



**Number 133 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 13-05-2011**

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<b>SHORECRANES UP TO 208 M / TONS</b>		
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**The rigging team of the Huisman 5000 tons crane onboard the BOREALIS in Singapore complete the job without any accidents**

**good job guys well done !!**

**Photo : Robin van Singerwood (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **STX OROILE** round the Hovell Pile Port Phillip Bay Victoria 9 May. - **Photo : William Barber (c)**

## Holidays in Asia slow down new building ordering activity

With Golden Week and National Holidays in both Japan and Korea this week, shipbuilding orders have taken a step back, as evidenced also by the fact that the only major newbuilding deal reported, involving Hellenic ship owners was the one where Med. Maritime contracted three more 1,700 teu container ships. According to the latest weekly report from Clarksons, the market has been a little subdued in terms of activity in the Far East. Nevertheless - there continue



to be reports of new business being concluded, with the container sector continuing to dominate the bulk of new orders in accordance with the broad trend of the year. "Whilst this interest in the container sector has been well received and assimilated by those yards with good Container experience - it has meant that shipyards have been forced to re-evaluate their existing position on Dry and Wet - and this has in turn lead to a more innovative drive to improve design concept and efficiency for both dry and wet sectors - in an attempt to re-invigorate interest in these sectors.

As a direct response, efficient ship designs have become an increasingly important factor in winning new business, especially in light of the continuing rise in bunker pricing and consequent operating costs. We continue to see the yards and design houses work to develop these new designs, in which improvements to Fuel consumption and efficiencies are being witnessed through new hull forms, utilising new engine types and many other innovations. As, or when, appetite returns to these sectors, it should be anticipated that the yards to have done the most in terms of developing these designs will be the ones best placed to benefit from any changes to the current demand cycle" said Clarksons. In a similar report on the newbuilding market, Piraeus-based shipbroker Golden Destiny said that after almost three weeks of intense activity the ordering sentiment has cooled off in the bulk carrier segment with containers looming as the protagonists of the newbuilding scene. The week ended with 37 units reported on order, equalling to a total deadweight of around 3,2 mil tons, representing a 43% negative w-o-w change. The total invested capital of this week is more than \$2,2 bn of dollars with containers grasping the 62% share of the total ordering activity. The offshore segment has been on the sidelines, while no ordering interest has been revealed for the gas carriers. However, market holds an optimistic view for further newbuilding business in the LNG or LPG segment.

In terms of reported business; In Containers, Hanjin Subic are reported to have won an order from Zodiac Maritime for 4 option 2 vessels of their 6,600TEU container design with the vessels scheduled to deliver within 2013 and 2014. Zodiac are also reported to have signed a deal at Daewoo Mangalia for 4 option 4 vessels of 9,000TEU in size with the firm vessels again due for delivery within 2013 and 2014. SITC have also been busy and have increased their order for 1,100TEU containerships at Yangfan, originally 8 vessels signed last year to a total order of 10 + 6 units due for deliveries throughout 2013 and 2014 at a price in the region of USD18.1 Mill pre vessel. In Dry, KC Maritime are reported to have signed 2 option 2 x 82,000dwt Kamsarmax Bulk carriers at Daewoo Mangalia set to deliver in 2013. Yangfan meanwhile have won more business, this time with Hongxiang for 2+2+2+2 x 205,000dwt Capesize bulkers to deliver from End 2012 and through 2013. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **TIMSAH 7** seen operating at the Petrobell terminal in Abu Redis (Egypt) – **Photo : Piet Sinke (c)**

## Radioactive incident icebreaker back in port

Nuclear powered icebreaker "**Taimyr**" back in Murmansk after a voyage in slow-motion from the ice-covered Kara Sea. Russia's river-icebreaker "**Taimyr**" was last Thursday reported to have a leakage of cooling water from one of the pipes in the reactor compartment. The icebreaker, at that time operating north of Dudinka in the Yenisei river, had to abort her mission and started the voyage towards the homeport in Murmansk on the coast of the Kola Peninsula.

It takes time to cool down a uranium fueled reactor that has been operating for a long winter season in Russia's Arctic waters. Therefore the reactor reduced its power before the weekend, according to Rosatomflot, the federal operating company of the nuclear powered fleet. Likely, it was also powered down due to fear of more leakages than the 20 to 30 liters' per day said to be the case when the detection system in the air cleaning facilities first discovered radioactive gas.

The Norwegian coastal administration's vessel traffic service in Vardø on Norway's easternmost point to the Barents Sea has been tracking the ill-fated Russian icebreaker since the radioactive incident was reported by BarentsObserver last week. Satellite plots from Vardø showed that "**Taimyr**" was assisted by another of Russia's nuclear powered icebreakers through the ice-covered Kara Sea. The icebreaker "**Rossia**" escorted "**Taimyr**" into the Dolgoy Bay on Vaigach island on Friday evening. Other sources that have been tracking the icebreakers with the help of the same satellite surveillance system as the Norwegian coastal administration uses, says to BarentsObserver that the icebreakers for one or another reason stayed in Dolgoy Bay for 24 hours, before again started to sail towards Murmansk, now with reduced speed crossing the Barents Sea.

In the eastern part of the Barents Sea, "**Taimyr**" and its escorting "**Rossia**" icebreaker were met by "**Yamal**", a third of Russia's nuclear powered icebreakers. "**Yamal**" came up from the White Sea and took over for "**Rossia**" that turned around and sailed towards the Kara Sea again.

With reduced power on the reactors and the diesel engines running, "**Taimyr**" sailed into the Kola bay last night.

Since its initial press-release last Thursday and updated on Friday, Rosatomflot has not issued one single statement regarding the radioactive leak, the fate of the cooling pipe, or any other information about the incident. Local media in Murmansk, do however report that Atomflot will hold a press-conference later on Wednesday regarding the situation with the nuclear powered icebreaker.

In the mean-time, the incident with "**Taimyr**" has got world-wide media coverage and the Norwegian Radiation Protection Authorities has even issued a statement where it says that they follow the situation. Local environmental and radiation experts in Murmansk are also concerned: -Today its micro-cracks, tomorrow it could be something more serious, says director of Bellona Murmansk Andrey Zolotkov commenting on the cracks in the cooling pipes leading to the small increase in levels of radioactivity in the air-ventilation system of the reactor compartment on the "**Taimyr**" icebreaker.

- Now we need to examine how reasonable it is to prolong the operational periods of (such) reactors, says Zolotkov. "**Taimyr**" was built in Finland in the late 80ies and is today 23 years old.

According to Bellona, this is the second leak in the cooling system discovered on "**Taimyr**" – a similar leakage was discovered a year ago also. Some few years ago, such leak was also discovered in the cooling system of the icebreaker "**Arktika**" – Russia's first nuclear powered icebreaker to sail to the North Pole.

### Nuclear port since 1959

RTP Atomflot, where "Taimyr" now is at port, is located in the very northern part of Murmansk city, the largest city north of the Arctic Circle with 309,000 inhabitants. The Murmanskers are used to have nuclear powered vessels near their flats. All since the Soviet Union launched its first nuclear powered icebreaker "**Lenin**" back in 1959, such vessels have been based in Murmansk. Also, many of the Northern fleet's nuclear powered submarines have earlier been at repair in the docks of naval yard No. 35 – also named **Sevmorput** – in the northern part of Murmansk harbor. Further north on the Kola Peninsula coast, the Northern fleet still has several bases for nuclear powered submarines and some few yards for repairing.

A public information sign down-town Murmansk informs the locals every day about temperature, wind-direction, air-humidity and, yes, about today's levels of background radiation! The repair work in the reactor compartment's cooling system onboard "**Taimyr**" will start as soon as the reactor is cooled down. So far, nothing is said on how long time this work will take.

However long it takes to repair the leak in the cooling pipes, the lack of "**Taimyr**" in operation will likely have no implications for this season's sailing along the Northern Sea Route. Rosatomflot has one sister-vessel similar to "**Taimyr**" – the "**Vaigach**" with same capabilities to break ice in shallow waters. Also more powerful icebreakers, like "**Rossia**", "**Yamal**", "**50 years of Victory**", and "**Sovyetysky Souz**" will assure enough ice-breaker capacity for the season. **Source : BarentsObserver**



The **HACHINOHE MARU** seen entering the Ijmuiden locks – Photo : Marcel Coster (c)

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The **COSCO Antwerp** seen assisted by the tugs **Smit Orleans** and **Smit Star** departing from Prince Rupert  
Photo : Capt. Ed Lien (c)



## Container firms passing on record bunker fuel costs to clients

Global container shipping firms are passing on record bunker fuel costs to retailers, manufacturers and other clients reliant on vessels for exporting their goods, an industry consultancy group said on Tuesday, Reuters reports.

Singapore's benchmark bunker fuel price BK380-B-SIN surged to 2-1/2 year highs last month in tandem with a rise in Brent crude futures to \$127, the highest since August 2008.



Both markets, however, have since plummeted with bunker prices down nearly 8 percent last week following a broad sell-off in commodities.

The world's leading container lines, including A.P. Moller Maersk (MAERSKb.CO) and Mediterranean Shipping Company (MSC), have been able to protect their profit margins from volatile fuel costs through bunker adjustment factor (BAF) clauses contained in contracts with customers.

Exporters face average bunker fuel costs of around \$776 per twenty-foot equivalent unit (TEU) for a container vessel travelling from Asia to Europe in June. That is up from the previous record of \$766 in September 2008, according to a poll of 12 carriers by leading consultancy group Alphaliner.

**The MAERSK KALMAR**  
**Photo : Jacco van Nieuwenhuyzen**

"BAF has remained a bone of contention for shippers, who argue that it is used by shipping lines to generate additional revenue," Alphaliner said in

its weekly newsletter. "Carriers maintain that it is used to recover additional bunker costs linked to unexpected fluctuations in the price of fuel."

Bunker surcharges ranged between \$703 per TEU, charged by Japan's Nippon Yusen Kaisha, to \$832 from Tokyo's Mitsui-OSK Lines. Despite passing on record high bunker fuel costs to their customers, carriers still faced freight rates at multi-year lows. Spot rates from the Far East to North Europe have tumbled to \$900 per TEU, down from above \$1,300 earlier this year, due to an oversupply of vessels, traders said.

"So far we do not see any interest in reducing capacity on the Asia-Europe routes and we do not expect to see any laying up to happen in the coming weeks," said GFI Brokers in its weekly note. "We reckon no carrier will take any action to adjust capacity before the middle of the third quarter." Overall capacity on the Asia-Europe trade route has increased by 6 percent since March following the introduction of three new high capacity strings, Alphaliner said.

Source : PortNews





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## Report faults captain in tugboat grounding

**BLIGH REEF: Lack of crew communication about boat position, course is cited.**

The captain of a tugboat that ripped open on Prince William Sound's Bligh Reef in 2009 was unaware of the boat's position when he put it on a crash course with the infamous and well-known navigational hazard, according to a Coast Guard report.

Capt. Ronald Eugene Monsen changed the tugboat *Pathfinder's* course, increased its speed and was playing a computer game just before it ran aground the night of Dec. 23, 2009, the report says.

The Crowley Marine Services tugboat spilled about 6,400 gallons of diesel fuel from tanks torn open in the grounding.

Two decades earlier, the Exxon-Valdez oil tanker ran aground on the same reef, dumping more than 11 million gallons of crude oil. The environmental disaster that ensued -- the largest ever in United States waters until the 2010 Deepwater Horizon spill last summer -- led to increased safety patrols in Prince William Sound, including the ice-scouting runs by tugs like the *Pathfinder*.

According to the Coast Guard investigation report set to be published this week, the *Pathfinder* was scouting for icebergs near Bligh Reef about 5 p.m. with the captain in control of the boat. Monsen told investigators he did not check the boat's location and did not look at its radar when assuming command between 5 and 5:30.

The crew was under orders to give a report on any ice observed in the area at 6 p.m. Monsen turned control over to the second mate and went below to eat dinner between 5:30 and 5:45 without relaying the tug's location, direction of travel or speed, the report says. His failure to provide and log that information was one of numerous violations of company policy, according to the report.

When he returned to the bridge, Monsen checked the boat's GPS, then moved to a computer that forced him to face the stern of the vessel. He told investigators he checked the weather, checked his email and resumed a game of either solitaire or hearts on the computer, according to the report.

At about 6 p.m., the second mate gave the boat's final report on ice: There was none. They were cleared from the patrol and asked to return to Valdez. Monsen reached across the second mate, who was sitting at the operator's station, and pushed the boat's throttle to "all ahead full." He also changed their course and resumed playing hearts on the computer, the report says.

"He admittedly didn't have an idea as to where they were prior to the course change," the report states. "The fact that he went to the computer to play video games after a course change further aggravates the situation and amplifies the lack of attention on the bridge between the Master and Second Mate." The Coast Guard said the captain was unclear in his orders about who would be in control of the boat for the voyage home.

As the second mate attempted log their position, it appears he did not tell the captain about his concerns that they were not on the correct course. But it was too late: The tug soon rammed into Bligh Reef. Monsen was set to retire after 33 years in the industry and 10 on the *Pathfinder*, according to the Coast Guard report. Instead, the captain

and an unnamed second mate were fired following Crowley's internal investigation, said the company's vice president of operations, Charlie Nalen, by phone from Valdez. Both men failed to follow basic navigational practices, Nalen said. They also violated company policies about communicating vital information with each other during the boat's operation, he said. "It's not what we're about," Nalen said. "That's not how Crowley operates vessels." **Source :** [adn.com](http://adn.com)



The **MAERSK VENICE** seen outbound from Rotterdam – Photo : Joost Roeland (c)

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



Above seen the tug **EAST** of **Avra Towage**, leaving Brest with **TEJARO** bound for Tema (Ghana)  
Photo : Jacques Carney ©

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## A P Moller- Maersk reports 82% profit growth in Q1 2011

A.P. Moller Maersk has reported 10% growth in revenues in January to March 2011 to USD 14.5bn (USD 13.2bn), primarily due to higher container freight rates, container volumes and oil prices. The profit for the period increased by 82% to USD 1.2bn (USD 0.6bn) and was driven by better operational performance in most business units. The Group's ROIC (Return on Invested Capital after Tax) increased to 11.7% (7.6%).

"We have had a good start to the year and are very satisfied with the results. Our businesses have performed very well, even as tanker rates have remained low and container rates have been decreasing during the period. In the past six months we have made significant investments in ships, terminals, drilling rigs and oil fields. These reflect our continued strong confidence in the long term future of our markets and not least our ability to continue to compete successfully," says Group CEO Nils S. Andersen.

The container activities made a profit of USD 438m (USD 169m) and a ROIC of 10.2% (3.9%). The number of containers carried increased by 5% to 1.84m FFE, while the average freight rate of USD 2,908 per FFE was 2% higher than the same period last year.



The **RICHARD MAERSK** seen outbound from Rotterdam – Photo : Henk van der Heijden ©

Maersk Oil made a profit of USD 512m (USD 450m) and a ROIC of 44.1% (35.2%), positively affected by a 38% higher average oil price at USD 105 per barrel, partly offset by tax rate increase in the UK. The Group's share of oil and gas production declined by 13% to 30 million barrels, primarily due to higher oil prices as well as reduced investments and costs in Qatar. Exploration costs of USD 141m were at the same level as last year.

-The result for terminal activities was a profit of USD 139m (USD 114m). Container throughput increased by 8% to 7.8m TEU and ROIC increased from 8.8% to 11.6%, primarily through efficiency gains and cost reductions.

-Tankers, offshore and other shipping activities made a profit of USD 213m (USD 115m) and a ROIC of 5.9% (3.1%). The Group is seeking to divest Maersk LNG.

- Retail activity made a profit of DKK 331m (DKK 352m) and a ROIC of 8.5% (10.5%). The divestment of Netto Foodstores Limited, UK was completed in April 2011 with a USD 0.7bn gain, corresponding to DKK 3.8bn, that will be recorded in the second quarter 2011.

- Other businesses made a profit of DKK 241m (DKK 97m) and a ROIC of 4.5% (1.9%).

-Cash flow from operating activities was USD 2.3bn (USD 2.1bn), while cash flow used for capital expenditure was negative by USD 1.2bn (negative by USD 1.2bn). The Group's free cash flow was USD 1.0bn (USD 0.9bn) and the net interest-bearing debt was reduced to USD 11.3bn.

### Outlook for the full year 2011

The Group still expects a result lower than the 2010 result, as stated in the annual report for 2010, including the USD 0.7bn gain from the divestment of Netto Foodstores Limited, UK.



The **MAERSK ALGOL** – Photo : Henk de Winde ©

The Group expects the global demand for seaborne containers to grow by 6-8% in 2011. The global supply of new tonnage is expected to match or grow more than the freight volume especially on the Asia to Europe trade. The Group expects freight rates to remain under pressure short term, but see a stronger market in the second half year, while increased bunker and time charter costs are expected to continue to impact margins negatively. The Group's container activities expect a satisfactory result, but below the 2010 result.

Maersk Oil expects a result below the 2010 result, based on a higher level of exploration activities, a share of oil and gas production of around 120 million barrels which is 13% below 2010, and an oil price of USD 100 per barrel. The outlook for Terminal activities, Tankers, offshore and other shipping activities, Retail activity and Other businesses is expected to be above 2010.

Cash flow from operating activities is expected to develop in line with the result, while cash flow used for capital expenditure is expected to be significantly higher than in 2010. The outlook for 2011 is subject to considerable uncertainty, not least due to developments in the global economy and global trade conditions. The oil price has been affected by political unrest in North Africa and the Middle East and the outcome can have material impact on the Group's result.

## CASUALTY REPORTING



## IEVOLI BLACK in collision with OSTEREMS



2010 built Anchor handling fire fighting **Ievoli Black** came in contact with the 1991 built fishing vessel **Osterems** off Helder May 10<sup>th</sup> around 0200 hrs. There were no injuries reported due to the incident. The tug was five miles Northwest of Vlieland as standby for maritime accidents, while the trawler was just leaving the Port of Oudeschild en route to the fishing grounds during the incident.

Photo : Ron Damman  
[www.newdeep.nl](http://www.newdeep.nl) ©

The **Osterems** came in contact with the tug amidships on the port side. The **Osterems** sustained a hole above the waterline of about two feet length ,several dents and scratches as well as damage to its fishing gear. The tug was

damaged by the boom of the trawler which slipped over the deck, destroying its equipment. After the collision, both the vessels were able to reach the Port of Den Helder with their own power. The tug **Ievoli Black** was berthed at the Naval Harbour Willemsoord around 0600 hrs. The incident is being investigated by the water police. Source : Lloyds

## NAVY NEWS



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## Navy Ship HMNZS Otago Conducts First Pacific Patrol

Offshore Patrol Vessel, **HMNZS OTAGO**, sailed on its inaugural deployment to the South Pacific. Under the command of Lieutenant Commander Simon Rooke, **OTAGO** and its ship's company will be visiting Raoul Island, Tonga, Samoa, The Tokelau Islands, Rarotonga and Niue over 38 days.

While in the South Pacific the ship will be undertaking a range of activities including maritime security and surveillance patrols, humanitarian aid disaster relief activity, military and diplomatic engagement within the region and working with Pacific Island states to undertake fisheries surveillance patrols in support of the Forum Fisheries Agency.



**OTAGO** will also be involved with diverse tasks including: sea riding opportunities and engagement with the Mutual Assistance Programme, hosting 11 artists sponsored by the Pew Environment Group, and providing logistical support to the Department of Conservation amongst other diplomatic engagement activities with the Pacific Island Nations.

Concurrent with these activities, the ship will continue to undergo sea trials and continuation training both at sea and alongside in order to contribute to the full release of the Offshore Patrol Vessel's capability.

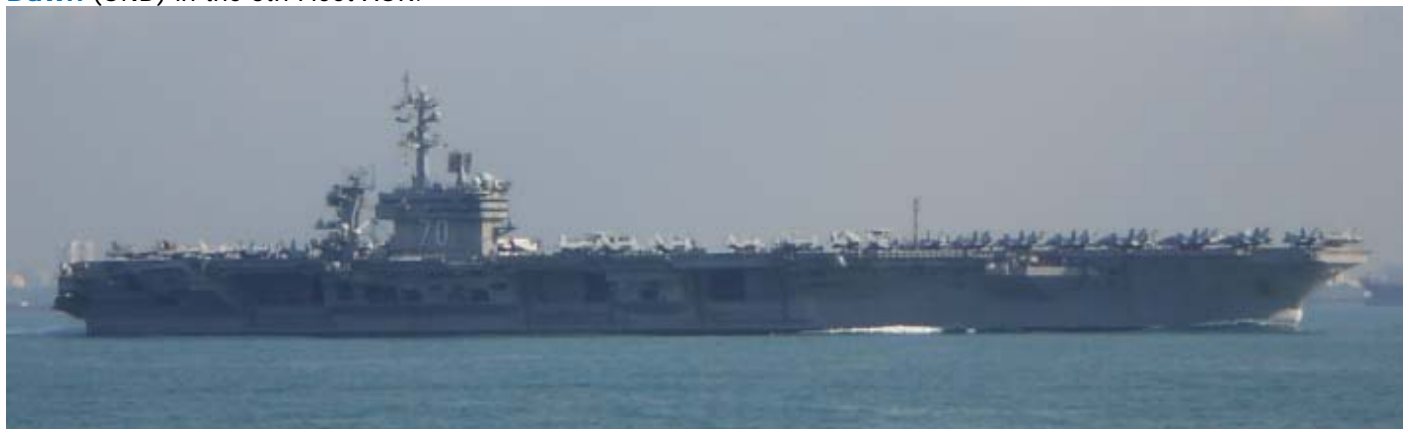
"This is the first international deployment for **OTAGO** which offers a new capability in supporting New Zealand's Pacific Island neighbours" said Lieutenant Commander Rooke. "The voyage will offer up some challenges for all of us and is a chance to demonstrate how our new ship can operate in the heat of the tropics."

"We are also looking forward to interacting with ships from the nations we are visiting to enhance our ability to operate together for activities such as Search and Rescue and Resource protection." **Source : Voxy**

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## **Carrier Strike Group One Arrives in 7th Fleet**

US Carrier Strike Group (CSG) 1 returned to the 7th Fleet area of responsibility (AOR) May 6 after spending 95 days supporting maritime theater security operations for **Operation Enduring Freedom** (OEF) and **Operation New Dawn** (OND) in the 5th Fleet AOR.



The **CARL VINSON** seen passing the Singapore Straits eastbound May 6<sup>th</sup>

The Nimitz-class aircraft carrier **USS Carl Vinson (CVN 70)** is deployed with **USS Bunker Hill (CG 52)**, Destroyer Squadron 1 and Carrier Air Wing (CVW) 17. CSG-1 will reunite with **USS Stockdale (DDG 106)** and **USS Gridley (DDG 101)** which remained in Seventh Fleet during the deployment.

For OEF and OND, **Carl Vinson** and CVW 17 flew 1,656 combat sorties, logging a total of 9,140 hours of flight time. For OEF, the ordnance expenditure added up to 33 bombs and 2,970 rounds of 20mm ammunition. Carrier Strike Group 1 (CSG-1) is led by Rear Adm. Samuel Perez.

"Every member of the strike group played an important role in our 5th Fleet Deployment. Our Sailors thwarted piracy, advanced partnerships in the region and supported our ground troops in the fight against insurgents," said Rear Adm. Samuel Perez, Commander, CSG-1. "From the most junior airman to the most senior pilot, Carrier Strike Group 1 Sailors played a vital role in achieving 5th Fleet Theater objectives."

"We have completed, in fine fashion, our operational tasking in protecting our men and women on the ground," said **Vinson** Commanding Officer Captain Bruce Lindsey. "The Sailors have worked hard every day, and have done a fantastic job."

On the last day in the 5th Fleet AOR, CSG-1, in coordination with international forces, prevented a pirate attack against the Chinese owned and crewed **M/V Full City**.



The **BUNKER HILL** seen escorting the **CARL VINSON** in the Singapore Straits Eastbound May 6<sup>th</sup>

With the major operational tasking complete for **Carl Vinson's** Western Pacific deployment, there remain several tasks for Vinson and CVW 17 Sailors to complete. While in the 7th Fleet AOR, the Strike Group will conduct routine exercises with their allies and partners and visit ports around the region. "We have a little more to finish for this deployment, and there's not a doubt in my mind we'll finish with style, grace and professionalism," said Perez. **Source : US Navy**

## SAS Isandlwana returns to base after successful mission.

By : Bob Johnston (c)

11th May 2011, saw the safe return to Simon's Town Naval Base of the **SAS Isandlwana** after carrying out a very successful rescue mission that started on 29th April.



The Taiwanese authorities notified the S.A.M.S.A. (South African Maritime Safety Authority) on Friday 29th April, that one of their fishing vessels, "**Lai Ching**", was in need of assistance after an explosion onboard, in which several fishermen were injured, some seriously, at least 5 had died and 4 were missing. All the rescued fishermen were landed ashore on the island of Tristan da Cunha by their sister ship, "**Shiang Man Ching**".

Cmdr Tsietsi Mokhele, C.E.O. of S.A.M.S.A then contacted the SA Navy and spoke with R. Adml B. Mhlana, Director Fleet Force Preparations, to assist. His first action was to allocate a vessel for the task. **SAS Isandlwana** was identified for this purpose and was then made ready for the mission which would last for some 8 days and cover a total distance of more than 3000n.m.



Together with Capt M.A. Boucher, Commanding Officer of the **SAS Isandlwana**, the task of fuelling up the ship, provisioning, preparing the sick bay and other accommodation for, at that time, an unknown number of personnel or their medical state, SAAF personnel and a Super Lynx helicopter from 22 Squadron plus fuel, 2 doctors and 11 Metro Health people, the **SAS Isandlwana** set sail on 3rd May at 18:30 hrs destination Tristan da Cunha.



Even with a heavy swell running, the ship managed to proceed at 21Kts arriving some 4 days later. Upon arrival, the sea was again in such state that rescue by boat from the island was not possible. Now Major Brien Bell and his crew undertook to fly 5 sorties in total. The first was to land the 2 doctors so that they could assess the injured fishermen condition, prioritise who were in need of immediate attention, and then start the medivac to the ship, where they would start to make plans to treat them onboard. There were 11 fishermen that needed to be flown out, of which 4 went immediately to the sick bay with 2 being put on a drip. The rest were then accommodated in the Junior Rates area that had been converted into a hospital type ward.

During the 4 day return trip to Simon's Town, they were constantly monitored and there was only 1 fisherman that required assistance. The rest were able to walk down the gangway unaided.

Congratulations must go to all the different disciplines involved who worked in a very coherent and professional manner. Certainly testament to the rigorous and ongoing professional training that the SANDF and others are subject to. The speed that this operation was completed, proves that the SAN and SAAF are in a constant state of readiness.

## SHIPYARD NEWS

# Marco Polo invests in third drydock at Batam yard

Marco Polo Marine is investing S\$10m in third drydock at its shipyard in Batam, Indonesia. Currently, the average utilisation rate of both our existing drydocks has risen to over 70%. The dock due for completion in the first quarter of 2012 will be able to accommodate vessels of 180m in length. "In order to support continued growth, we are now building a bigger and deeper dry dock at our Batam shipyard to meet the demand from customers with larger and more sophisticated vessels," said Sean Lee, ceo of Marco Polo Marine. **Source: Seatrade-Asia**



## MCS ALIX EN MCS GEMMA OVERGEDRAGEN



Afgelopen dinsdag onder tropische omstandigheden werden de **MCS Alix** en **MCS Gemma** overgedragen.

Deze twee schepen van **Dirk Kuyt** zijn vernoemd naar en gedoopt door nichten van **Dirk Kuyt**.

Op de tweede foto van links naar rechts;

**Palle Bonemeijer** (Damen), **Gemma**, **Alix**, **Dirk Kuyt**, **Jos van Woerkum** met daar achter **Menno Kuyt**.

Foto's : R&F van der Hoek-LEKKO ©



## Vietnam: Ha Long Shipbuilding Launches Cargo Ship ANNA BOLTEN

The Ha Long Shipbuilding Company successfully launched the 53,000-tonne cargo ship '[Anna Bolten](#)' in the northern city of Quang Ninh on May 9. The 190-metre-long and 32.26-metre-wide [Anna Bolten](#) has 17.5 metres of freeboard height and cargo storage capacity of 65,700 cubic metres. The ship, designed by the Carl Bro Company from Denmark and supervised by the Norwegian Register DNV, will be exported to Germany's Orange Ocean Company. This is the eighth in a series of 53,000 tonne ships built for export by the Ha Long Shipbuilding Company, a member of the Vietnam Shipbuilding Industry Group. **Source: Nhan Dan Online**



The 186 mtr long 2009 built Ro - Ro vessel [AKEMAN STREET](#) built by C.N. Visentini, Italy operated by T-Links Lines. Seen on the 11-05-2011, at PALUMBO shipyard in Malta. **Photo : Gejtu Spiteri ©**

## Keppel FELS gets Bigfoot order from GDI

Singapore's Keppel FELS Limited has secured contracts worth about US\$393 million from returning customer Gulf Drilling International Ltd. of Qatar. They cover the construction of two high-specification KFELS B Class Bigfoot jack-up rigs. These latest contracts follow closely after Keppel FELS was awarded a newbuild jack-up rig contract by one of GDI's Shareholders, Japan Drilling Company, in March this year.

Scheduled for delivery in the third quarters of 2013 and 2014, the two latest rigs mark GDI's first new orders in six years, and will increase the company's jackup fleet count to seven units. Mr. Tong Chong Heong, Chief Executive Officer of Keppel Offshore & Marine Ltd (Keppel O&M) said, "We are pleased to work with GDI again, having successfully delivered two KFELS B Class jack-up rigs to them previously. On top of its newbuilding contracts with



Keppel FELS, GDI is also upgrading and repairing its rigs at Nakilat-Keppel Offshore & Marine, our joint venture shipyard with Qatar Gas Transport Company.

Customized to GDI's requirements, the new jack-up rigs will be designed to operate in the higher ambient temperature of the Middle East. The KFELS B Class Bigfoot is equipped with larger spud cans for reduced bearing pressure and expands its operational coverage in more places, especially areas where soft soil is predominant. GDI's new rigs also feature an enhanced leg design for added robustness. Each rig will have a full 15,000 psi BOP system, 75-foot cantilever outreach and be able to accommodate 150 persons. **Source : MarineLog**



Van Oord's **HARRIER** ( ex DMS HARRIER) seen at the slip at Arab Heavy Industries in Ajman (UAE)

Photo : Wouter van Hof ©

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## Huisman levert 600mt Pedestal Crane “MPI Resolution”

Op dinsdag 8 maart 2011 heeft Huisman, de wereldwijde specialist in hijs, boor en offshore equipment, met succes de loadtesting afgerond van de nieuwe **600mt Pedestal Crane** aan boord van windturbine installatieschip “**MPI Resolution**”. De loadtest was de laatste stap voor oplevering van de kraan aan Centrica Renewable Energy Ltd en MPI Offshore Limited. De kraan is bij Huisman in Schiedam gebouwd, geïnstalleerd, in bedrijf gesteld en getest, alleen de laatste loadtest heeft plaatsgevonden bij Keppel Verolme in Rozenburg. Het feit dat de overdracht binnen 15 maanden na ondertekening van de eerste overeenkomst heeft plaatsgevonden, is een aanzienlijke prestatie van alle betrokken partijen.

De 600mt kraan, speciaal ontworpen voor de installatie van offshore windturbines, komt voort uit Huisman's jarenlange ontwerp, constructie en service ervaring op het gebied van heavy lift installaties. Deze state-of-the-art kraan combineert unieke technische functies, zoals een volledig elektrische frequentie geregelde aandrijving, een laag eigen gewicht en een zeer kleine minimum radius. Daarnaast zijn de belangrijkste componenten, zoals de hijslieren, binnenin het gesloten kraanhuis geïnstalleerd. Dit biedt een goede bescherming tegen invloeden van buitenaf.

Met de nieuwe kraan is de “**MPI Resolution**” in staat om grotere windturbine onderdelen te plaatsen voor Centrica, die het schip voor langere tijd chartert. Het verbeterde schip zal worden ingezet voor het installeren van turbines op het 270MW Lincs windmolen project. De levering van een tweede **600m Pedestal Crane**, voor een andere opdrachtgever, staat gepland in het vierde kwartaal van dit jaar.



Above seen the tug **BB CONNECTOR** stand by near the **Hi Load** (Remora AS) in Kristiansand Norway during trials  
Photo : Tim de Klerk ©

## Costamare Inc. Announces the Signing of Shipbuilding Contracts for Five Newbuild Containerships

Costamare Inc. announced the conclusion of shipbuilding contracts and charter agreements for five newbuild containerships, new chartering agreements for certain containerships in the water, and the completion of financing arrangements for two previously contracted newbuild containerships.

### (A) Ordering and Chartering of 5 Post-Panamax Newbuild Containerships

The Company has ordered from Sungdong Shipbuilding & Marine Engineering Co., Ltd. of Korea five newbuild containerships, each of approximately 8,800 TEU capacity. The five newbuild containerships are expected to be delivered between the first and the third quarters of 2013. The Company has entered into long-term time charter agreements with members of the Evergreen Group for the employment of each vessel immediately upon delivery.

The acquisition is expected to be financed by cash from operations and new credit facilities; the Company has received indications of interest from major financial institutions and does not expect to use its currently committed credit line.

Both the contract price and the daily charter rate are similar to those agreed in January 2011 regarding the three approximately 9,000 TEU newbuild containerships contracted with China Shipbuilding Trading Company Limited and Shanghai Jiangnan Changxing Heavy Industry Co., Ltd. and chartered to Mediterranean Shipping Company S.A. These three previously announced vessels were contracted for a price of approximately \$95 million each and chartered for a period of 10 years at a daily rate of \$43,000.

### (B) Finalizing Financing for Two Previously Contracted Newbuild Containerships

The Company has finalized with a major European financial institution the financing arrangements for the two newbuilding contracts entered into with Sungdong Shipbuilding & Marine Engineering Co., Ltd. in January 2011. The two newbuild containerships are expected to be delivered by the end of 2012, and the Company has entered into time charter agreements with Mediterranean Shipping Company S.A. for the employment of each containership immediately upon delivery for a period of 10 years.

### (C) New Chartering Agreements for Certain Containerships in the Water

The Company has entered into the following chartering agreements:

- i. To charter its 1991 built 3,351 TEU c/v **Karmen** for a period of approximately 12 months, starting from April 22, 2011 at a daily rate of \$19,400. The vessel was acquired in September 2010 for a price of \$11.25 million.
- ii. To charter its 1992 built 3,351 TEU c/v **Marina** for a period of approximately 12 months, starting from April 2, 2011 at a daily rate of \$18,000. The vessel was acquired in September 2010 for a price of \$11.25 million.
- iii. To charter its 1991 built 2,020 TEU c/v **MSC Pylos** for a period of approximately 12 months, starting from February 28, 2011 at a daily rate of \$9,200. The vessel was acquired in December 2010 for a price of \$7.5 million.
- iv. To charter its 1996 built 1,504 TEU c/v **Prosper** for a period of approximately 12 months, starting from April 15, 2011 at a daily rate of \$10,500. The vessel was acquired in January 2011 for a price of \$9.5 million.
- v. To charter its 1995 built 1,162 TEU c/v **Zagora** for a period of approximately 6 months, starting from February 7, 2011 at a daily rate of \$7,500. The vessel was acquired in December 2010 for a price of \$8.3 million.
- vi. To extend the charter agreement of the 3,883 TEU, 1993 built **MSC Antwerp** from May 15, 2011 for a period of 27 months at \$17,500 daily. The vessel was acquired in 1999.
- vii. To extend the charter agreement of the 2,024 TEU, 1992 built **MSC Sudan II** for a period of approximately 12 months, starting from July 2011, at a rate of \$12,000 daily. The vessel was acquired in February 2011 for a price of \$10.0 million.

Konstantinos V. Konstantakopoulos, Chairman and Chief Executive Officer of the Company, said: "Since going public, we have successfully executed on our proposed growth strategy, having invested in total over 1 billion dollars in 10 newbuild containerships and 10 secondhand containerships at an attractive point in the cycle. "After the Chinese New Year, the market developed as expected, and we are chartering our recently acquired vessels at favorable rates. "Our newbuild containership orders are backed by first class charterers; the completion of our latest transaction marks a major milestone in our highly valued relationship with Evergreen. Going forward, our goal remains to create shareholder value by prudently growing our fleet and increasing our dividend consistent with our dividend policy." Costamare Inc. is one of the world's leading owners and providers of containerships for charter. Costamare Inc. has 36 years of history in the international shipping industry and a fleet of 58 containerships, with a total capacity of approximately 320,000 TEU, including 10 newbuild containerships on order aggregating approximately 90,000 TEU. Costamare Inc.'s common shares trade on The New York Stock Exchange under the symbol "CMRE."

Source: Costamare Inc.

## China Shipping Container expands its fleet

China Shipping Container Lines has received its second in a series of eight ships of 14,074 TEU from Samsung Heavy Industries valued at USD 170 million per vessel. As per report, the carrier will deploy the **CSCL Venus** on its Far-East

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Europe route of AEX 1/CEM to join **CSCL Evergreen**. The vessel is classed as a neo over panamaxes being wider by one box for the new Panama Canal locks able to stow 20 containers rows across decks. It is to be managed by Hong Kong affiliate CSCL Star Shipping. **Source: Transport Weekly**



Above seen the **SEASPAN ROYAL**, (ex. SMIT CAPT. BOB), towing the log barge **PHOENIX**, up the Fraser River, Vancouver, B.C. - May 9, 2011. **Photo : Mike Zelt (c)**

An advertisement for Lamnalco Group. It features two blue and black tugboats on the water. On the left, a worker in an orange life vest and white hard hat is on a tugboat. On the right, two workers in orange suits and white hard hats are on another tugboat. The Lamnalco Group logo is at the top center. The text "Customer inspired" and "Quality & performance" is in the center. At the bottom, contact information for the head office in Sharjah, UAE, is provided.

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The **OLYMPIC ZEUS** seen in Harwich – **Photo : Andrew Moors (c)**



## GE Shipping takes delivery of Kamsarmax dry bulk carrier

The Great Eastern Shipping Company Ltd has taken delivery of a newbuilding Kamsarmax dry bulk carrier [Jag Aditi](#).

The vessel, of about 80,700 DWT, was built at STX Offshore and Shipbuilding Co Ltd of South Korea. With the induction of this vessel, the company's fleet stands at 35, comprising 27 tankers (10 crude carriers, 16 product tankers, 1 LPG carrier) and 8 dry bulk carriers (1 Capesize, 2 Kamsarmax, 1 Panamax, 3 Supramax, 1 Handymax) with an average age of 9.5 years, aggregating 2.71 million DWT.

GE Shipping's current newbuilding order book comprises two dry bulk carriers, aggregating 0.14 million DWT.

Source : PortNews



The [SAINT ROCH](#) seen outbound from Pointe Noire – Photo : [Marc Veenstra \(c\)](#)

## Maersk says Gryphon FPSO to be docked for repairs

Maersk Oil said on Tuesday its [Gryphon](#) floating production vessel will soon be docked for repairs in Rotterdam after suffering damage in a North Sea storm in February, and it will be away for a year, Reuters reports. The Gryphon floating production, storage and offloading (FPSO) vessel had been producing about 18,000 barrels per day from the Gryphon, Maclure and Tullich fields in the UK sector of the sea until stormy weather caused some of its anchors to snap, allowing it to move off position before it could be secured again.

"Gryphon is likely to return to the field in spring 2012," Maersk Oil, the petroleum arm of Danish shipping and oil group A.P. Moller-Maersk (MAERSKb.CO: Quote), said in a statement.

While the vessel is away, repair work will be done to subsurface infrastructure, Maersk Oil said. "Subsurface wells and manifolds were not damaged," it added. Oil from Gryphon normally contributes about a third of Maersk's oil production in the UK, the company said. "Maersk Oil is now reviewing options for further development of the field to maximise future oil and gas recovery," it said. In the meantime, Maersk Oil has been busy with other exploration and development activities in the UK, including the Culzean gas discovery, the Golden Eagle oil field development and plans to develop Flyndre, the company said. Source : PortNews



Cobelfret's **VALENTINE** seen outbound from Rotterdam-Brittanie harbour – Photo : Joost Roeland (c)

## iPS continues crewing Svanen

iPS is proud to announce that the upcoming years, the company will crew heavy lift vessel Svanen of Ballast Nedam. Svanen places monopiles and transition pieces for offshore wind parks. iPS has fully crewed the crane vessel for many years now. Stephan Lubberhuizen, Manager Maritime: "Wind energy will be a growing business for many years, and iPS has the experience and expertise for these offshore activities"

The upcoming years, iPS will provide personnel for a second offshore wind farm near Walney Island, UK, and a wind farm before the coast of Anholt in Denmark. Erwin Broeders, director iPS, is glad to continue the cooperation with Ballast Nedam. "Offshore wind has become an important part of our activities, and we're glad to be able to work on the interesting projects that lie ahead. Source : Ips

## Farstad: Charter Agreements

Farstad Shipping has been awarded the following charter contracts: AHTS **Far Sound** (2007, UT 712L, 16.000 BHP), AHTS **Far Sword** (2006, UT 712L, 16.000 BHP) and AHTS **Far Scimitar** (2008, UT 712L, 16.000 BHP) have been contracted by Hess to support their drilling program in Australia for at least 10 months commencing in May. In the North Sea PSV **Far Service** (1995, UT 745, 4.680 DWT) has been awarded a 24 months firm contract by BP commencing in July with 2x6 month options. PSV **Far Superior** (1990, UT 705L, 3.796 DWT) will act as a frontrunner until **Far Service** has finished its existing contract during 4th Quarter 2011. For PSV **Far Star** (1999, UT 745, 4.403 DWT) Statoil has declared their option to extend the contract for further 12 months. Total value of the contracts, including options, is approximately NOK 415 mill. Source: Farstad Shipping

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## MARITIME ARTIST CORNER



Watercolour of **Ronald van Rikxoort** of a tanker approaching Rotterdam-Europoort with the **Smit Japan** stand by

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## .... PHOTO OF THE DAY ....





Last Monday afternoon (09-05-2011) the new corvette **FMM 613** under construction for Morocco visited Den Helder naval base during yard trials

Photo : Ron Damman - [www.newdeep.nl](http://www.newdeep.nl) ©