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**The LYDIA D seen operating at the Ormonde Wind farm in Barrows UK
Photo : Tony Brands ©**

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The **ZETA I** seen arriving in Willemstad – Curacao
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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



The **CMA CGM SAMBHAR** seen outbound from Rotterdam – Photo : **Henk van der Heijden (c)**

Container newbuilding orders still rising, while tanker ordering is lacking activity

Although the past couple of weeks have seen a surge of new building ordering activity, it's more than evident that so far in 2011, newbuilding orders are far behind the levels of 2010. According to a report from Clarksons, since the beginning of 2011, there has been a significant drop in ordering levels for sectors such as the dry bulk and wet markets compared to last year. "By this point in 2010, we had already seen over 94 new orders in the wet sector compared to only 23 so far this year. On the dry side, the story follows in a similar vein, with 113 new reported orders in 2011 compared to 348 new orders in 2010.

However, there has been significant evidence of activity in other sectors such as containers, offshore and gas with the revival in container activity particularly significant. In this sector we have seen a substantial increase in the number of orders, with over 81 new contracts placed thus far this year, in comparison to only 6 vessels ordered in the similar period of 2010. This obviously represents a sizeable turnaround in the container newbuilding market and has helped alleviate potential concerns the major shipyards may have had, due to a lack of ordering in the other sectors. With high profile contracts having also been signed in both the Offshore and Gas sectors, again something missing in the during the early stages of 2010, the yards have found their positions far more stable thus allowing them to push into the next stage of 2011 with continued optimism" said Clarksons' report. A relative weekly report from Golden Destiny said that the pre-Easter burst of ordering activity held also this week with 65 orders reported on order, equalling to a total deadweight of around 3,9 mil tons. In terms of the number of vessels reported on order, the ordering momentum is near to last week's activity, while it shows a 62% increase from 2009 similar week's newbuilding business. The ordering interest has been centred on the bulk carrier and container segment, but with noticeable activity also in gas and offshore segment. Bulk carriers hold the 47% of the total newbuilding activity and containers 26%. The kamsarmax type seems to be again on the spotlight as 70% of the total number of orders recorded in the bulk carrier segment was for this vessel size. At a similar week in 2010, 40 new contracts had been reported with bulk carriers winning 62% share of the total volume of contracts and tankers 37%. In terms of invested capital, it is difficult to realise which segment is the most overweight for this week as the contract price has not been revealed for 69% of the total number of fresh orders recorded.

In terms of reported business Clarksons said that in Dry, clients of Dryships are reported to have ordered a pair of capesize bulk carriers at Shanghai Jiangnan Changxing with these vessel due to deliver in Sep/Dec 2012 and at a price reported to be USD54.2 Mill per vessel. Shipping Asset Management have ordered 4 x 57,200dwt Supramax bulk carriers at STX Shipbuilding for circa USD30 Mill and due to deliver in 2H 2012 then 2013, however we understand this was in fact signed quite some time ago during early 2010. Weihai Samjin have won an order from an unnamed European owner for 4 x 36,000dwt Bulklers with deliveries in 2H 2012 and 2013 and at a price we understand of circa USD24.5 Mill per vessel. In Wet, Gulf Navigation group are understood to have ordered 2 x 320,000dwt VLCCs at Zhoushan Jinhaiwan with the vessels due to deliver in Dec 2012 and May 2013 at a reported of price of USD97 Mill per vessel. STX are reported to have won a contract for 2 option 2 x 155,000dwt Shuttle tankers from European

Navigation due for deliveries in 2012 and 2013 and at a reported price of circa USD93 Mill per vessel. Finally, Norr Systems have contracted 4 x 4,999dwt product tankers at Taizhou Sanfu all delivering within 2H 2012. In Containers, clients of Eastern Mediterranean have ordered 4 x 1,700TEU vessels at SPP due for delivery in 2H 2012 and 2013 at a price of USD30.5 Mill per vessel. Additionally, KMTC are reported to have ordered 2 option 2 x 2,800 TEU carriers at Hyundai Mipo with deliveries in 2013.

Finally in Gas, Samsung are reported to have won an order from clients of Gaslog who have ordered 2 x 155,000cbm LNG Carriers to deliver in 2014. Samsung have also won 2 x 160,000cbm LNG Carriers from Golar, this being in addition to the 4 vessels they had signed the week before, with all of these vessels priced at circa USD 200 Mill and due to deliver from 2013 onwards. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Search and Rescue Operation in Tristan Da Cunha island



On Sunday 01 May 2011, the Maritime Rescue Coordination Centre (MRCC) of the South African Maritime Safety Authority (SAMSA) requested maritime assistance from the SANDF to conduct a Search and Rescue Operation in Tristan Da Cunha island. On Friday 29 April 2011, a Taiwanese fishing vessel was in distress on the South Atlantic ocean. There were 37 crew onboard, 4 crew members were missing and 33 survivors were picked up by her sister vessel the **'SHIANG MAN CHING'**. On Tuesday 03 May, the SA Navy deployed **SAS ISANDLWANA** to Tristan Da Cunha island with a SA Air

Force, a SA Military Health Service team and other state security departments on board the frigate to perform the following tasks:

- To provide medical support to the medical facility on Tristan Da Cunha to stabilise and prepare the injured personnel for transportation to the RSA.
- To provide appropriate facilities on board **SAS ISANDLWANA** for the transportation and medical care of patients and crew to the RSA.

The Maritime Search and Rescue Operation will be executed over the period 02 – 12 May 2011.

The latest information that we have is that Taiwanese fishing vessel **'SHIANG MAN CHING'** is currently (Thursday 05 May noon) approximately 840 nautical miles from Cape Town having landed 11 of the more seriously injured crewmen in Tristan da Cunha on the 2nd of May 2011. These 11 men will receive emergency medical treatment at the medical facility in Tristan while they await the arrival of the navy frigate, **SAS ISANDLWANA**.

The **'SHIANG MAN CHING'** is currently sailing towards Cape Town with the remainder of the crew - travelling at a average speed of 10 knots. It is estimated that she will arrive in Cape Town on Monday around noon at her current speed.

Our information from the **ISANDLWANA** is that they are is currently experiencing some bad weather in the south Atlantic – rain and strong wind.



Above seen the 2011 built ro/ro vessel **FINNBREEZE** offshore Malta during her delivery voyage on the 6th April

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



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Ferry grounding investigated

Three different investigations have been launched into an incident where an Interislander ferry appeared to hit the seabed in Tory Channel today. The company confirmed today that the **Monte Stello** was travelling on an early morning sailing from Wellington to Picton when it veered from its course shortly after entering Tory Channel and touched a submerged object.

Interislander general manager Thomas Davis said the company informed regulatory authorities, including Maritime New Zealand, when the incident occurred and would assist those agencies with their investigations as well as carrying out an internal inquiry.

"Till those have been completed, it is not possible to say what caused the incident." There were no passengers on board, with the ferry used for freight only. Mr Davis said the ship's master felt a "brief impact" before continuing on its course. "He assessed the ship's performance and handling and instrument readings, before continuing to Picton, where the vessel unloaded," said Mr Davis.

"The ship was assessed in Picton, before returning to Wellington. It sailed empty (with no cargo) using the northern entrance of Queen Charlotte Sound, in an appropriate precautionary approach." Mr Davis said the ship would be assessed by the classification society Lloyds when it arrived in Wellington, and decisions on its return to service would be made then.

Three separate investigations have been launched by Interislander, Maritime New Zealand, and the Transport Accident Investigation Commission. **Monte Stello**, owned by Strait Shipping, has been chartered by Interislander to carry freight only for five months from the end of March to fill the gap while rail ferry **Aratere** is away for a re-fit.

Source : New Zealand Herald



Above seen the [Trustee](#) of Dockwise loaded with the [ss Amazonia](#) off Yantai, China.
Photo : André Korver (c)

Anti-piracy robot climbs onto pirate ships before they attack

The latest weapon in the battle to stop Somali pirates is this magnetic robot that can sneak up the side of a pirate ship, then send video images back to local ships. Developed from the Recon Scout throwbot, this new version comes equipped with magnetic wheels that allow it climb right up the steel side of a ship. It can also be fired from a small cannon, giving it far greater range than the original hand thrown version. This looks like a great tool, and when combined with something like that acoustic cannon to distract that bad guys, it could offer a useful sneak peek at the pirates. No word on when the new robot will be deployed, but ReconRobotics just announced that they have signed a Cooperative Research and Development Agreement (CRADA) with the Space and Naval Warfare Systems Center Pacific (SSC Pacific.) **Source: Dvice**

Icebreaker with radioactive leak sails towards Murmansk

The incident is by Rosatomflot said to be an event on level “zero” on the International Nuclear Event Scale. Level “zero” means there are no essential threats to the people onboard or to the outside environment.

The exact time of the incident is not reported, but the icebreaker is now said to be on its way back from the Yenisei river towards Murmansk. Estimated sailing time is five days so “Taimyr” will be in port in Murmansk late Sunday or early Monday.

“[Taimyr](#)” will sail from Yenisei towards the Kara Sea and cross over the eastern part of the Barents Sea before sailing in the Kola bay towards Murmansk. Russia’s nuclear powered icebreaker fleet has its homeport at RTP Atomflot, in the northern part of Murmansk, the world’s largest city above the Arctic Circle with 309,000 inhabitants.



Increased levels of radioactivity were detected in the air ventilation system, probably caused by a leak of coolant in the reactor. This image shows the nuclear powered icebreaker "Taimyr" in the background drydock in the central harbour area of Murmansk.

Photo: Thomas Nilsen

A short press-release posted by Russia's State Atomic Energy Corporation, Rosatom, says the leakage was detected during a planned shutdown of the reactor

onboard. At the moment, there are strengthened monitoring of the technological parameters of the reactor. When the reactor is being shut down, the icebreaker will sail with power supply from the diesel-generators onboard.

"**Taimyr**" was built in Finland and commissioned in 1989. The icebreaker is especially designed for operation in shallow waters in the Yenisei river from the Kara Sea to the port of Dudinka. It is unclear if Norwegian authorities are informed about the radioactive leakage incident in Russia. Norway and Russia have an agreement on informing each other in case of incidents and accidents.

- I have not heard about it, says Anne Marit Østreng, head of information with the Norwegian Radiation Protection Authorities when called by BarentsObserver for a comment Thursday morning. In the department of emergency preparedness no one answered the phone.

Background information

A total of nine nuclear powered icebreakers and one nuclear powered container ship are built. Two of the icebreakers and the container ship are taken out of operation. All nuclear powered icebreakers are operated by Rosatomflot and are based in Murmansk. Two of the icebreakers are built in Finland, while the rest are built in St. Petersburg.

Lenin (1959) -- Arktika (1975) -- Sibir (1977) -- Rossia (1985) -- Sevmorput (1988) -- Taimyr (1989) Sovyetsky Soyuz (1990) -- Vaigach (1990) -- Yamal (1993) -- 50 Let Pobedy (2007)

The service base RTP Atomflot is located in the very northern part of Murmansk. Here spent nuclear fuel and radioactive waste are stored onboard several service vessels and in onshore storage facilities. **Source :** BarentsObserver



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The tug "**Jacques Cartier BC**" taking the **Lafarge** barge out of Victoria, BC harbour. Photo : Sandra Attersley (c)

Crew of hijacked vessel 'believed safe'

All 25 crew of a hijacked Singapore-registered chemical tanker are believed to be safe, its ship management company said on Thursday after establishing contact for the first time with its captain. The captain of the 29,871 dwt **Gemini**, which was hijacked by pirates on 30 April, established satellite phone contact on Wednesday with Glory Ship Management. Singapore-based Glory said the satellite phone contact was intermittent as the connection was "very weak". "The captain confirmed that the crew - who are from four Asian countries - were alive and unharmed, but did not communicate any other details," Glory said in a statement. "We are relieved that the crew are safe and unharmed. The safety of the crew is our highest priority and we hope and pray for their well-being. We await further contact from their presumed abductors," it added. **Gemini**, which was carrying Indonesian crude palm, was believed to have been seized off Kenyan waters. Source: Seatrade-Asia



The **ISABEL KNUTSEN** seen moored in Rio Grande – Photo : Marcelo Vieira ©

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The **CAPE MARIA** seen moored at the Y-Palen in Ijmuiden – Photo : Erwin Willemse (c)



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Chief engineer of "monkey business" ship cops plea

The U.S. Department of Justice says that Dimitrios Grifakis, 57, of Kallithea, Greece, pleaded guilty today in federal court in Baltimore to obstructing a Coast Guard inspection that took place aboard the **M/V Capitola** from May 3 to May 11, 2010. Grifakis was then the Chief Engineer of the **Capitola**.

The guilty plea was announced by U.S. Attorney for the District of Maryland Rod J. Rosenstein; Ignacia S. Moreno, Assistant Attorney General, Environment & Natural Resources Division, U.S. Department of Justice; Rear Adm. Dean Lee, Commander of the U.S. Coast Guard's 5th District; Special Agent in Charge Otis E. Harris, Jr. of the Coast Guard

Investigative Service-Chesapeake Region; and Acting Special Agent in Charge Christian Spangenberg of the Environmental Protection Agency's (EPA) Criminal Investigation Division.

According to Grifakis' guilty plea and other court documents, the investigation into the **M/V Capitola** was launched on May 3, 2010, at the Port of Baltimore, after a crew member informed a clergy member, who was on board the **Capitola** on a pastoral visit, that there had been "monkey business in the engine room," which involved a "magic pipe." The "magic pipe" proved to be a bypass hose that allowed the dumping of waste oil overboard, circumventing pollution prevention equipment required by law. The crew member asked the minister to alert the Coast Guard, which triggered an inspection of the **Capitola**.

Grifakis admitted that from about March 2009 through May 3, 2010, he ordered his subordinates to illegally pump oil-contaminated waste directly into the ocean, most commonly through the "magic pipe." However, during the investigation, Grifakis falsely denied having ordered anyone to pump oily waste overboard and falsified documents to hide these discharges from inspectors in ports visited by the **Capitola**.

Every ship that enters the U.S. is required to have an accurate Oil Record Book that records the ship's operation related to oil, including the handling and disposal of oil contaminated waste. Grifakis intentionally presented an Oil Record Book to the U.S. Coast Guard that was intentionally falsified to conceal the illegal overboard discharges of oil contaminated waste.

Grifakis also obstructed the investigation by denying that the **Capitola** had a Daily Sounding Record, which is a daily measurement of the contents of the ship's waste tanks. This record would have been useful during the Coast Guard's inspection of the **Capitola** in that it could have shown when the levels of the waste tanks changed, which could be compared to entries in the Oil Record Book. Sudden, unexplained drops in the measurements could have indicated specific dates when wastes were discharged overboard. The Daily Sounding Record was not produced to the Coast Guard. Grifakis also directed other members of the engine room crew to lie to investigators and claim that the **Capitola** did not have a daily record of soundings. In a related case, Cardiff Marine Inc., a Liberian-registered shipping company pleaded guilty to a felony violation of the Act to Prevent Pollution from Ships and was sentenced to pay a \$2.4 million fine, and to serve three years probation, subject to an environmental compliance plan that includes audits by an independent third party auditor. **Source : MarineLog**

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NAVY NEWS

Pakistan Navy ship makes port call in Jeddah



Adm. Khalid Al-Hamdan, commander Western fleet of the Saudi Navy, center, with Capt. Naveed Ashraf, commanding officer of Pakistan Navy, left, and Imran Ahmad Siddiqui, deputy consul general at the Consulate General of Pakistan, at a cake-cutting ceremony on board the Pakistan Navy Ship Alamgir at the Jeddah Islamic Port. (AN photo)

The Pakistan naval vessel **PNS Alamgir** made Jeddah its port of call on Sunday and

remained harbored at Jeddah Islamic Port until Wednesday. The ship is on a good will-cum-training cruise.

Capt. Naveed Ashraf paid a courtesy call to top officers of the Saudi Navy, including Admiral Khalid Al-Hamdan, Western Fleet commander and commander RSNF Base in Jeddah. On Monday, a reception was held on board the ship by the crew in honor of the Saudi dignitaries that was attended by Saudi naval officers, diplomats, Saudis and Pakistan expatriates.

The **Alamgir**, commissioned in August, is named after the emperor Aurangzeb **Alamgir**, who was the sixth Muslim ruler of the Mogul Empire, which ruled the Indian subcontinent for almost 50 years. **Source : Arab News**

SHIPYARD NEWS



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Wärtsilä wins design and equipment contact for Rem LNG-fueled PSV

Wärtsilä has won contracts from shipbuilder Kleven Maritime of Norway to supply the design for the LNG powered platform supply vessel (PSV) recently ordered by Rem Offshore. The scope of the order also includes the propulsion machinery, automation and other equipment.



Rem Offshore's new LNG powered PSV, the first such vessel for its fleet, will be a Wärtsilä Ship Design VS499 LNG PSV, a state-of-the-art vessel based originally on the successful VS489 LNG PSV design. The ship features outstanding energy efficiency, a unique hull form, fuel flexibility, and exceptional performance in areas such as fuel economy and cargo capacity.

In addition to the complete design of the vessel, Wärtsilä's scope of supply for the new PSV includes the dual-fuel main engines and generating sets, the electrical power and propulsion systems, integrated automation, and the power management system. The

selection of Wärtsilä's dual-fuel (DF) technology, which enables the use of clean gas as the main fuel, is in line with Rem Offshore's ambition to grow its fleet in environmentally sustainable PSVs. The DF engines can also operate on marine diesel oil if required.

This is the third new contract for an LNG powered PSV recently booked by Wärtsilä, which says that its ability to offer total concept solutions that include the design of the vessel, the propulsion plant, electrics and automation, and a host of fuel saving and environmentally sustainable options, gives it a competitive edge.

Wärtsilä's gas electric propulsion system configuration is based on a combination comprising the Low Loss Concept for Electric Propulsion, the Wärtsilä 34DF main engines, and the recently introduced Wärtsilä 20DF engine.

"The unique combination of our design capabilities and technology strengths enables us to provide a 'big picture' perspective that has real value, particularly in special vessels such as this one," commented Tor Henning Vestbøstad, Sales Manager, Wärtsilä Ship Design.

"The integrated solution, utilizing Wärtsilä's dual-fuel engines and Low Loss Concept, means that the customer will have the highest possible redundancy and reliability – and a highly efficient vessel, for operation in all conditions. The energy efficiency, cargo capacity and overall performance are all outstanding," he adds. Vestbøstad also emphasises the company's excellent collaboration with both Rem Offshore and Kleven, which has been an important factor in the success of this project.

A unique combination of design, technology and integrated solutions

The Wärtsilä 20DF engine is the latest addition to the company's complete portfolio of dual-fuel engines. This industry leading technology offers the marine sector numerous benefits, including the primary advantage of having the flexibility to utilize different fuels. At a time of uncertainty in the cost of liquid fuels, and as environmental legislation becomes increasingly stringent, this flexibility enables the use of cost-efficient and environmentally friendly LNG as the main fuel. In case of interruption to the gas supply, Wärtsilä DF engines automatically switch to diesel mode operation without any loss in speed or power output. Single fuel installations obviously lack this additional level of operational safety. **Source : MarineLog**



Above seen the 7090 TEU **SANTA ROSA** fitting out at the DSME shipyard in Geoje (Korea)
Photo : Thom Jaspers ©

REM MIST DELIVERED



Ulstein Verft delivered the platform supply vessel **Rem Mist** to Remøy Shipping on 5 May 2011. The vessel, which is yard number 289 from Ulstein Verft, was delivered one day before the contracted date. In his speech at the delivery, managing director of Remøy Shipping, Per Gunnar Jarnes, emphasised ULSTEIN's ability to deliver advanced vessels on time - even before time in this instance. "In order to be successful in the global market, it is vital to focus on and develop what one does best – and that is what ULSTEIN has done with great success", said Jarnes. The vessel is a

large PSV equipped with multi cargo tanks for dry media and liquids. The exhaust system grants a 360 degree view from the bridge. The exhaust is led through the ship side and escapes at the water surface, instead of going through the wheelhouse roof. **Rem Mist** is the second vessel ULSTEIN delivers to Remøy Shipping. Her sister vessel, Rem Hrist, yard number 288, was delivered at the beginning of March this year. Both vessels have eight year contracts with Statoil in the North Sea.

Su-Jou Kim makes management changes at STX Finland

The acting President and Chairman of STX Finland, Mr. Su-Jou Kim, has decided to reorganize STX Finland's management group to improve the efficiency, synergies and competitiveness of STX Finland. The shake-up comes two weeks after Mr. Kim, who is CEO of STX Europe, announced the departure of Juha Heikinheimo as President, MarineLog reported. At the time, the company said that STX Finland is going through very challenging times - in particular at the Turku shipyard - following the delivery of the giant cruise ship "**Allure of the Seas**" in October 2010. STX Finland and the Turku shipyard have not been successful in getting sufficient new orders to utilize Turku's huge capacity for building cruise ships.

In the reorganization announced today, Mr. Jyrki Heinimaa has been appointed Executive Vice President and CFO (Chief Financial Officer) of STX Finland Oy. He will be responsible for the following functions: accounting and finance, communication, synergies and strategy. In addition Mr. Heinimaa is responsible for new business areas such as wind power. Mr Heinimaa has been with STX Finland in various management positions for 15 years.

Mr. Timo Suistio has been appointed Executive Vice President and COO (Chief Operating Officer) of STX Finland Oy and also shipyard director of the STX Rauma Shipyard. Mr. Suistio will be responsible for the following functions of STX Turku Shipyard and STX Rauma Shipyard: sales, purchasing, design and production. Mr Suistio has been with STX Finland for 30 years, including 4 years as head of the STX Rauma Shipyard.

Mr. Heinimaa and Mr. Suistio bring with them broad experience, strong knowledge and continuity related to STX Finland and its business. They will both report to Mr Su-Jou Kim. The appointments are effective May 1, 2011.

Source : Portnews

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PIL enhances transpacific service

Pacific International Lines (PIL) announced Wednesday the enhancement of its China Transpacific Service (CTP) connecting Long Beach to Australasia ports. The weekly service will deploy nine ships of about 1,500 teu nominal capacity each. US exporters can start loading shipments to Australia/New Zealand from Long Beach as early as 21 June. The enhanced service will turn around in 63 days with port rotations of Qingdao, Ningbo, Shanghai, Long Beach, Sydney, Melbourne, Tauranga, Brisbane, Keelung and Qingdao. "This weekly service will further enhance PIL's network in Australasia, meeting the growing demand for space from Australasia to Asia as well as the Trans Tasman trade lane," PIL said in a statement. **Source: Seatrade-Asia**



Seen arriving in Cape Town the 1990 built Mitsui passenger ship **Nippon Maru**, The ship underwent a four-month renovation returning to service on 21st March 2010. The renovations included the establishing of suite rooms and deluxe single rooms as well as the public spaces such as lounge, spa and dining room. Upper decks were added to accommodate the additions. Verandahs were installed and the hull was repainted in dark blue replacing the former white

Photo : Ian Shiffman (c)

Eco-straddle carriers for Burchardkai

Hamburg terminal operator Hamburger Hafen und Logistik (HHLA) has placed an order for 14 Kalmar 7+ generation ESC350W diesel-electric straddle carriers. The new machines, acknowledged as the most environmentally friendly model offered by Cargotec, will be deployed at HHLA's Container Terminal Burchardkai (CTB) facility and will be delivered in September this year.

The new straddle carriers feature Selective Catalytic Reduction engine technology, designed to meet Stage 3B engine emissions requirements that came into force in the European Union earlier this year. The 3-high machines with twin-lift spreaders capable of lifting up to 50-tonne loads will also be supplied with a variable speed generator (VSG) and winch hoist system with full AC drives. Source: Port Strategy



The **CLIPPER MEADOW** seen outbound from Rotterdam – Photo : Ruud Zegwaard (c)

Vopak to increase tank capacity by 500,000 m3

Tank storage company Vopak is to get more than 500,000 m3 of new tank capacity in the port of Rotterdam. This will further strengthen the company's position as market leader. During the presentation of the financial results for the first quarter of 2011, Vopak announced that there was little leeway in terms of increasing the utilization of the current capacity or improving efficiency. The main way to get better results was to increase the capacity.

At the Europoort terminal, one of the largest in the world for mineral oil products, with a capacity of 3.3 million m3, four tanks with a joint capacity of 160,000 m3 are under construction. At the Maasvlakte Oil Terminal (MOT), 360,000 m3 of capacity is reaching completion. Although Vopak is one of the six shareholders in the MOT, the new capacity will be completely at its disposal.

With the current 4.5 million m3 of storage capacity in 39 tanks, each containing 112,000 m3, the MOT was already thought to be the world's biggest reception terminal for crude oil. Originally, two more of these massive terminals were planned for the Maasvlakte. Due to the oil crises, the mood changed from unbridled optimism to a certain pessimism; there would never be a need for extra capacity again. After close on forty years, the mood changed again to realistic optimism. Less North Sea oil is being shipped in and increasing volumes of crude oil are being imported from further afield (Russia, Middle East, Central Asia via Turkey, Africa). The tankers used for this purpose are much larger than the shuttle vessels used for the North Sea. In addition, more blending needs to be done than with the 'ideal' North Sea oil, due to the widely varying quality. Added to this, there is an emerging need for handling and storage capacity for Russian crude oil destined for other continents. From Russia they use relatively small ships (draught restrictions in Baltic). Over long distances, particularly to Asia, it is cheaper to use very large tankers. Rotterdam is the ideal hub for this. The planned Tankterminal Europoort West can satisfy this need. **Source : Port of Rotterdam Authority**



Rickmers-Linie upgrades India-Europe service

Project and heavy-lift specialist Rickmers-Linie said it is adding four ships to its India-Europe service to take advantage of an expanding market. Rickmers said it will operate the Linde and the Martin, both built in 2005, under long-term charter. Each ship has capacity of 12,800 deadweight tons and has two 120-ton cranes that can be twinned to lift 240 tons. The Linde's first eastbound sailing was in March, Journal of Commerce reports. The **Rickmers Yokohama** and **Rickmers Tianjin**, will be delivered from Xinshun Shipyard Group in China in May and July. The 17,000-dwt ships each have two 150-ton cranes and an 80-ton crane and can lift up to 300 tons by combining the two larger cranes. The India-Europe service operates eastbound and westbound and offers calls in Pakistan and the Middle East on inducement. The base ports served are Hamburg, Antwerp, Genoa, Mumbai and Chennai.

Rickmers said the ships will be smaller than the nine 30,000-dwt vessels operated on the line's round-the-world Pearl String service, which now will primarily serve the Middle East Gulf region. The carrier said the smaller ships have more flexibility to serve ports such as Mumbai, where locks restrict the size of vessels, and smaller ports. "We are seeing increasing demand for breakbulk space on this route," said Gerhard Janssen, director of marketing and sales. "Eastbound, we expect to be loading steel products as a base load, topping off with manufactured goods ranging from mobile cranes and mining products through to specialist railway and power generation equipment. Westbound, there

are more and more non-containerizable shipments as India's engineering and manufacturing capabilities develop." Janssen said the charter market for breakbulk vessels with heavy-lift gear has improved. "Only a year or two ago, all that was really available was old tonnage in need of retirement," he said. "Now there are a number of good modern ships available at reasonable rates. We still have four ships to be delivered after the **Rickmers Yokohama** and **Rickmers Tianjin**, and we are seeing a continued improvement of the market environment." Source : PortNews



Above seen the 2007 built yacht **ALFA NERO** leaving Grand Harbour, Malta from Grand Harbour Marina for sea trials on the 6th April, 2011. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Kenya's Mombasa port 2010 cargo volume up 12 pct

Container traffic through Kenya's main port, serving several countries in the region, grew by 12 percent in 2010 on the back of a resurgent global economy, its operator said on Wednesday. Traffic through Mombasa port is watched as an indicator of activity in the region's economies. Apart from Kenya, it handles cargo to and from Uganda, Burundi, Rwanda, South Sudan, eastern Democratic Republic of Congo and Somalia. The facility handled 695,600 20-foot equivalent container units (TEU), up from 618,816 in 2009 and way above its designed capacity of 250,000 TEU a year, Gichiri Ndua, Kenya Ports Authority (KPA) managing director, said in a report seen by Reuters. By weight, the container terminal handled 18.93 million tonnes, down from 19.06 million. "The decline was mainly attributed to reduction in relief-related imports as a result of improved food production," Ndua said. Transit traffic -- destined for countries other than Kenya -- rose 0.4 million tonnes to 5.3 million in 2010. KPA said Uganda took up 79 percent of the transit cargo. Ndua said productivity at the port improved in 2010 with the average container dwell time declining to 5.7 days from six days. "Ship turnaround time, however, increased to four days from 3.6 days due to ongoing rehabilitation of berths and the increased number of bigger container vessels served at the terminal," he said. "As the global economy recovers, the regional economies and trade are similarly expected to grow. This calls for measures to improve capacity, enhance cargo off-take and ensure seamless movement of cargo in the hinterland," Ndua said. Ndua said detailed designs and pre-qualification of firms to construct a second container terminal had been completed, with construction of the first phase expected to be done by 2015. KPA also hopes to dredge the port to a deeper 15 metres from 13 metres to enable bigger ships to berth. Zambia, Ethiopia and Malawi are also considering using Mombasa as a gateway for some overseas markets, the report said. Source: Reuters

Europe's leading weather company acquires offshore forecasting technology business

On 5th May 2011, **MeteoGroup** acquired **Nowcasting International**, a global weather forecasting company specialising in metocean solutions for the offshore industry. Founded in 1999 and with a customer base across the

whole maritime market from the North Sea to South East Asia and the Middle East, **Nowcasting International** brings over a decade of experience and global expertise. Specialising in innovative technology for offshore operations, Nowcasting International is also the developer of Nowcasting Pro, a cutting-edge product for delivering forecast information.

MeteoGroup, Europe's largest private weather forecasting company, has a specialist maritime division based in the Netherlands providing a full portfolio of marine services, including SPOS, the market-leading weather routing service for shipping.

MeteoGroup's marine forecasting skills will be combined with the expertise of Ireland-based Nowcasting International to create MeteoGroup Offshore, a dedicated division supplying market-leading meteorological and oceanographic products and services to the offshore industry.

Jennie Campbell, MeteoGroup MD commented: "The acquisition of Nowcasting International broadens our portfolio of services for the offshore industry and bolsters MeteoGroup's position as a leading supplier to this market. The addition of such an experienced team will enable us to really drive the business forward in this area."

Nowcasting International CEO, Mark White added: "This is an exciting time for both companies. Our mission has always been to provide customers with world class marine forecasting services through the application of innovative technology and we look forward to building on this strategy as part of MeteoGroup Offshore."

www.nowcasting.ie

www.meteogroup.com



The 2007 German built BC Ferry "**Coastal Renaissance**" in Active Pass on the run from Swartz Bay on Vancouver Island to Tsawassen, BC. Taken from the BC Ferry "**Spirit of Vancouver Island**". Photo : Sandra Attersley ©

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Oil-drillings starts in northern Barents Sea

One of the northernmost oil-drillings ever in the Arctic started this week, 250 kilometers of the coast of Finnmark. The only oil-company based in the Barents Region is partner. Optimism is again characterizing the petroleum industry drilling the northern areas after Norwegian oil major Statoil last month announced a large-scale oil discovery at the Skrugard field in the Barents Sea. Now, the only oil-company based with head-office in the Barents Region itself, North Energy, has started drilling at the Norvarg field. North Energy is based in Alta, Finnmark. North Energy is partner in the project together with Det norske oljeselskap, Rocksource and Total E&P Norge.

- In Finnmark it's terribly cold and terribly dark. There are hardly any roads. Those who know most about local conditions will have advantage of their knowledge of local transport and logistics, says Johan Petter Barlindhaug, Chairman of the board in North Energy.

The drilling just started at the Norvarg field and is North Energy's debut in the Barents Sea. The company has a 20 percent share in the field, while Total is operator. The companies use the semisubmersible rig West Phoenix for the drilling that has a planned duration of around 100 to 140 days.

North Energy says in a press-release that at least three of the planned drillings this year will take place in the Barents Sea. After Norvarg follows drilling at the Heilo and Zapffe fields.

- North Energy takes a very positive view on the promising discovery at Skrugard earlier in April this year. It shows that North Energy's belief in the prospectivity in the Barents Sea is right, says North Energy's CEO Erik Karlstrøm.

Source : [BarentsOserver](#)



The [Siva Emerald](#) arriving at Dunedin to load logs for Asia. Photo : [Ross Walker](#) ©

Study : Supports Philippine Ro-Ro Growth

Critics claim ports to connect 7,000 islands in archipelago too expensive. The expansion of the ro-ro modular port project initiated by former Philippines President Gloria Macapagal Arroyo is supported by a study released by the Asian Development Bank, which called it the best option to relieve difficult economic conditions in the island nation. The study conducted by the ADB claims that Strong Republic Nautical Highways, also known as the Ro-Ro Project, has contributed to the Philippine economy. The advent of ro-ro shipping allowed more direct connections throughout the 7,000 scattered islands of the Philippine archipelago, helping to increase ship calls throughout the islands, increasing competition, reducing turn around time, and reducing shipping costs by up to 40 percent, Jaime Jaime Faustino, project manager for the Asia Foundation, said in a statement. In the five years since a ro-ro port in Oriental Mindoro opened, cargo traffic grew by 1,780 percent. The number of rolling cargoes increased substantially from 9,269 to 75,517 or a 715 percent increase from 2003 to 2008, according to ADB. But support for building new modular steel ports has been divided. Proposals have been blocked by critics claiming the steel modular ports proposed by Eiffel, a French firm, are too expensive. The ADB study has renewed hopes that more ro-ro ports may soon become a reality in the Philippines. The French modular ro-ro port plan has been proven to offer the least cost to the government per one unit of ro-ro port, according to the study, which has been submitted to the Department of Transportation. A decision on the project is expected within the month. Source: [Breakbulk](#)



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One-Stop Solution

Kandla Port to rise capacity to 125 mln. tonnes by 2013-14

Kandla Port is set to increase cargo handling capacity from 85 million tonnes per annum (MTPA) to 125 MTPA in two-to-three years. "Work on seven more schemes is under progress. One has been taken up by the Railways. Two are under the process of approval and three under planning stages," Mr M.A. Bhaskarachar, Vice-Chairman, Kandla Port Trust (KPT), told Business Line today.

KPT is also gearing up to implement some projects by the end of 2011-12. These are the setting up of a Single Point Mooring and allied facilities off Veera in the Gulf of Kutch, barge handling facilities at Bunder Basin at Kandla Port on BOT basis, mechanisation of dry cargo berths and modification and strengthening of berths one to six to enhance service life, capacity and draught in Kandla Creek, he said. Out of the planned investments of Rs 5,286 crore, KPT will fund Rs 1,183.58 crore through internal resources and Rs 3,949.46 crore will be invested by the build-operate-transfer (BOT) operators. All these schemes would be completed by 2014-15, he said. KPT handled 81.88 MT of cargo in FY11 as against 79.5 MT in FY10, and is targeting to ramp it up to 100 MT by 2012-13. For this, the port has entered into agreement with concessionaires of three dry cargo berths at New Kandla and one barge jetty at Old Kandla to develop these facilities on BOT basis. The port will also sign agreement for the 14th berth, berthing facilities off Tekra, barge handling facilities at Bunder Basin, SPM and mechanisation of dry cargo berths by 2011-12. Mr Bhaskarachar said KPT is also planning to increase the draught along side the existing oil jetties number one to four and construct a new one to cater bunkering to the vessels.

Kandla Port has completed 10 of the 23 projects it undertook last year as part of the Rs 5,286-crore National Maritime Development Programme (NMDP). As part of the programme, KPT is investing Rs 755 crore for the development of four dry cargo berths (numbers 13-16) in the first phase on BOT basis. This is expected to add 8 MTPA to capacity by March 2014. KPT has inked concession agreements for cargo berths 13, 15 and 16 and is expected to do so for berth 14 by December 2011. As part of NMDP, KPT had planned to develop eight offshore dry cargo berths outside Kandla Creek at Tekra. Of these, work is on at different stages on berths 13 to 16 in the first phase. Under this, the dry bulk terminal will be capable of catering to four vessels up to 1,00,000 DWT at a time. With commissioning of the terminal the capacity of handling dry bulk cargo will increase by 14 MTPA. **Source : PortNews**

B O E K B E S P R E K I N G

Door : Frank NEYTS

“Het Oosterdok”

Bij Uitgeversmaatschappij Walburg Pers verscheen midden mei het boek “**Het Oosterdok. Verhalen van een Amsterdamse haven**”. De Vereniging Museumhaven Amsterdam (VMA) vormt al ruim 25 jaar een waardevolle en

levende herinnering aan de eeuwenoude havenfunctie van het Oosterdok. Het begon met het feit dat een groep enthousiaste eigenaren van historische vrachtschepen 25 jaar geleden de oostelijke tunnelpier tegenover het Scheepvaartmuseum kraakte en er met 20 varende monumenten de Museumhaven vestigde. Ter gelegenheid van het 25-jarig jubileum van de VMA verscheen nu deze rijk geïllustreerde boekuitgave "**Het Oosterdok. Verhalen van een Amsterdamse haven**". In het boek wordt het ontstaan en de ontwikkeling van het Oosterdok tot een belangrijke Amsterdamse haven ruimschoots beschreven. De geschiedenis en betekenis van de VMA wordt verteld vanuit verschillende standpunten; de oprichter, de bewoner, de restaurateur en de visionair komen aan het woord. En welke kansen bieden nieuwe stadsontwikkelingen voor de VMA?

"**Het Oosterdok**" (ISBN 978-90-5730-723-2) telt 96 pagina's, en werd als softback uitgegeven. Het boek kost 19.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

OLDIE – FROM THE SHOEBOX



Undated photo of a heavily damaged vessel (name ??) in the port of Valetta (Malta) – Photo : Gejtu Spiteri (c)

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.... PHOTO OF THE DAY



Hamburg Sud's **RIO DE JANEIRO** seen entering the Nieuwe Waterweg enroute the Eemhaven in Rotterdam
Photo : **Marijn van Hoorn (c)**

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