



Number 242 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 30-08-2011**

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stevedoring & warehousing		<p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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The 2007 built LIMERICK SPIRIT seen in Vlissingen - Photo : Stan Muller (c)

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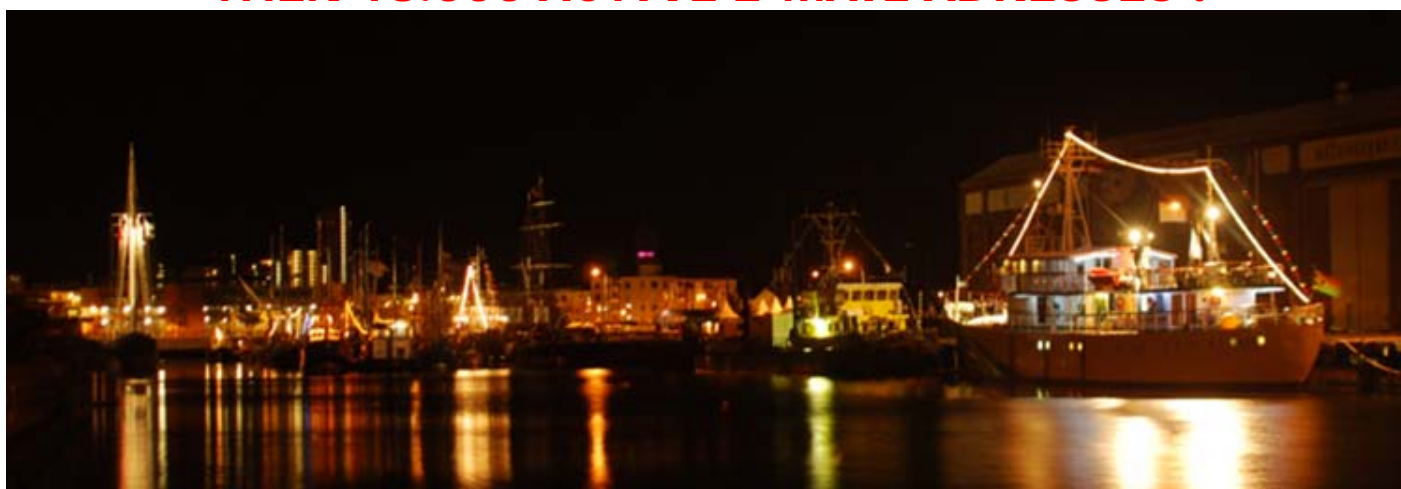
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EVENTS, INCIDENTS & OPERATIONS



**THE NEWSCLIPPINGS ARE SEND OUT DAILY TO MORE
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Night shot of the units during the Small Sail days which were held in Vlissingen last weekend

Photo : Nico Parlevliet (c)

8 arrested in Singapore in connection with theft of oil from ship

The problem gave him sleepless nights over the past three years. As oil prices headed north, more than 6,000 tonnes of oil were reportedly stolen from a ship owned by Mr Pai Leng Pheng. Saturday, he managed to find some solace after men allegedly stealing petroleum from his vessel were caught.

On Thursday night, Mr Pai and his employees were conducting their regular surveillance checks on his ship, the **Senteck**, stationed in the waters off the Tuas petroleum holding anchorage, when they noticed a tug boat beside his ship at around 2.40am. The tug boat's crew members then used equipment to extract fuel from the ship.

Recounting the events, Mr Pai said: "There were four of them in the tug boat. I 'handled' them and disconnected the machine that was taking out the oil. This whole process took about five minutes." Over the past three years, Mr Pai asserted that more than "5,000 to 6,000 tonnes" of oil have been stolen from his ship. "When I discovered that my oil was disappearing, I notified the authorities," he added. Mr Pai, who has worked in the shipping industry for 20 years, then stepped up security measures, such as installing a closed-circuit television system. But the alleged thieves bribed some of his employees, paying them S\$910 for every tonne of petroleum stolen, the ship owner claimed. "So over these two years, I have suffered a substantial loss," Mr Pai added. A police spokesman said the police received a call about the incident Saturday at 10.30am. Six Indonesian nationals and two Filipino nationals between the ages of 30 and 35 have been arrested for offences relating to retaining stolen property and criminal breach of trust. Investigations are in progress, said the police. **Source : TodayOnline**



The **BOATMAN 5** of the Vletterlieden in Ijmuiden seen during the "Havenfestival" as held last weekend
Photo : H.Blomvliet (c)



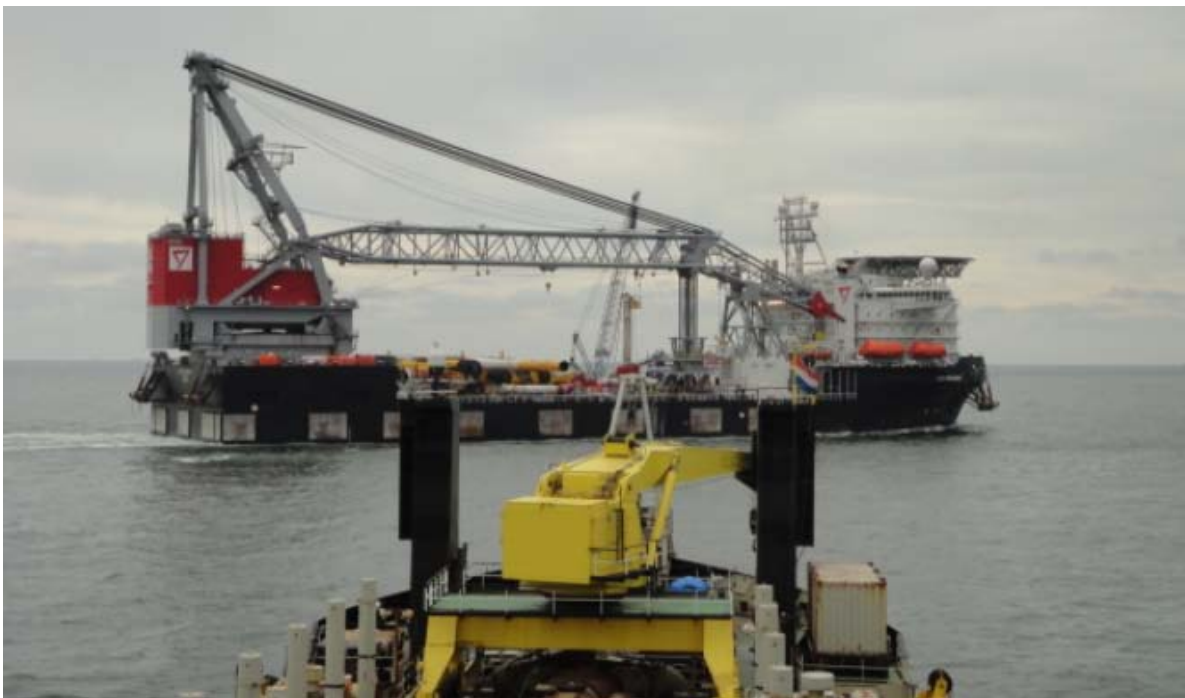
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The **OLEG STRASHNOV** seen August 22nd passing the bow of the TSMD **BARENT ZANEN**
Photo : Crew Barent Zanen ©

New Zealand puts world renowned coastal waters under protection

COMTEX reports that New Zealand has declared thousands of hectares of internationally renowned coastal waters off the West Coast of the South Island would be marine reserves. The five new marine reserves included the two largest in mainland New Zealand, said the announcement by Minister of Conservation Kate Wilkinson and Fisheries Minister Phil Heatley.

"We have chosen a mix of options that we believe will protect a full range of marine habitats and ecosystems," said Wilkinson. "The West Coast is already renowned internationally for its rugged beauty and the establishment of these marine reserves will add to the prestige of the area." The West Coast had a strong fishing industry, with crayfish and finfish of particular importance to the local economy, said Heatley. "It's great to see both commercial and recreational fishers working to achieve pragmatic options for marine protection. We have been careful to strike a balance that wouldn't unfairly disadvantage their interests," he said.

The new reserves are Kahurangi (8,466 ha), Punakaiki (3,558 ha), Okarito (4,641 ha), Gorge (847 ha) and a small educational site at Ship Creek near Haast (16 ha), totaling 17,528 ha.

COMTEX said Kahurangi and Okarito will be the two largest marine reserves on New Zealand's mainland coast. Another 9,557 ha of ocean adjoining the Punakaiki and Gorge marine reserves would be protected from bottom trawling, dredging and Danish seining under the Fisheries Act. **Source : Dredging News Online**



The **CACTUS K** seen outbound from Rotterdam – Photo : Kees Torn ©

Hibernia Workers Back on the Job



Those who were removed from the **Hibernia Platform** are now heading back to work. A crack found in a lifeboat this week prompted the company to remove 15 employees, due to reduced lifeboat capacity. A spokesperson for Hibernia says the vessel has been assessed and has been cleared to return to service on the platform. The discovery was made during a routine inspection. The crack was found where the interior floor connects to the seat.

Source : VOCM

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The **CMA CGM MAGELLAN** seen in Rotterdam – Europoort - Photo : **Jacco van Nieuwenhuyzen** ©

UK. Long service awards presented at Buckie

Over 60 years of life-saving service by three members of Buckie RNLI's lifeboat crew were honoured last week when the station underwent an extensive review and inspection. Coxswain **Alan Robertson**, Second Coxswain and Mechanic **Gordon Lawtie** and crewmember **Kevin Herd** were all the proud recipients of 20 year service badges, which were presented by Acting Divisional Inspector for Scotland Paul Jennings. Mr Jennings was joined in Buckie over the course of three days last week by Deputy Divisional Engineer Jerry Stone.

Paying tribute to the trio's dedication to saving lives at sea, Mr Jennings said, 'These awards represent the recipients giving up vast amounts of their free time to save lives at sea. Their dedication is commendable. In the 14 years I have been with the RNLI I have never ceased to be amazed at the dedication the volunteers put in to make their communities better and safer.'

The three crewmembers were also hailed by Buckie RNLI Lifeboat Operations Manager **Joe Herd**. He said, 'We are all delighted that Paul was able to present these badges to Alan, Gordon and Kevin during his visit to Buckie. Volunteers have been the backbone of the RNLI since it was formed and this is as true today as it was nearly 190 years ago. On behalf of the Buckie RNLI Lifeboat Station I would like to offer congratulations to them and thank them for all they have done to help those in distress at sea. I hope that they will continue to serve for many years yet.'

Alan Robertson said, 'It was something I had always fancied doing, really, but when my pals all went to sea and I got an apprenticeship was really when I decided to sign up. I was 17 when I joined in 1991 and became Coxswain in 2006 after spending five years as Second Coxswain. Over the last 20 years it has been great to be part of such a professional organisation and is a large part of my life away from my work as a joiner.'

From 1994-99 saw Mr Robertson take on the roles of firstly Emergency Mechanic then Assistant Mechanic before attaining the rank of Deputy Second Coxswain. In 2007 he took one of the Lifeboat Training Co-ordinator roles at Buckie, with this March seeing him qualify as Third Mechanic. With 23 years under his belt, Gordon has served the RNLI in a number of capacities. 'I started off in Buckie as a volunteer crewmember before going on to the mechanical

side. Volunteering was something I was keen to do and the RNLI seemed ideal. For six years I worked for the RNLI central staff servicing lifeboats round Scotland before coming back to Buckie to be the mechanic here. I have enjoyed the last 23 years with the RNLI; they have been really rewarding in a lot of ways.' Joining in 1986, Mr Lawtie held Emergency and Assistant Mechanic roles between 1987 and 1993, becoming Mechanic in 1997. He became a Lifeboat Training Co-ordinator in 2006 - a post he holds to this day - and later that year was promoted to Second Coxswain. Mr Lawtie is the only full time member of staff at Buckie RNLI Lifeboat Station.

Kevin Herd, who works offshore, was also a teenage recruit to the local life-saving team, with workmates proving the inspiration for him to embark on 22 years of service. He said, 'I got interested through two workmates of mine at the time who were lifeboat crewmembers. They would suddenly race off when their beepers went for a shout and I got interested in signing up, which I did when I was 17. It was something that I had fancied doing anyway. Over the years I have enjoyed the camaraderie there is at the station and the professionalism of the crew. It is very satisfying to know that you are part of a highly trained team helping the community.'

Source : BYM Marine & Maritime News / Alan Beresford, Volunteer Lifeboat Press Officer



The **JUMBO JAVELIN** seen anchored off Singapore – Photo : Capt. Jelle de Vries (c)

Group CEO of hijacked ship holding talks with pirates

In a bid to expedite the process of freeing the hijacked ship — MT **Fairchem Bogey** — the vessel management company Anglo-Eastern Ship Management has sent its top executive group CEO to hold talks with the sea pirates.

Giving details to Deccan Herald, Ferdi Stolzeberg of MTI (Network Asia) from Hong Kong informed that "group CEO Peter Cremers is greatly concerned for the well being of the crew and is doing his utmost as the manager of the ship." Refusing to divulge details of the venue of the talks or the stage at which the talks have reached, Stolzeberg just mentioned that "since the discussions for the return of the crew and ship has started and reached a crucial stage, we cannot comment on any proceedings to protect the interests of the crew."

The ship **MT Fairchem Bogey**, with 21 Indian onboard, was hijacked from Omani port Salalah. Though the nationality of the pirates was not immediately known, past records of high-seas hijacking indicated the work of Somali pirates. Though after a couple of days, maritime authorities were able to locate the whereabouts of the ship in Somali waters, the issue over the identity of the organised sea pirate groups still remains a mystery.

It was only after the ship dropped her anchor at Garacad, that maritime high-seas security experts were finally able to zero down on the group which had carried out the hijacking. Along Somalian coastline, three separate pirate groups operate in three ear-marked coastal turfs like northern, central and southern.

This is for the first time that a ship has been hijacked from a designated anchorage area, considered to be a high-security region as traffic in this bay is monitored round-the-clock by authorities. What has irked the shipping officials here is that when the pirates were attempting to board the ship, the captain of **MT Fairchem Bogey** had immediately flashed SOS message to the port authorities as well as to Omani Coast Guard. **Source : Deccan Herald**



The **OLEG STRASHNOV** seen lifting the first **Offshore Clipper South deck** in the North Sea
Photo : Adri & Smithy ©

Cameroon ship attacked off Nigeria, captain taken

Seven heavily armed assailants boarded a Cameroonian ship with 150 people on board off the coast of Nigeria Saturday and took its captain hostage, a shipping company and a witness told AFP. The others on board were released unharmed, they said.

"The Cameroonian ship **Monica** was attacked around 8:00 am (0700 GMT). The captain on board was abducted," a man who was on the ship during the attack said from Yaounde, adding that no one was injured. A spokesman for the **Corner Water Shipping Company Ltd**, which manages the ship, confirmed the incident. "The captain was kidnapped. Our office in Calabar is negotiating to have him freed. The passengers are unharmed," he said.

In Nigeria, navy spokesman Kabir Aliyu said the incident took place as the passenger boat was on its way from Cameroon to Oron in Nigeria.

"The captain was kidnapped while all passengers and crew (were) released," he said. "The boat left back to Cameroon this morning after being escorted by (Nigerian navy personnel)." He could not provide further details, including on the

captain. The passenger who witnessed the incident said the ship had left Limbe in southwest Cameroon on Friday night headed for Nigeria.

He said that three hours into the journey, “seven heavily armed assailants” boarded the ship and demanded a “monthly security tax” from the captain. The witness said the captain told the attackers he had already paid their commander but they seized him to verify his story.

The witness said the attackers had also asked those on board to “voluntarily” give them money and most passengers complied. “There are 150 people on board and a lot of merchandise,” the witness added. Cameroonian authorities have attributed attacks and kidnappings off the Bakassi peninsula over the last three years to pirates. The area is believed to be rich in oil and gas. Several groups involved in these attacks have asked oil and shipping companies for the monthly payment of protection money. **Source : Khaleejtimes**



The Damen **SHOALBUSTER 571657** arrived August 26th, under tow of the tug **ZEUS** in Rotterdam enroute Gorinchem for outfitting - **Photo : Rob & Frits van der Hoek – Lekko ©**

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ONGC likely to start production from KG basin field next month

State-owned Oil and Natural Gas Corp (ONGC) is likely to start oil and gas production from Krishna-Godavari basin field GS-15, off the Andhra coast, next month. While production from some oil wells in the GS-15 field is set to commence from September, ONGC has also drawn up plans to initiate production from its G-1 marginal field in the KG Basin from July, 2012, an official said. ONGC has asked the Petroleum Ministry to identify users for the gas and approve a price of

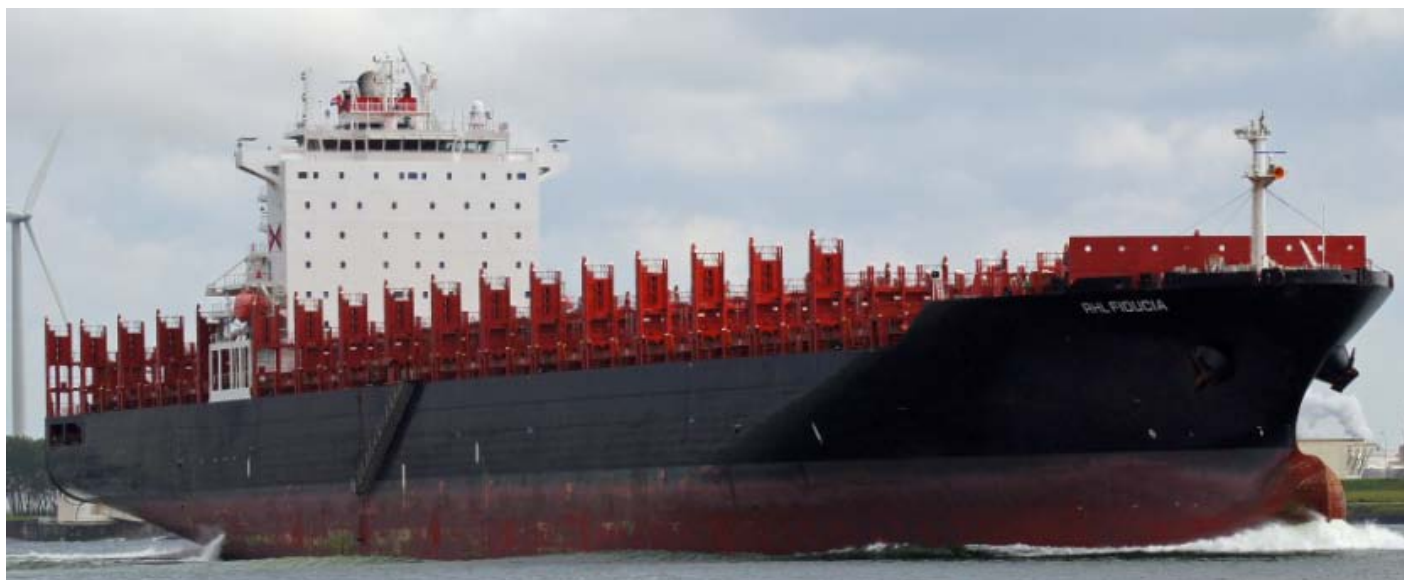
USD 4.75 per million British thermal units. About 0.19 million standard cubic metres per day of gas would be available for sale from September. The gas availability would go up to 1.52 mmscmd from July next year (subsequent to the G-1 field coming onstream) and to 1.72 mmscmd in 2013-14.

ONGC cited the Oil Ministry's gas pricing order, which had fixed a base price of USD 4.50 per mmBtu for gas from the KG Basin and given an additional USD 0.25 per mmBtu if the gas was coming from offshore fields, to demand a gas price of USD 4.75 per mmBtu.

The official said output will begin to dip from 2013-14 to 1.59 mmscmd and taper to 0.029 mmscmd by 2022-23. The field will also produce 9,400 barrels of crude oil per day. ONGC envisages the production of 0.982 million tonnes (MT) of sweet or low-sulfur crude and 5.92 billion cubic metres of gas over a period of 15 years from G-1 and GS-15.

G-1 is located 28 kilometres off the Amalapuram coast, in water depths ranging from 135 to 500 metres, while GS-15 is located 5 km from the coast in the KG Basin. The official said G-1 and GS-15 are two marginal fields that were awarded to ONGC on a nomination basis. The two acreages are being developed together at an estimated cost of Rs 1,200 crore.

According to the gas production profile, G-1 and GS-15 will produce 1.52 mmscmd in 2011-12, 1.72 mmscmd in 2012-13, 1.59 mmscmd in 2013-14, 1.36 mmscmd in 2014-15, 0.99 mmscmd in 2015-16, 0.87 mmscmd in 2016-17, 0.87 mmscmd in 2018-19, 1.11 mmscmd in 2019-20, 0.95 mmscmd in 2020-21, 0.71 mmscmd in 2021-22 and 0.029 mmscmd in 2022-23. The official said unless the Petroleum Ministry quickly approves the price of gas and identifies users, ONGC may end up flaring gas from G-1 and GS-15 next month. "The field is primarily an oil field and gas is produced as associated gas. So if there are no customers, we will produce oil and flare gas," he said. **Source :** **Indiatimes**



The **RHL FIDUCIA** seen outbound from Rotterdam – **Photo : Kees Torn (c)**

Nexans wins Riffgat offshore windfarm contract

Nexans has been awarded a contract by the project developer Offshore-Windpark RIFFGAT GmbH & Co KG (which is owned by Enova and EWE ENERGIE) to supply and install infield power cables and ancillary equipment for the Riffgat offshore windfarm. The windfarm is under construction 15km northwest of the German island of Borkum. The Riffgat windfarm, which will cover an area of 6km², will comprise 30 wind turbines providing a peak capacity of 108MW, sufficient to meet the needs of around 100,000 households.

Nexans' facility in Hannover, Germany will design and manufacture just over 24km of 33 kV XLPE submarine infield cables to interconnect the wind turbines and to link them to the offshore transformer substation. Nexans in Norway will be responsible for the cable installation which includes engineering, laying the cable and pulling in each cable end to the wind turbines, as well as protection of the cables on the seabed using the specialized Capjet trenching machine.

Final delivery of the Riffgat cables will take place in autumn 2012, while installation is scheduled to commence in July the same year. "This is a strategically important contract to position Nexans as a leading turnkey supplier for the offshore wind farm market thanks to our proven capability to deliver the complete package of cables, accessories and

installation services," said Dirk Steinbrink, Executive Vice President High Voltage & Underwater Cable. "The Riffgat project is unusual as it is located in relatively deeper waters (18-23m) than for most offshore wind farms currently under construction. It therefore provides the ideal opportunity for Nexans to demonstrate our specific expertise in the manufacture of infield cables for deeper water wind projects, especially as future projects are set to head for even deeper waters." **Source : Offshore Shipping Online**



The yacht **AUDI ULTRA** seen getting lowered in the water at **Loyang Supply base** in Singapore
Photo : Rik Zwinkels ©

Skandi Skansen joins fast-growing DOF Installer fleet

DOF Installer ASA christened the latest addition to its fleet of high powered anchor handling vessels last month. **Skandi Skansen**, the company's fourth Installer class vessel, was officially named at the ceremony in Bergen in early July. **Skandi Skansen** is a versatile multipurpose construction/anchor handling vessels which is ideally suited to deepwater mooring and field installation operations. Built to meet future environmental standards, the vessel is fuel efficient and has Clean Design class notation. At 107.2m long the vessel has a moonpool, 250 tonne offshore crane, two Work class Schilling UHD ROVs and a low resistance hull shape designed for high speed and low fuel consumption. **Source : Offshore Shipping Online**



The EMANET seen in Rio Grande – Photo : Marcelo Vieira (c)



Maritime NZ looks into Auckland ferry fire

The maritime safety authority says it is undertaking preliminary enquiries before deciding whether it will launch a full-scale investigation into a fire on an Auckland commuter ferry. More than 300 passengers were evacuated from a Fullers' ferry travelling from Auckland to Waiheke Island on Saturday morning, after a small fire broke out in the engine room.

A Maritime New Zealand spokesperson says its investigators are gathering information about what happened. The ferry company, Fullers, says it is also carrying out its own investigation to try and find the cause of the fire.

It says the ferry will not be used again until that investigation is complete. The small fire broke out in the engine-room of the **Jet Raider** travelling from Auckland to Waiheke Island at about 11.30am on Saturday. The vessel was brought to a halt by the incident in the Motuihe Channel, just over halfway through its journey.

Automated extinguishers put the fire out and the 316 passengers were transferred to another boat, an operation aided by good weather conditions, and taken to the island. The disabled ferry was then towed to shore so that firefighters equipped with breathing gear could use thermal imaging equipment to locate the source of the fire. **Source : Radio New Zealand**

NAVY NEWS

Collins-class submarine forced to surface after engine failure

ONE of the navy's troubled Collins-class submarines suffered an engine failure while submerged off Western Australia late at night and was forced to surface. The submarine, with a crew of 60, was at periscope depth at the time of the

incident and running on its electric motor. An Australian Defence Force spokeswoman confirmed last night that **HMAS**



Farncomb's propulsion system failed at about 12.30am last Tuesday and the submarine surfaced to investigate. The spokeswoman said the submarine always had the capacity to manoeuvre using its emergency propulsion unit, which was independent of the electric motor and was manned throughout the incident.

"In this instance, the commanding officer chose to surface to investigate the fault on the control system for the electric motor," she said. "Soon after surfacing, propulsion was restored." It was standard safety procedure to surface when the motor was not restarted within a given time. "The incident was handled competently by the crew, who

ensured positive control of the submarine throughout the incident," she said. **HMAS Farncomb** returned to **HMAS Stirling** for repairs and was expected to sail again later this week. The problem arose as Defence Minister Stephen Smith called in a top British naval expert to find out why maintenance problems in the six Collins-class submarines have kept so many of them in dock. Mr Smith released the terms of reference for a new review of the troubled fleet's maintenance regime. The review will be carried out by John Coles from BMT Defence Services in Britain. Mr Smith said Mr Coles had more than 30 years' experience in the design and sustainment of ships and submarines. The minister has warned previously that he wants problems with the Collins fleet sorted out before work could begin on plans for 12 replacement "future submarines". Source : The Australian

**Due to working abroad the newsclippings
may reach you irregularly**

Restored HMS Cavalier gun fired at Chatham dockyard



A gun on a restored World War II destroyer on display in dry dock in Chatham has been fired for the first time in nearly 30 years. The Heritage Naval Gun Crew fired a blank round from one of two 4.5in guns on the **HMS Cavalier** at **Chatham's Historic Dockyard** last Saturday. Volunteers, including Rolls Royce and Royal Naval engineers, had worked with the dockyard to restore the mountings.

Photo : Jasper van Raemdonck ©

HMS Cavalier was the Royal Navy's last operational WWII destroyer. It was rotting in a dry dock on Tyneside until 1999 when it was bought by **Chatham Historic Dockyard Trust** transported to Chatham. The vessel is the focus of several

learning projects at the Kent dockyard. Children can stay on board overnight to experience something of life on board a World War II destroyer. Source : BBC

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SHIPYARD NEWS



Photo : Wim Kosten – www.maritimephoto.com (c)



the right is seen the **613** named **TAREK BIN ZIAD** which was on trials last week, on the left is seen the unnamed **614** and in the middle the just arrived **615** seen getting moored alongside.

Photo top : Hans Voskuil - Photo below : Nico Parlevliet ©



Two more Middle East shipyards order Syncrolift ship lifts

Rolls-Royce has won contracts to supply Syncrolift ship lifts to two shipyards in the Middle East. The latest orders are for Syncrolift systems that can handle vessels weighing up to 5,000 tonnes. Associated transfer systems allow suspended vessels to be moved around within the confines of a shipyard, increasing efficiency and reducing drying-docking times.

One order, from **Damen Shipyards Sharjah FZE (DSS)** will see a Syncrolift designed and installed at Hamriyah Free Zone shipyard at Sharjah, in the United Arab Emirates. This installation, with a docking platform of 120 m in length and a width of 26.5 m will be the sixth Syncrolift installed in the UAE and it will be operational by the end of 2012.

The second contract, awarded by **Zamil Offshore Services**, involves the installation of a ship lift with a platform 102 m long and 32 m wide at a new shipyard that is being constructed in King Abdul Aziz port, Dammam, Saudi Arabia.

Zamil Offshore already operate one **Rolls-Royce** ship lift, and this order will bring the total number of systems installed in Saudi Arabia to five. Commissioning of the Syncrolift is planned for 2013. **Source : MarineLog**

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Seen in Manaus, nearly 1000 nm upstream on the Amazon river in Brazil with the 1284 TEU container ship **Arsos** with the **Mando** in the back ground - **Photo : Alan Haig-Brown (c)**

Port of Houston to get three new fireboats

The Port Commission of the Port of Houston Authority has approved a contract with MetalCraft Marine, Inc. or its affiliate, through the federal General Services Administration, for the purchase of three high-tech fireboats, at a total price of \$14,970,000, using \$11.23 million in Port Security Grant Program funds awarded by the Department of Homeland Security and the Federal Emergency Management Agency, and 25 percent Port Authority matching funds of \$3.7 million.

The Port Authority's Marine Fire Department provides critical, waterborne fire protection services to vessel and landside facilities in the upper Houston Ship Channel. These new high-tech fireboats will replace a fleet of three boats whose average age now exceeds 30 years. MetalCraft Marine's fireboats operate at speeds almost 2.5 times faster than the Port Authority's current fireboats, and their water cannons discharge up to 15,000 gallons per minute (nearly four times the current boats' output). Their engines are also certified low-emission. **Source : MarineLog**



The [Svitzer](#) operated **IEVOLI BLACK** seen moored in Ijmuiden, the **Emergency Response Salvage** tug which is normally based in Den Helder participated in the "havenfestival" festivities which were held last weekend.

Photo's : H.Blomvliet (c)





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The **FIDEL** (ex **Laurada 08**, **Salvador 07**, **harman H 02**, **Peony Islands 94**, **Sea Peony 85**, **Carriena Peony 85**) built by Austin & Pickersgill Ltd, Southwick, Sunderland in 1982, has recently changed her name while berthed in Gibraltar to Amir Joy and in the back seen the **QUEEN ELIZABETH** – Photo : **Iain Forsyth (c)**

Algoma Central Corporation Christens first completely new Canadian Flag dry-bulk carrier in over 25 years

The **MV Algoma Mariner** — the first completely new Canadian flag dry-bulk carrier to be brought into service on the Great Lakes in over 25 years — was christened in a special ceremony in Port Colborne, Ontario. The Canadian-flag ship, which is owned by Algoma Central Corporation, has been registered in the city of Port Colborne and resident Lisa Badawey was selected as the official sponsor of the vessel. A crowd of local dignitaries and members of the marine industry watched as **Mrs. Lisa Badawey**, who is the wife of the city's Mayor, Vance Badawey, imparted a traditional blessing and pressed the button to lower a champagne bottle to break against the bow of the vessel. A banner was then lowered to officially reveal the name of the vessel on the side of the ship.

As part of the customary proceedings, Father David Mulholland from The Mission to Seafarers in Toronto offered prayers and other words of inspiration and wisdom to the 19-person Canadian crew. The **MV Algoma Mariner**, which has a number of environmental and technical improvements including being 25 per cent more fuel efficient (see full list of benefits below), will carry traditional dry-bulk commodities such as iron ore, coal, salt, aggregates and grain in the Great Lakes-Seaway system and in Atlantic coastal waters for the next 30-40 years. Greg Wight, President and CEO of St. Catharines-based Algoma Central Corporation, said at the ceremony: "I am pleased to be able to say that, although the **MV Algoma Mariner** is the first completely new dry-bulk vessel to enter Canadian service in a long time, it will not be the last. In addition to the **MV Algoma Mariner** we have contracted for six new Equinox Class vessels and the Canadian Wheat Board, a major user of the Great Lakes – St. Lawrence Waterway and customer of Algoma, has contracted to purchase an additional two Equinox Class vessels. These vessels will be managed and crewed by Algoma. He continued: "With the introduction of the new **MV Algobay** last year, the **MV Algoma Mariner** and the soon to be constructed "**Equinox Class**" vessels, Algoma will own and operate the most modern and environmentally efficient fleet in the entire Great Lakes system." Vance Badawey, mayor of the City of Port Colborne, said: "Today's christening of the **MV Algoma Mariner** exhibits a confidence that the marine industry is alive and well – an industry

that is prepared to be a major contributor to the revitalization of our region's new economy. We applaud this investment by Algoma and congratulate them on their announcement of the new Equinox Class ship order. The City of Port Colborne within the Niagara Region has been designated as a Gateway Economic Centre by the province of Ontario. The catalyst to this designation is the Canal – the Marine industry. In partnership with our transportation partners, we are working extremely hard to earn worldwide recognition that we are a "Transportation Hub" that highlights an availability of all methods of transportation to move goods globally. This builds on our strength – the Welland Canal," stated the mayor. The official Port of Registry for the **MV Algoma Mariner** will be Port Colborne in recognition of Algoma's long association with the community. Algoma owns the Port Colborne-based ship repair company Fraser Marine and Industrial, the largest top-side ship repair company operating in the Great Lakes region and Port Colborne has long been a major hub for the winter lay-up of vessels and the associated vessel maintenance. Algoma's **MV Algoport** was also named after the city. This vessel was retired after a long and successful career with Algoma and the **MV Algoma Mariner** was developed to be that vessel's replacement. The forebody and cargo handling systems of the **MV Algoma Mariner** are identical to the **MV Algobay**, which joined Algoma's fleet last year, however, the stern section is a completely new design by Deltamarin, designers of Algoma's new Equinox Class vessels. The **MV Algoma Mariner** was delivered by Chengxi Shipyard in China on May 31, 2011 and reached Canadian shores on August 2, 2011. Following today's ceremony, it will deliver coal (picked up earlier from Superior, Wisconsin) through the St. Lawrence Seaway to Sydney, Nova Scotia. Mr Wight remarked at the ceremony today that the occasion was also a visible symbol of the recent integration of the Algoma Central Corporation and the Upper Lakes Shipping fleet. He said: "This vessel was originally to be jointly owned by the two companies but with our recent acquisition of the Upper Lakes Shipping fleet, the **MV Algoma Mariner** became 100% owned by Algoma. The crew of the **MV Algoma Mariner** are all former Upper Lakes employees and we are pleased to formally welcome them to the Algoma family."

Facts and Stats of the **MV Algoma Mariner**

Vessel: Self-unloading dry-bulk carrier

Length overall: 225.56m (two football fields)

Carries: abt.26,000 tonnes (in St. Lawrence Seaway)

Carries: abt.38,000 tonnes (maximum capacity in Coastal waters)

Cargo holds (6) abt.39,000m³

Captains: Ken Mackenzie and Robert Loveless

Chief Engineers: David Cooke and Todd Walters

Source: Algoma



The **PAPER STAR** seen entering the IJmuiden locks outbound from Amsterdam - Photo : Simon Wolf (c)



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The **ARDITA** seen moored in Rotterdam – Photo : Michel Kodde (c)

ZIM results for the 2nd quarter of 2011



left : the ZIM ATLANTIC seen outbound from Antwerp

Photo : Willem Kruit (c)

Zim recorded a loss of \$68 Million in the second quarter compared with a \$3 Million profit in the same quarter last year, and compared to a loss of \$111 Million in the first quarter of 2011. ZIM continues to grow in spite of difficult market conditions and recorded a significant increase both in revenues and in quantities carried in the second quarter of the year: Zim's revenues in the quarter totaled one Billion US Dollars

compared with \$912 Million in the first quarter and \$933 Million in the parallel quarter of last year, an increase of 10% compared with the first quarter of this year and 7% compared to the parallel quarter. The increase is a result of higher quantities carried, amounting to 596 thousand TEU's, compared with 555 thousand TEU's in the last quarter and 547 thousand TEU's in the parallel quarter last year, an increase of 7% and 9% respectively. However, as a result of the difficult market conditions prevailing in the shipping industry, the average freight rate per TEU carried in the second quarter was \$1307, compared to \$1360 in the last quarter. Among other things, the downswing in freight rates is due to an increase in the number of active vessels in the market, owing to the increased deployment of new ships in the first half of 2011. Zim recorded an operating loss of \$79 Million in the second quarter compared with an operating loss of \$7 Million in the previous quarter. Zim recorded financing income of \$11 Million compared with financing expense of \$105 Million in the previous quarter. The improvement in financing expenses stems mainly from an accounting income of \$53 Million recorded in the current quarter due to revaluation of derivatives in the company's balance sheet, compared with an expense of \$70 Million for the same item recorded in the previous quarter. In spite of the difficult market conditions, the company recorded a positive cash flow from operating activity in the first half of 2011 as well as a positive EBITDA of \$13 Million. The company's financial assets at the end of the quarter amounted to \$386 Million. Zim's financial results continue to be close to the average operating income in the liner shipping industry, a fact reflecting the efficiency measures and strategic changes being introduced by the company, according to the strategic plan formulated in 2010 which is currently being implemented. **Source : ZIM**



The **SOLSTRAUM** seen outbound from Rotterdam – **Photo : Harry van den Berg (c)**



Xiangyu Dredging announces 2011 interim results

Xiangyu Dredging Holdings Limited, the largest privately owned dredging company in China in terms of dredging volume in 2010, has announced unaudited interim results for the six months ended 30 June 2011. The company said revenue of RMB461.6 million represented a year-on-year increase of 188 per cent. Gross profit was RMB183.8 million, representing an increase of 104 per cent compared with the same period of 2010. Net profit was RMB135.4 million, representing an increase of 112 per cent compared with the same period of 2010. During the six months ending 30 June 2011, Xiangyu Dredging obtained new dredging contracts and extensions to existing contracts amounting to

approximately RMB2.5 billion. "During the six months ended 30 June 2011, we have obtained new dredging contracts and extension of existing contracts amounted to about RMB2.5 billion, resulting at the pre-tax backlog amount of approximately RMB3.2 billion as of 30 June 2011," said the company. "In addition, the Group continues to expand business scope by establishing environmental dredging operations." **Source : Dredging News Online**

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE MAASMOND WEBSITE

FAIRPLAY 1
RPA 10
RPA 16
ENSEMBLE
CLIPPER MAKISHIO

- Tug
- Port of Rotterdam
- Port of Rotterdam
- Container vessel
- Tanker

FAIRPLAY 26
RPA 11
RT LEADER
FAR SAMSON
KARIN SCHEPERS

- Tug
- Port of Rotterdam
- Tug
- Offshore support
- Container vessel



ORION
EK RIVER

- Dutch Pilot Tender
- Tanker

FLANDRIA SEAWAYS
CONTI SINGA

- Ro-Ro Ferry
- Container vessel



BRENT
TRIDENS
SEATURBOT
DELFSHAVEN
ERACLEA
THAMESBANK

- Tug
- Fisheries Inspection
- Tanker
- Training vessel
- AHTS
- Tug

OVERSEAS ATALMAR
SAGA WIND
JEANINE PARQUI
UNION WRESTLER
EENDRACHT
POLISI 020

- Tanker
- Break bulk
- KNRM Lifeboat
- Tug
- Sail trainer
- Police patrols vessel

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Bergen Group with increased sales and improved earnings in the second Quarter 2011

Bergen Group's revenue in Q2 2011 exceeded NOK 1 billion and generated an operating profit before depreciation of NOK 64 million. The growth in turnover is 30 percent compared with the corresponding quarter in 2010, and the corporate management is positive about the market outlook. 'We can see the outline of a period with high activity in the coming years within both shipbuilding and offshore', says an optimistic CEO Terje Arnesen. He expects Bergen Group's order book of NOK 5.2 billion to increase during 2nd half of 2011. The CEO is pleased with a steady growth curve for Bergen Group in regards to both revenue and profit the last three quarters. 'We are fundamentally positive that this growth will continue', says Terje Arnesen.

The CEO gives credits to the company executives and the 1,700 employees in the group for good project management and strong cost control. Revenues at 1 028 million in the quarter and an operating margin before depreciation (EBITDA) of 6.2% is considered acceptable under the circumstances. The CEO can also rejoice at the noticeable results from Bergen Group's targeted investment in the offshore segment. The Offshore division has during the first six months in 2011 more than doubled its turnover compared with the same period last year. In addition to All Time High revenues, the division has generated a strong operating margin (EBITDA margin) of 10.3 % in the first half of 2011.

'The figures are a confirmation of our success in strengthening the group's market position as an important partner in carrying out challenging offshore projects', says Arnesen. Although he does not expect the same volume in the offshore division in 2 half of 2011, he is fundamentally optimistic with regard to expected growth in the coming years.

'The prospects for the offshore sector are considered very strong, and the long-term potential has been further strengthened by several exciting discoveries on the Norwegian Continental Shelf so far this year. We have both the ambition and the capacity to take part in the future growth within this industry, in regards to activities related to in new field developments, upcoming maintenance & modification projects and comprehensive projects focusing life extension of mature field installations', Arnesen points out. The Shipbuilding division is in a temporary period with low outfitting activity. From Q4 of this year and throughout next year there will be a high level of outfitting related to completion of four ships, including two cruise ships to be delivered to Fjord Line. 'The Shipbuilding division is from Q4 and throughout 2012 facing a busy period when it comes to the implementation of already awarded contracts with the funding's in place. In addition, we expect the order book for this division to be strengthened during the 2 half of 2011', says CEO Terje Arnesen.

Terje Arnesen was appointed as the new CEO for Bergen Group in June this year. The Board has initiated a process to revise the strategy for the future development and growth of Bergen Group as an attractive industrial group. This process will continue in the 2 half of 2011. In addition, the corporate management has initiated various organizational processes with the potential for improved capacity utilization, cost reductions and a further strengthening of the Group's market position. This will be key focus areas in the coming quarters. **Source: Bergen Group**

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.... PHOTO OF THE DAY



The **BRASIL STAR** seen departing from Ijmuiden – Photo : Marcel Coster (c)