified to be installed on the 1,800-ton Type-214 submarine built by Hyundai with technical assistance from HDW. Currently, South Korea's Navy operates nine Type-209s and three Type-214 subs, all of which are diesel- and electric-powered.

Beginning in 2018, Seoul plans to build 3,000-ton KSS-III subs fitted with domestically built submarine combat systems jointly developed by the ADD and Samsung Thales. **Source : defensenews**

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Jan Van Gent of Sima Charters seen at shipyard **De Haas Maasluis**, where an inspection and painting was done. Started 41 years ago as a carrier as pilot tender in The Netherlands she still shows that she is a reliable build vessel.

These days still doing the job where she was built for: bringing seamen to and from ships in the North Sea.

photo: Cees Kloppenburg - www.photomaasluis.com ©



The tanker **GENGIS KHAN** seen at the **PT PAL shipyard** in Surabaya – Photo : **Piet Sinke** ©

Cosco Dalian goes to Inocean AS for drillship design



China's Cosco (Dalian) Shipyard Co. Ltd. has awarded Norwegian naval architect firm Inocean a contract for development and basic design of a new compact ultra deepwater drillship, INO-80, suitable for global operation. The design is being introduced to the market for the first time in Houston at OTC 2011. "We are delighted to partner up with Inocean for this important project," says Mr. Xu Liangheng, General Manager of Offshore Project Management Headquarter, COSCO Shipyard Group. "This design solution will allow COSCO and Inocean the opportunity to showcase their wide-ranging capabilities within the drilling segment. The demand for drill ships is strong, and we believe that this compact and cost effective design will have a great potential in this market."

"COSCO and Inocean have during the years worked closely together in several major projects, including, heavy lift vessels, FPSOs and drill ships. The approach will be the same for INO-80, where Inocean will contribute with its high-end engineering and design expertise and COSCO with its strong execution ability. Depending on the response in the market, we believe the first unit will be delivered in Q1 2014," says Jon Erik Borgen, CEO of Inocean AS

INO-80 is a compact dynamically positioned drillship with large free deck areas, designed for year-around operations in ultra deep waters. The vessel has well planned utility arrangement with safe and reliable material handling. The hull is shaped for cost efficient and easy fabrication, as well as for challenging conditions during station keeping and transit. INO-80 features for exploration, appraisal and development drilling. **Source : MarineLog**

ROUTE, PORTS & SERVICES



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The **BESIKTAS KAZAKHSTAN** seen assisted by the GINGER in Ijmuiden – **Photo : Marcel Coster ©**

Globus Maritime Limited Announces the Acquisition of a 2005-Built Panamax Dry Bulk Carrier, Expanding Fleet to Seven Vessels

Globus Maritime Limited, a dry bulk vessel owner and operator, announces that it has agreed to purchase, from an unaffiliated third party, a 74,432 DWT Panamax dry bulk carrier for \$31.4 million. The vessel was delivered from Hudong Zhonghua Shipyard in China in November 2005. The vessel is expected to be delivered to Globus during the third quarter of 2011. Upon her delivery, she will be chartered back to a Gleamray Maritime Inc. guaranteed nominee at the net daily rate of \$18,000 until the third quarter of 2013.

On completion of this acquisition, the fleet of Globus will expand to seven modern dry bulk carriers with a total carrying capacity of 453,135 DWT and a weighted average age of 4.8 years (as of September 30, 2011).

George Karageorgiou, President and CEO of Globus, commented: "Consistent with our strategy to own modern assets and to seek accretive acquisitions at the proper time, we have agreed to acquire a modern Panamax vessel. Thus far, 2011 has been a year of significant growth for Globus, as we have agreed to acquire two modern vessels, a 2007-built Supramax and a 2005-built Panamax, expanding our fleet by approximately 42% in terms of DWT. Both ships have charter coverage which enhances our cash flow stability and visibility: the Supramax until the first quarter of 2015, and the Panamax until the third quarter of 2013. We will continue to seek opportunities for accretive growth, which we are confident, will lead to enhanced value for our loyal shareholders." Globus is a global provider of seaborne transportation services for dry bulk cargoes, including coal, grain, steel products, cement, alumina and other dry bulk cargoes along worldwide shipping routes. Currently the Company's subsidiaries own and operate five vessels with a weighted average age of 4.2 years (as of March 31, 2011) and a total carrying capacity of 319,913 DWT. Globus has contracted to acquire two dry bulk vessels to be delivered during the third quarter of 2011. **Source: Globus Maritime Limited**

OSD designs compact but powerful OSV's and tugs

IJmuiden, Netherlands, based Offshore Ship Designers is to design a new compact but powerful AHT offshore support vessel for Netherlands-based Neptune Marine Service BV. The order follows a recent contract for the design of two Azistern 24/56 tugs for Singapore-based Pacific Offshore Engineering and Trading Pte. The key to both designs is that although the vessels will have the capabilities of much larger tugs and offshore support vessels, their smaller size reduces both capital outlay and on-going operational costs.



Michiel Wijsmuller, managing director of OSD, says, "Size certainly matters, especially when it is related to costs. What wind farm operators need is compact but versatile vessels, and the offshore sector needs vessels that are less expensive to operate but equally capable. The answer in both cases is to find a way to squeeze more out of a smaller platform, and that is what these two new designs will do."

The Neptune contract is for the basic and detailed design of a 44 m AHT

offshore support vessel which will be used for anchor handling, ocean towage and wind farm construction support duties. The 70 tonne BP vessel is designed for worldwide operation, high reliability and low maintenance costs. There are accommodations for 22 persons. Two main propellers with nozzles and three transverse thrusters will give the vessel DP-1 station keeping ability. The detailed design will be ready by October and the vessel is intended to enter service in the second half of 2012.

The Azistern24/56 vessels to be designed for POET are the first in a series of fuel efficient designs developed by OSD Holland. Based on a load line length of less than 24 m, the design range can be upgraded to 70 tonnes BP. The POET vessels will have a LOA of 25.85 m, beam 10.8 m and be powered by twin Cummins QSK-60 main engines and Rolls Royce azimuthing thrusters delivering 56 tonnes BP and a speed of 11.5 knots. The vessels will have a very high degree of maneuverability and be suitable for working in tight spots. Construction of the vessels will start at the end of May 2011, and delivery will be early 2012. Both vessels will be outfitted with class 1 fire-fighting equipment. **Source :** MarineLog



Van Oords **JAN STEEN** seen outbound from Rotterdam – **Photo : Jan Oosterboer (c)**

IMS introduces deep digging dredger

IMS has introduced a new deep digging dredger, the Depth Master 55 (DM-55). The company says it believes that the DM-55 will make maintenance dredging and environmental dredging more affordable. "No longer will ports need to hire large commercial dredging outfits to do expensive deep maintenance dredging. Now they can invest in their own maintenance dredging system that will allow them to maintain a maximum depth of 55ft (16.7m)," said the company.

"Over the years we have received hundreds of inquiries from ports and environmental contractors wanting to dredge deeper, but they simply could not afford to get a multi-million dollar machine and have resorted to ineffective pumps on wires and water injection vessels that don't create an even bottom profile," said IMS Division President, Jim Horton.

"The DM-55TM solves this issue. For under US\$1 million our clients can now dredge down to 55 ft. In the past only larger high priced dredging units could achieve these depths."

The DM-55TM ships in two pieces on drop deck trailers, greatly reducing mobilization and demobilization costs associated with larger dredges that are impractical to move over roads. It is easily installed in the field with quick connections for the hull, ladder, hydraulics, and electronics. The DM-55TM can dredge silt, mud, and other light sedimentary materials using a dual marine prop drive system. When dredging in heavier currents and removing sand at deeper depths it is recommended to run the dredge on the included cable drive system which can run off of two or four point anchor systems. The cable drive system can be rigged in several configurations using a combination of the following anchor point types: pilings, spud anchor barges, and land based anchor plates.

The DM-55TM is currently in stock and available for inspection at IMS's Factory in New Richmond, WI. **Source :** dredging News Online



The 2000 HEESSEN built **ALUMERCIA** seen arriving in Willemstad (Curacao) - Photo : Kees Bustraan (c)

Harbour prepares for a busy season of cruise ships

Lerwick Harbour is on course for a record-breaking summer, with the arrival tomorrow of the first cruise ship of the season. The Quest is due to berth during a voyage around Scotland for one of three scheduled visits to the port in May, a month which will include a number of calls by small adventure cruises.

With 54 vessels scheduled by early September, six more than the current record, the growing number of large ships will also mean a new tonnage record at around 1.4 million gross tonnes.

The biggest cruise vessels yet to enter the port, the **Crown Princess** (at 113,651grt) and then the **Costa Pacifica** (114,500grt), will both call in June. There will be 15 arrivals in June, and again in July, the peak months. The number of cruise passengers using Lerwick as the seaway to Shetland's many attractions is expected to top last year's highest-yet figure of almost 31,000.

Lerwick Port Authority deputy chief executive Victor Sandison said: "This season will again demonstrate the all-important capacity of the harbour to handle the larger cruise ships now operating and the continuing increase in the popularity of both Lerwick as a port-of-call and Shetland's numerous and varied visitor attractions."

There will be an extra special visit for passengers on the **Crystal Serenity** which will be in port during the spectacular Parade of Sail day when vessels participating in the Tall Ships Races depart for Stavanger at the end of a four-day visit from 21st to 24th July. **Source : Shetland Times Online**

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All That Cruise readies Korea's largest liner

Cruise ship operator All That Cruise announced Monday that it will begin operating cruise tours from January.

The vessel, tentatively named the **Hallyu Star**, will be used on routes covering China, Japan and Southeast Asian destinations. **Hallyu** is a Korean word meaning "Korean wave" that refers to the popularity of Korean pop culture in other countries. While other Korea-based cruise operators have tried and failed in the business, Lee says that All That Cruise is taking a different approach

to make up for shortcomings of past examples. "Cruise is a form of travel that closely matches the Korean style of taking family trips," All That Cruise chief executive James Lee said. "In addition, we offer performances by Hallyu stars as well as performances of traditional culture, which aren't available on other cruises."

According to the company, it has signed a memorandum of understanding with a subsidiary of SM Entertainment to arrange performances from major Korean entertainers. In addition, the company said that the size of the vessel also offers an advantage over previous cruise operators. At nearly 74,000 tons, the **Hallyu Star** will be the largest cruise ship run by a Korean operator, the company said.

The ship is a secondhand vessel that was operated by an overseas cruise operator, whose identity is protected for legal reasons, Lee said. Once the ship is delivered to Korea, the vessel will be checked by Samsung Heavy Industries, and renovated.

The vessel will be ready to sail in January, Lee said. The company has not yet received a license from the Ministry of Land, Transport and Maritime Affairs, but Lee said that the matter is in hand. "The company applied for a conditional license, and talks with the ministry have concluded that the conditional license will be granted before May 20," Lee said, adding that such licenses are usually granted once vessels are ready for operations.

As for financing the acquisition of the vessel, Lee said that the majority of the funds are raised through Korea Ship Finance, but the company plans to repay the financier in full to take ownership of the vessel in seven years.

"Seventy-five percent of the funds will be raised from Korea Ship Finance, and the remainder will be raised by selling memberships," Lee said. According to Lee, the price of memberships starts at 350 million won (\$328,000) and goes up to 1.1 billion won.

"Memberships for 25 percent of the cabins are being sold similarly to condominium memberships. The memberships do not give ownership of the cabins but are sold as bonds on the vessel." **Source : koreaherald**



The May 2010 delivered **PALEMBANG** seen outbound from Antwerp passing Terneuzen bound for Emden Sisterships are named Palmerton, Palabora and the Palau. The vessels are equipped with 2 cranes of 450 ton SWL.

Photo : Marcel, Paul en Philip van Luik - www.shipsoffterneuzen.nl (c)

Adani Group buys port in Australia for Rs8,750 crore

The Ahmedabad-based Adani Group has acquired an Australian port, Abbot Point Coal Terminal (APCT), for Australian \$1.8 billion (Rs8,750 crore). The port in the Queensland state is operational with capacity of 50 million tonnes (mt). Adani Group's Mundra Port & Special Economic Zone (MPSEZ), which has market capitalisation of around ₹27,800 crore, has won the bid and acquired the port in three stages in six months.

The deal was signed in Brisbane, Australia, between the company officials and the Queensland government on Tuesday. Queensland has declared MPSEZ as the successful bidder for long-term lease of APCT following international competitive bidding. The international bid attracted local and foreign companies and passed through three distinct stages of selection lasting over six months. "Right now, we are owner of the port but operations of it are already given to some other company, whose tenure will last in 2015. Till then, if we want, we can add up capacity by 30 mt and increase the total capacity to 80 mt in next three to four years," said chief financial officer, B Ravi, MPSEZ Ltd.

For next five years, the coal supply from APCT is already booked by other customers. "Hence, till 2015 Adani Group may not be able to use the port to fulfil its own purpose. The operator already has bookings for next five years. In case, any customer cancels the order then we can start supplying coal from APCT to India for our own purpose," he said. The acquisition is partly funded through debt and a small portion of equity from MPSEZ.

The company will borrow \$2 billion from Standard Chartered Plc to pay for the port acquisition, Ravi told Bloomberg. Analysts see the buy as a positive for the company. "It is a very positive move for the company and a good thing in the long term," said Kapil Yadav, analyst with Dolat Capital.

About APCT, Ravi said it is profit making port. "We are expecting that APCT will have revenues of A\$110 million in 2011 with earnings before interest, tax, depreciation and amortisation of A\$59 million. The Ebitda margin of the port was 54% in the previous fiscal and we are expecting it to increase to 70% in 2016 when expanded facilities are fully utilised. It would then have revenues of A\$305 million and Ebitda of A\$213 million in 2016," he said.

Adding up capacity may cost another A\$600 million at APCT. "We have plan to increase the coal handling capacity, which may cost around A\$600 million. The present capacity of 50 million tonnes will increase by 30 mt to 80 mt in next three years. Once the capacity is added, we will consume all the supply of 30 mt of coal for our power plants," said Ravi.

Adani Group has acquired coal mine in Australia and also it is developing another port which is a greenfield project. "The coal mine is expected to start production in next three years and by that time, probably, we might have increased the handling capacity 60% at APCT," he said. The port is expected to get assured supply as Adani also owns a coal mine in Australia. "The terminal will mean a good support to the group's mining activity, while the mine will offer

assured volumes for the proposed terminal,” said an analyst from a domestic brokerage firm. On the valuations side, the analyst said, “It is higher than what the street expectations which were at around A\$1.5 billion, but given it was a very competitive bid the company must have bid higher.” **Source : DNA India**

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OLDIE – FROM THE SHOEBOX



AHTS **BIN HAI 252** was built for China in Malta some time ago
Photo's : Gejtu Spiteri (c)

.... PHOTO OF THE DAY



Above seen the **CELEBRITY ECLIPSE** passing Calshot on the Southampton Waters 3rd of May.
Photo : Graham Prosser (c)

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