

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 131



### Number 131 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 11-05-2011

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**KOTUG's SD STINGRAY seen off Hoek van Holland**  
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## EVENTS, INCIDENTS & OPERATIONS



The **NORMAND CUTTER** seen passing Helsingborg / Helsingør on their way to Finland.

Photo : Per Körnefeldt (c)

## Bunker prices “eating up” tanker earnings

The rise of bunker prices has been steady during the past few months, making it even harder for tanker owners to cover their ships' operating costs, although they have been using this variable as a means of increasing rates (which determine gross freight). Although successful in many cases, this has merely held voyage returns stable (or at least offset the impact of bunker prices on voyage costs). From the beginning of the year, the average cost of bunker at key tanker refueling ports gained 33% to mid-week said the latest report from CR Weber.

“Observed as a percentage of gross freight on the TD3 VLCC benchmark, bunker costs averaged 57% during Q1. This level jumped to 75% during April and briefly touched as high as 84% earlier this week. Following the 6% decline in bunker prices from Wednesday to Friday on the back of a massive drop in crude prices, the bunker cost relative to gross freight on TD3 retreated to 74% on Friday and the TCE gained 40% accordingly. However, given the level of overcapacity in the VLCC markets, we note that since March even this has been insufficient to hold TCEs steady and as of earlier this week a fresh low of \$8,300/day had been realized. Although above voyage costs, at this level fixed operating expenses were not covered.

With little change to the overall market fundamentals the question on owners' minds will undoubtedly now be whether they can hold rates steady now that the TD3 TCE has risen to \$11,700 – a level which is close to operating costs. Although recent correlations observed would imply that rates (which determine gross freights) should be under negative pressure, it is important to note already many owners had already been refusing to trade cargoes given the inherent risk associated with moving vessels at earnings below operating expenses. Accordingly, if owners maintain the same degree of resistance then rates could well hold steady going forward.

From a separate perspective, the freight cost to charterers relative to cargo value is presently quite low—even following this week's decline in crude prices. For example, during January 2009, crude averaged \$40.38/bbl and freight



per barrel on TD3 averaged \$1.91. Today, crude prices are some \$57/bbl higher, compared to January 2009, but freight per barrel is \$0.33 lower” said the shipbroker’s analysis.

Meanwhile, in the freight markets, there were a total of 15 VLCC fixtures to report, 12 for discharge in the East, two in the west and one in the Red Sea. Of the Eastbound fixtures, China lead the discharge profile with a total of four—a level well off from the thirteen reported last week. Rates on the Eastbound route averaged just over a half point higher than last week, yielding a TCE of about \$8,500/day, a gain of \$100/day. The Westbound route traded down half a point w/w at ws37 and the TD1 TCE declined \$600/day to -\$2,400/day. The triangulated Westbound trade slipped \$800/day to average \$20,700/day.

To date, 72 Middle East May cargoes have been covered leaving a likely 43 remaining through the end of the month. Against this, some 65 double hull units are projected to be available through the end of the month. Though activity is likely to accelerate in the week ahead, whatever gains this might otherwise translate into are offset by the number of units available off prompt dates and the likely lower cost of bunkers. Activity in the Atlantic basin was slow with just seven fresh fixtures to report—Caribbean liftings accounting for more than half of these. Eastbound rates from the Caribbean were steady at the \$3.8m level. West Africa rates were supported by a stronger Suezmax sector, allowing for an uptick in both directions; Eastbound rates concluded at ws52.5 and Westbound at ws57.5. With the Suezmaxes stronger, the differential made VLCC attractive for coloadings and we note stronger inquiry for the larger tankers.

The Atlantic Suezmax market posted a slight uptick this week to the ws90 for trans-Atlantic business on the back of a slight improvement in demand. Although activity remained at week’s end, with increased competition from the VLCC class and easing bunker prices, rates should hold steady in the week ahead.

In the Caribbean Aframax market, a lengthening position list prompted a correction from ws115 to ws110 over the course of the week, whilst further prospective losses were offset by the higher cost of bunkers. With tonnage remaining in amply supply at week’s end relative to demand, the easing cost of bunkers could see the market break below the ws100 level in the week ahead. The Caribbean Panamax market saw fundamentals increasingly favor charterers as evidenced by one private cargo earlier in the week which was met with eight offers. On this basis, rates corrected by 7.5 points to conclude at the ws152.5 level. In the week ahead rates could soften further given cheaper bunker costs and the cheaper Aframax alternative. Reports of delays due to tank space and delays in the Mississippi river due to flooding, however, could imply a quick thinning of the position list, capping potential losses. An active week in the European Panamax market saw little movement in rates due to oversupply of tonnage. Rates shed 2.5 points to the ws132.5 level though but with tonnage now thinner rates are likely to hold steady at the start of the week ahead. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MAPLE OPAL** seen departing from Amsterdam – **Photo : Erwin Willemse (c)**

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The **RIJNBORG** seen enroute Rotterdam – Photo : Henk van der Heijden (c)

## Search and Rescue Operation in Tristan Da Cunha island

The **SHIANG MAN CHING** which is the sister vessel of the Taiwanese fishing vessel that exploded and sank on the South Atlantic ocean has arrived in Cape Town Harbour. The vessel docked 9 May 2011 at 09h00.

The **SHIAN MAN CHING** has 16 crew members from the sunken **LAI CHING** and is also carrying 6 bodies of the fishermen who died during the explosion on the **LAI CHING**. The 16 crew is not in need of any medical attention and they will be proceeding home to Taiwan. The **SAS ISANDLWANA** which picked up the 11 seriously injured fishermen in Tristan da Cunha is currently en route to Cape Town and is expected to dock in Simons Town today Wednesday the 11th at 08h00.

## Shipping giant battles pirates

**THE world's largest shipping company is stepping up efforts to battle piracy off the coast of Somalia.**

A.P. Moller-Maersk A/S, says the problem is becoming ever bigger and increasingly costly. Maersk's container freight division has raised the emergency risk surcharge on each 12 metre container shipped through risky waters to \$200-\$500 from \$100-\$400 in a move to pass on some of the rising costs to its customers, the unit's head of daily operations, Erik Rabjerg Nielsen, said. The risk surcharge hike reflected on one hand a spike in the number of piracy-

related incidents in the first quarter of 2011 and on the other, a massive increase in Maersk Line's cost burden related to piracy.



The **ANNA MAERSK** seen enroute Antwerp – Photo : **Henk de Winde** ©

The volume of Maersk Line's antipiracy-related costs was set to rise to an estimated \$200 million this year, from \$100 million in 2010, as its ships are forced to sail faster and longer to prevent hijackings, and its crews receive doubled salaries as compensation for the added work, Rabjerg Nielsen said.

According to the latest global piracy report from the maritime watchdog, the International Maritime Bureau, worldwide pirate attacks in the first three months of 2011 reached the highest quarterly number ever at 142. The sharp rise was driven by a surge in piracy off the coast of Somalia, where 97 attacks were recorded in the first quarter of 2011, up from 35 in the same period last year.

Worldwide, 18 vessels were hijacked, 344 crew members were taken hostage and six were kidnapped in the first quarter of 2011, the International Maritime Bureau recently reported. A further 45 vessels were boarded and 45 more reported being fired upon, it said. Maersk has now hired a former army major as anti-pirate chief, a first of his kind, who was to help develop a more firm strategy and lobby lawmakers and shipping peers for a tougher international stance on piracy. Source : [The Telegraph.com.au](http://TheTelegraph.com.au)



The **HOLMFOSS** seen enroute Amsterdam – Photo : **H.Blomvliet** ©



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Above seen the **ECO Vanguard** outbound from Melbourne off Sorrento 9-5-2011.

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©



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## ROUGH DAY IN CAPE LAMBERT



Above seen the **ZP Pannaworica** attaching her tow line to the departing MV **NSS Confidence** on a rough day at Cape Lambert berth 1, and left seen **ZP Lambert** just got her line attached for the berthing of MV **Anangel Merchant** to Cape Lambert berth 1. All taken from **RT Eduard** which makes up the three tugs at Cape Lambert for the time being.

**Photo's : Carl Jernert (c)**

# Petrobras' Oil Survey Ship Leaves Raukūmara Basin

**Petrobras' Oil Survey Ship Leaves Raukūmara Basin – Don't Come Back Now Y'Hear!**

Petrobras' announcement that its oil survey ship has left the Raukūmara Basin has opponents satisfied that protests on land and at sea have sent a loud, clear message to the oil industry that New Zealanders do not want deep sea oil drilling.

Navy ships with police have acted like private security for the Brazilian oil giant as they protected oil survey ship **Orient Explorer** from protests for over three weeks. Petrobras' permit to survey was for 45 - 60 days – but only 32 days were used overall the including days that protests and bad weather prevented surveying during that time.

"An early departure is a good sign regardless of the days used or not used," said Robert Ruha of te Whānau ā Apanui. "Te Whānau ā Apanui will continue to oppose deep sea drilling in its waters now and forever. We will continue to let the Government know that te Whānau ā Apanui will oppose this exploitation of the environment for as long as it takes, and in as many forms as that opposition is necessary, until deep sea oil drilling and inland mining in our tribal territory is off the agenda forever."

"This is a determined opposition, a united front against deep sea oil exploration that sent a clear message to international oil giants that New Zealanders do not want deep sea oil exploration", said Greenpeace Executive Director Bunny McDiarmid from sea as skipper on Tiamā. "Petrobras has witnessed first hand the extent and depth of anger and opposition to the Government's unjustified plans to open up New Zealand's waters to deep sea drilling."

"The Prime Minister says we need deep sea oil drilling to build a strong economy and create jobs - but it doesn't make sense. This is not regular oil drilling that we all know we will be doing for some time yet. This is frontier exploration, extremely risky because it is in waters too deep to easily fix even a simple mistake and we are increasing the risk by now inviting companies with dubious operating histories."

"We pay tribute to the determination of skippers and crew of the flotilla boats that have taken this important fight into the seventh week since departing Auckland on the 27th of March," she said.

This final seventh week of flotilla opposition follows announcements of deep sea oil drilling projects off Taranaki, Canterbury and Kahurangi and Abel Tasman National Parks and the Prime Minister's refusal to move on the issue in last Monday's meeting with East Coast iwi leaders. **Source : Scoop**



The **MSC IRENE** seen enroute Antwerp – **Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**



## CASUALTY REPORTING



### Light ships grounded at Manila Port due to storm signal over Metro

With Metro Manila remaining under Signal No. 1 due to Tropical Storm Bebing (international name: Aere), the Philippine Coast Guard will ground all ships weighing less than 1,000 tons and prohibit them from going to sea. "Ships with less than 1,000 gross tonnage are automatically barred from sailing in areas under Signal No. 1 under our maritime traffic rules," Lt. Cmdr. Algier Ricafrente, PCG spokesman, told the Philippine Daily Inquirer in a phone interview.

Ricafrente said no passenger ship has so far departed the Manila North and South Harbors since storm Signal No. 1 was raised over Manila on Sunday, although there were some cargo ships weighing more than 1,000 tons that did.

The Coast Guard official said sea travelers scheduled to leave Monday morning should keep in touch with their shipping lines to see if their trips would be allowed to push through. The Philippine Atmospheric, Geophysical and Astronomical Services Administration first placed Metro Manila under Signal No. 1 at 5 p.m. Sunday. The signal was retained over the metropolis in the agency's 11 p.m. bulletin. **Source : Philippine Daily Inquirer**

## NAVY NEWS

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### Germany opens World War II submarine yard as historic site

Germany's largest bomb-proof World War II submarine yard was opened Sunday to the public as a historic site. The Valentin Yard in the port city of Bremen is being redeveloped for tourists and students. People can even take a virtual tour inside the Bremen building, via its website.

The Nazis built submarine pens with thick, bomb-hardened concrete walls and roofs to protect U-boats under construction or repair from Allied air raids. Valentin was built as a submarine factory.

The structure, which is 426 metres long, 97 metres wide and 33 metres high, is the centrepiece of a 4-square-kilometre base. Work started on it in 1943. British bombers pounded it in March 1945 and the Nazis abandoned the project unfinished. The site is looked after by the political education department of the city state of Bremen. Mayor

Jens Boehrnsen said the site development must not glorify the Nazis in any way. An even bigger pen in Brest, France, has also been opened to the public.

Harry Callan, an 87-year-old Irishman who was taken by the Nazis as a 17-year-old seaman, recalled the regime of 14-hour working days, brutality and the paucity of food. 'They treated us like animals,' said Callan. 'We just got food and water and had to work till we dropped.' On any one day, 10,000 forced labourers and prisoners worked at the site. More than 1,300 died from starvation, sickness or execution.

Callan was ill, but survived until liberation because the camp doctor transferred him to gardening work at his own home and fed him. [Source : Monster&Critics](#)

## Jinxed nuclear submarine's malfunction could have killed its entire crew

The Royal Navy's latest £1.2 billion nuclear submarine, [HMS Astute](#), has been towed back to base after a malfunction which could have killed the entire crew, the Sunday Herald can reveal. The hi-tech stealth vessel was taken to the Faslane Naval Base on the Clyde late last Friday when it suffered "a technical issue with hydraulics", according to a Ministry of Defence (MoD) source.

"This needs to be fixed to make sure it can dive properly," the source said. "It could take days, or it could take weeks." Experts say that the boat's hydroplanes, which enable it to dive or surface, are hydraulically controlled. If they fail, the boat could be lost, along with its entire crew of 98. The ill-fated [HMS Astute](#) is infamous for being the scene of a fatal shooting a month ago when it was docked in Southampton, and for accidentally running aground off the Isle of Skye last October. The boat has been plagued by a series of other mishaps, including a fire, being hit by a falling ramp and problems with its toilets.

[HMS Astute](#) left Faslane on Wednesday for sea trials, but returned soon after just two days. One insider told the Sunday Herald that the captain, Commander Iain Breckenridge, had "no confidence in the performance of the vessel".

The nuclear consultant, John Large, who has advised governments on submarine safety, pointed out that the hydraulics that controlled the hydroplanes were "a fundamental safety system that can't be ignored". He said: "If you don't have the hydraulics, the boat could sink with all hands on board. It's a serious problem."

The danger that submarines like [HMS Astute](#) could have difficulties surfacing was highlighted in a secret report by the MoD's own nuclear safety watchdog. Commodore Andrew McFarlane, the chief defence nuclear safety regulator, warned that there was a "risk of multiple fatalities resulting from loss of depth control".

His report was released under freedom of information law with large sections blacked out. But researchers discovered that the censored text could be read simply by cutting and pasting it into a new document.

This revealed that British submariners were more likely to drown than their American counterparts if the reactor that powered their boat failed while they are under water. British submarines "accept a much lower reliability from the main propulsion system" and the back-up system "will not provide sufficient dynamic lift", McFarlane said. [HMS Astute](#) is the first of seven "state-of-the-art" [Astute class](#) submarines, which are being built at Barrow in Cumbria. They have been beset by delays and budget overruns, and could end up costing over £10bn.

The Royal Navy operates 10 other nuclear-powered submarines out of Faslane, including four Vanguard class boats, which carry Trident nuclear missiles. The Sunday Herald disclosed in April that one of them, [HMS Vengeance](#), had to cut short a training exercise in the North Atlantic when its propeller became blocked with debris. An MoD spokeswoman said: "We do not routinely comment on submarine movements." [Source : HeraldScotland](#)

## China adds South China Sea patrol ship

Chinese marine authorities on Sunday added a new ship to the fleet patrolling South China Sea. The 1,500-ton-class vessel, 88 meters long and 12 meters wide, was enlisted as the thirteenth patrolling ship of the South Sea fleet of the China Maritime Surveillance Force in the southern city of Guangzhou.

The ship will mainly be used to "protect the country's maritime interests, enforce maritime and environmental laws," officials said, adding that the ship, equipped with sound waves detector and analyzer, can also be used to conduct scientific research. The South Sea fleet now has 13 patrolling ships, two planes and one helicopter. China has a

coastline of 32,000 km and 350,000 square km of territorial seawaters and internal waters. It also has 3 million square km of its exclusive economic zone as recognized under the United Nations Convention on the Law of the Sea.

China's Ocean Development Report 2010 released last May said the country's maritime rights and interests faced complicated situations and safety threats which include sovereignty over islands, sea delimitation, sea resources disputes and terrorism. Source : Xinhua

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The TSHD **FRANCESCO DI GIORGIO** as seen from the TSHD **GERARDUS MERCATOR** in Bay of Sepetiba, Brasil.

Photo : Crew Gerardus Mercator ©

## First cruise ship of the season arrives at Aberdeen Harbour

Aberdeen Harbour will welcome ten cruise calls this summer, with four vessels making their first ever visit to the port.

The arrival of Noble Caledonia's MS **Quest**, a small expedition liner carrying up to 50 passengers, heralded the start of the cruise season on Friday (May 6). A unique small vessel weighing in at 1268 tonnes, she spent the day in Aberdeen before leaving to explore the Copinsay Islands off Orkney, Isle of Lewis, St Kilda and Oban amongst other destinations.

Other liners to visit the port over the summer include the MS **Silver Cloud**, **Le Diamant**, **Hebridean Princess** and **Europa** - all making an appearance at Aberdeen Harbour for the first time. The MS **Silver Cloud**, which boasts facilities such as a boutique, beauty salon, casino, pool deck and library, arrives on July 7, before departing later in the day to visit destinations including Lerwick, Isafjordur, Reykjavik and Dublin over the course of 13 days.

**Hebridean Princess**, a small but luxury vessel that normally sails the west coast of Scotland, arrives in Aberdeen Harbour on August 10, where passengers will disembark for a visit to Cairness House and a tour of the city. The liner



will depart on August 11 to take in the sights of Dundee before sailing to the East Neuk of Fife to circumnavigate the Bell Rock Lighthouse. Colin Parker, chief executive of Aberdeen Harbour comments: "We are looking forward to welcoming a number of cruise vessels this year, with four utilising the port for the first time. Aberdeen is an attractive destination and those onboard may be fortunate enough to be greeted by the dolphins welcoming committee who can often be seen at the entrance of the harbour.

"As with commercial vessels, we are continuing to see larger cruise liners calling in to port which is great for us and the city. The arrival of a high number of new vessels to the port demonstrates both that Aberdeen continues to remain a port of choice for cruise liners, in addition to our ability to provide a quality service, ensuring both repeat and new business."

Although Aberdeen is mainly a commercial port, handling more than five million tonnes of commercial cargo throughput a year, the cruise calls schedule for 2011 has been favourably received. Aberdeen Harbour is a member of Cruise Scotland, an organisation of 13 member ports working together to promote Scotland as a cruise ship destination for overseas travellers, and expand Scotland's market share by 10% year on year, for the next three years. The port is also a member of Cruise Europe, a long established organisation with similar aims for many European coastal states.



The **DUNKERQUE SEAWAYS** seen approaching Dunkerque - Photo : Lourens Visser (c)

## **Zim announced third India-Europe GRI**

Zim Integrated Shipping Services Ltd. announced last week a general rate increase on the westbound trades from the India subcontinent to Europe and the Mediterranean, the second GRI in one-and-a-half months and the third in 2011. The GRI will apply from May 15. The increase will be US\$250 per 20-foot equivalent unit. The GRI will apply to all cargo moving from India to ports in North Europe, the Mediterranean, Israel and the Black Sea region.

Source: Port2Port

## **Plenty of activity at the Breakbulk and Offshore Wind Terminal**

**Zeeland Seaports continues to develop more and more as operating base for project cargo**

The BOW terminal in Vlissingen's Westhofhaven really got under steam in the first quarter of 2011. The company, which began its operations in 2010, concluded various contracts at the end of last year for the handling, transshipment and storage of project cargo. BOW also expects to attract several projects for the period 2012-2014.

At the moment, BOW is providing support with the construction of three large wind farms close to the English coast. One of the projects was commissioned by Norway's Statoil, which is responsible for the development of the Sheringham Shoal Offshore Windfarm. This week, BOW was visited for the first time by the MS Oleg Strashnov, owned by the firm Seaway Heavylift, in connection with this project.

The **Oleg Strashnov** only went into service recently and called in Vlissingen during its maiden voyage, to pick up bedplates. With a hoisting capacity of 5,000mt and a length of 183 loa, it is one of the biggest crane ships of its kind.

The ship will make the voyage to Vlissingen more often in the coming period, because some 71 bedplates in total will have to be shipped in connection with the above-mentioned project.



In total, BOW will perform some 500 heavy lifts in 2011 for the offshore wind industry. This will involve a total of around 15,000mt. All told, the work will provide work for some 500 people. In connection with the expansion of its operations, the company took over a further 7 hectares of land from Zeeland Seaports at the beginning of this year.

Various wind farms are being built in the North Sea and the builders are starting to value the Zeeland ports more and more as the operating base for transporting the various components. Due to the open connection with the North Sea and a depth of 16.5 metres, with hardly any tidal restrictions, the Zeeland ports form an excellent operating basis for consignments to the wind farms in the North Sea. In addition to this, the companies which operate in the Zeeland ports are known for the quick and meticulous way they work and their customer-friendly, flexible and motivated attitude.

## Boskalis wins € 90 million worth of contracts in Nigeria

Royal Boskalis Westminster N.V. has recently been awarded a number of contracts in Nigeria with a total value of approximately € 90 million. The largest contract was awarded by Prodeco International Limited and involves dredging and reclamation works for the expansion of the Federal Lighter Terminal and the Federal Ocean Terminal in Onne Port, which is managed by Intels Nigeria Limited, a large logistic service supplier to the oil and gas industry.

Boskalis will reclaim approximately 180 hectares of land for the further development of the Onne Port Oil & Gas Free Zone. The material required for the reclamation works will be sourced from nearby creeks and rivers using a cutter dredger and a medium-sized hopper dredger. The project is set to commence mid-2011 and will last approximately two to three years. Three other recently awarded projects in Nigeria are related to construction of riverbed protection works, maintenance dredging of canals and land reclamation works - all in the Niger Delta. The Boskalis strategy is designed to benefit from the key macro-economic drivers that fuel global demand in our selected markets: global trade, increasing energy consumption, expanding population pressures and the challenges of changing climate conditions. These projects are driven by the need to expand port infrastructure to facilitate the export of oil and gas as well as to protect the shoreline from erosion.

## FIRST HEAVY LIFT FOR OLEG STRASHNOV



The **OLEG STRASHNOV** seen installing the Substation OS1 in the Sheringham Shoal Wind Farm  
Photo : Peter Hollander (c)

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## Norwegian bank looks for "ownership solution" for two seismic vessels

Norway's SpareBank 1 SR-Bank is looking for "long term ownership solutions" for two seismic vessels. Presumably that's bank speak for "looking for a buyer." On Friday, May 6, Artemis Shipping AS, which is wholly owned by SpareBank 1 SR-Bank, entered into an agreement with Bergen Oilfield Services AS (BOS) to take over the two seismic vessels "**Artemis Atlantic**" and "**Artemis Arctic**." At the same time, a charter agreement for both vessels was entered into between Artemis Shipping AS and Dolpin Geophysical AS for fixed contracts of four and five years respectively, including an option for two further options of two years each. The ships are described on the BOS website as **BOS Atlantic** and **BOS Arctic**.

**BOS Atlantic** is a "record breaking purpose-built 2D vessel, has been designed purely for 2D and small 3D marine seismic data acquisition, including long offset (12 km) streamer capability, while **BOS Arctic** is a high capacity 6



streamer 3D vessel towing Sercel solid streamers. BOS Arctic is a DPI vessel highly maneuverable and prepared to provide a full menu of geophysical solutions, including EM and OBS operations.

The purchase of the two vessels was agreed after constructive negotiations between the board of BOS and SpareBank 1 SR-Bank, which is one of BOS's largest creditors. This was as a result of the financial situation at BOS. SpareBank 1 SR-Bank has secured Artemis Shipping AS long term market financing of the vessels. For SpareBank 1 SR-Bank, this only involves restructuring of ongoing loan agreements that have already been entered into. During first quarter 2011, SpareBank 1 SR-Bank carried out write downs in connection with the group's overall exposure to BOS. The agreement regarding purchase of the two vessels will not involve SpareBank 1 SR-Bank in any further write downs. The purpose of the purchase is to secure temporary ownership of the vessels so as maintain ongoing seismic operations and to safeguard jobs, as well as to safeguard SpareBank 1 SR-Bank's interests. SpareBank 1 SR-Markets has been assigned the task of finding long term ownership solutions for the vessels. **Source : MarineLog**



The **MPI ADVENTURE** seen inbound for Harwich – **Photo : Andrew Moors (c)**

## Israeli ports handled TEU 601,000 in first quarter

Data published last week by the Shipping and Ports Authority ( S&PA), The Ministry of Transport and Road Safety, show that during the first quarter of 2011, the two main Israeli ports, Haifa & Ashdod, handled TEU 601,000. Haifa port company handled TEU 303,000 and Ashdod port company TEU 298,000. During the first quarter the two port unloaded TEU307,000 and loaded TEU294,000. The three maritime gateways handled a total of 10.97 million tons; Haifa port company handled 5.3 million tons; Ashdod port company 4.9 million tons; Eilat port company handled 443,000 tons and Israel Shipyards Ltd. handled 238,000 tons. The report noted that in total the four maritime gateways unloaded 6.2 million tons and loaded 4.7 million tons. During the first quarter, the ports handled 65,999 motor vehicles; Eilat port company handled 27,937 vehicles, Ashdod port company 36,724, Haifa port company handled 138 vehicles. **Source: Port2Port**

## EMERALD PRINCESS VISITS ROTTERDAM



Princess cruises **EMERALD PRINCESS** seen enroute the Rotterdam cruise terminal  
Photo top : Ruud Zegwaard - Photo below : Leo Verhoog (c)



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Hofpoort 16th Floor, Hofplein 20  
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



A specialized team lead by Fairmount Marine has completed successfully the tow, mooring and positioning hook-up of the floating production storage and offloading unit (FPSO) **Pazflor** offshore Angola. Earlier Fairmount's powerful tugs **Fairmount Expedition**, **Fairmount Glacier** and **Fairmount Alpine** have towed FPSO Pazflor from Korea to Angola. After arrival offshore Angola the 30 man team of Fairmount Marine connected the **FPSO Pazflor** to its moorings, while the three Fairmount tugs together with a fourth, chartered tug have kept the **Pazflor** in position. The mooring and positioning hook-up works took less than three weeks and all went according to planned schedule. The Fairmount Class tugs **Fairmount Expedition**, **Fairmount Glacier** and **Fairmount Alpine** have towed the FPSO **Pazflor** from Okpo in Korea over 11.000 miles to its destination offshore Angola. **Fairmount Alpine**, **Fairmount Expedition** and **Fairmount Glacier** have a combined bollard pull of over 600 tons. The long distance tow was done via Singapore and Cape of Good Hope.



„We are delighted to see that we have a happy client. With the successful completion of the towage, mooring, positioning and hook-up of the **FPSO Pazflor**, Fairmount Marine not only demonstrates that it is The Global Leader in ocean towage, but also that the Fairmount team is able to provide a whole range of integrated and highly skilled services to our

clients from towage to positioning and mooring,” says **Albert J. de Heer**, CEO of Fairmount Marine. **FPSO Pazflor** is one of the biggest of its kind, measuring 325 metres long, 61 metres wide and a towing draught of 8 metres. The unit is named to the **Pazflor** oil field, about 150 miles offshore Angola. The oil field of about 600 square kilometres at a depth of 1.200 meters is discovered in 2003 and operated by oil company Total. Once in service the **FPSO Pazflor** will produce 220.000 barrels crude oil daily. Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing. Fairmount Marine is part of Louis Dreyfus Armateurs Group.



## HAFENGEBURTSTAG HAMBURG 2011



Photo impression of the [Hafengeburtsfest 2011](#) which was held last weekend in the port of Hamburg  
Photo's : Nico Ouwehand (c)



## PPP makes it possible to increase cargo at Mozambique's port of Maputo

A Public-Private partnership (PPP) has been set up between Mozambican state rail and port company, Portos e Caminhos de Ferro de Moçambique (CFM) and South Africa's Grindrod and South Africa's rail administration in order to increase rail cargo at the Mozambican port of Maputo, CFM's chairman said, cited by Mozambican newspaper Notícias. Rosário Mualeia said it was necessary to provide conditions to increase the amount of cargo handled at the port given that over the last eight years investments there totalled US\$225 million.

The chairman of CFM also said that as a result of joint efforts it had been possible to carry 227,000 tons of coal and magnetite along the Ressano Garcia railroad, as compared to 277,000 tons in the same period of 2010. A private management concession on the port of Maputo was granted to the Maputo Port Development Company (MPDC) in 2000 and it started operating in 2003. In 2007 when new shareholders joined the company it was modernised, expanded and became more competitive. The government recently approved a concession contract for an additional 15 years starting in 2018 to allow for the execution of the Master Plan for Port Development, investments for which total US\$750 million by 2030. **Source: Macauhub**

# DISA

DISA MARITIME BVBA

Ketelaarstraat 5c  
B2340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88

[www.disamaritime.com](http://www.disamaritime.com)

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## Nieuw cluster voor boord-boordoverslag (of: Boord-boord scoort)

Donderdag 12 mei worden in het Calandkanaal vier ligplaatsen aan palen officieel in gebruik genomen, de officiële ceremonie begint even na 15.30 uur. Ze vindt plaats op de Rozenburgse landtong, havennummer 5325. Schepen van 70 tot 380 meter kunnen hier in vrijwel alle omstandigheden natte- en droge bulk boord-boord overslaan. Lengte en diepgang, tot bijna 23 meter, zijn voldoende voor de grootste schepen ter wereld. Eén van de ligplaatsen is bovendien zeer geschikt voor offshore-eenheden. Er is veel belangstelling voor de openbare ligplaatsen als aanvulling op de terminals en als alternatief voor de lastig beheersbare boord-boordoverslag op zee. Het Havenbedrijf Rotterdam investeerde circa vijftien miljoen euro in de vier ligplaatsen.

De vier ligplaatsen, palen met de nummers 78, 79, 80 en 84, zijn openbaar en worden geboekt via internet <http://www.portofrotterdam.com/en/Shipping/sea-shipping/Pages/boeien-en-palen-80.aspx>

Ze zijn, met een zekere specialisatie, geschikt voor alle soorten schepen en lading: ruwe olie, olieproducten, gasolie, chemicaliën, LPG, droge bulk, enz. Palen 78 (70 tot 140 meter) en 79 (120 tot 230 meter) zijn speciaal ingericht voor boord-boordoverslag tussen kleinere zeeschepen, zoals LPG- en chemicaliëntankers en droge-bulkschepen. Palen 80 is bestemd voor boord-boordoverslag van en naar Very Large Crude Carriers (VLCC's) en Capesize-schepen tot 380 meter lengte. Dit kan ook op palen 84, met een diepgang van 23,65 meter primair een locatie voor werkzaamheden aan offshore-objecten. Het is een aanvulling op dienstverlening en industrie in het Rotterdamse offshore en reparatiecluster. Objecten kunnen er kortstondig wachten, gereed worden gemaakt voor een nieuwe opdracht of getest worden. In de resterende tijd kunnen hier VLCC's en Capesize-schepen afmeren. Alle vier de palensets zijn ook beschikbaar als kortstondige wacht-, reparatie- of bunkerplaats.

Ten opzichte van overslag op zee hebben de nieuwe ligplaatsen veel voordelen. Men is onafhankelijk van het weer en kan continue werken. Dit spaart tijd en biedt prestatiegaranties, belangrijke factoren voor de handelssector. In de haven zijn bovendien alle faciliteiten en vormen van dienstverlening direct bij de hand en kunnen incidenten sneller en beter bestreden worden. Mede vanwege de incidentbeheersing wordt de regelgeving voor overslag op zee steeds strenger gereguleerd.

Hoewel de palen geschikt zijn voor allerlei soorten goederen, zijn en blijven olieproducten de belangrijkste groeiemarkt. De productie verschuift naar de bron en ook moet de wereldwijde onbalans tussen productie en afzetmarkten hersteld worden. Handel en vervoer krijgen zo een steeds grotere rol. Rotterdam is daarvoor hét draaipunt: voor tussenopslag en menging van olieproducten op specificatie en voor het rechtstreeks overslaan tussen kleinere en grotere zeeschepen. De ligplaatsen zijn een uitbreiding van en aanvulling op de talrijke faciliteiten van tankterminals en raffinaderijen. Zij en de andere dienstverleners kunnen vraag en aanbod beter combineren. Tankers die bij de

terminals leegkomen worden aan de palen weer boord-boord beladen en vice versa. Voor schepen met droge bulk ligt het accent op het lossen. Kolenschepen bijvoorbeeld, die vol beladen te diep steken voor het rechtstreeks aanlopen van andere havens in Noordwest-Europa, kunnen eerst in Rotterdam aan de palen een deel van hun lading overzetten in binnenvaartschepen en coasters.

In totaal zijn er 21 boeien en palen voor boord-boord overslag, verspreid over de Waalhaven, Pernis,

De totale overslag op boeien en palen schommelde tot 2007 jarenlang rond de 10 miljoen ton. Vooral door de ingebruikname van Palen 80 is de overslag opgelopen tot 16 miljoen ton in 2008. Door de economische crisis is de boeienoverslag in 2009 van vooral droge bulk drastisch teruggevallen.

Overslag boeien en palen (in miljoenen tonnen)

2006	9,5
2007	10,6
2008	15,8
2009	13,5
2010	14,6

Sinds de komst van palen 80 vindt de meeste overslag plaats in de Europoort, vooral in olieproducten. Andere goederensoorten zijn agribulk in de Waalhaven en overig droog massagoed in de Botlek. De overslag van overig nat massagoed is vrij stabiel met circa 1 miljoen ton, vooral in de Botlek en in toenemende mate in de Europoort.

De top drie van overslaglocaties (Palen 80 Calandkanaal, B29 Waalhaven en B66 Botlek) is goed voor ca. 60% van de totale overslag op boeien en palen. Voor de top vijf, inclusief B62 Botlek en B26 Waalhaven, loopt dit verder op tot 75%. Dit zijn de locaties voor diepstekende, dus grotere schepen. Op de overige boeien worden de kleinere schepen geacommodeerd. Ook worden de kleinere boeien méér gebruikt om te wachten, repareren en bunkeren.

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**.... PHOTO OF THE DAY ....**





The **CAP MONDEGO** seen in Lyttelton – Photo : Alan Calvert ©