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The stand-by vessel GLOMAR ENDURANCE seen operating at the North Sea

Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©

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Tidewater's **KOSARCA TIDE** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

ITF condemns detention of ILWU president



The ITF has condemned the detention of ILWU (International Longshore and Warehouse Union) president **Bob McEllrath** while attending a protest in Vancouver, Washington, USA. He and other ILWU members were defending the job rights of workers at a new grain export terminal at the port of Longview, whose owners, EGT, appear to be trying to ignore the 80 year history of ILWU membership at the port by recruiting non-ILWU members – in defiance, the ILWU believes, of its contract with the port.

Bob McEllrath was then released in the face of protests from his fellow dockers, among reported threats from the 'authorities that the army would be brought in next time'. ITF general secretary

David Cockroft commented: "Bob was detained for standing up for the rights of his members. That's not acceptable in the modern world. We call on the company and all its stakeholders to halt their provocative plans before they take this conflict out of control."

ITF president Paddy Crumlin said: "EGT are playing with fire, and they know it. They need to take a big step back and think about what they are trying to force through, then see sense and talk to the ILWU about how to resolve this issue before it escalates even further." He continued: "The 350,000 plus dockers in the ITF will be watching how the company treats their American colleagues and, if the company makes it necessary, will be ready to take lawful solidarity action in support of the ILWU."



The **BOREAS** seen enroute Amsterdam – Westhaven - Photo : Marcel Coster ©

Doe mee met de 'Maritime Experience Day'!



Jongeren interesseren voor het varend beroep! Dat is de doelstelling van de 'Maritime Experience Day'. In 2009 is dit project van start gegaan en hebben al ruim 1500 jongeren tijdens deze dagen een maritieme ervaring opgedaan. Stichting 'Het Zeilend Zeeschip' rederij van 'Zeilschip Eendracht' heeft als doelstelling het maximaal inzetten van het schip voor

jongeren, om actief alle aspecten van het zeezeilen te laten beleven. Zeilschip **Eendracht** zal daarom ook dit jaar in samenwerking met **Zeevaartschool Abel Tasman/Noorderpoort**, **Maritieme Academie Harlingen**, **Maritieme Academie IJmuiden** en **Maritiem Instituut Willem Barentsz Terschelling** verder gaan met deze promotiecampagne om jongeren te interesseren voor een maritieme opleiding en het varend beroep.

In Delfzijl, IJmuiden en Harlingen kunnen basisscholen gratis deelnemen aan het actieve programma van de 'Maritime Experience Day' en krijgen ruim duizend basisschoolscholieren uit groep zeven en acht, aan boord van zeilschip **Eendracht** en op de zeevaartscholen een 'Maritime Experience'.



Aan boord krijgen zij een rondleiding en maken kennis met onder meer de navigatieapparatuur op de brug en krijgen uitleg over het zeilen. De bemanning van de **Eendracht** is actief betrokken en leggen de scholieren alles uit over het reilen en zeilen aan boord van een zeilschip. De deelnemende zeevaartscholen zullen tijdens de '**Maritime Experience Day's**' een rondleiding en voorlichting geven over het varend beroep en de opleidingsmogelijkheden op de verschillende zeevaartscholen.



Ook kunnen de scholieren een zeebenenest doen, leren knopen en is er de gelegenheid om een virtuele nautische foto te maken! Dit project wordt eenmalig gesponsord door het **Vaderlandsch Fonds ter Aanmoediging van 's-Lands Zeedienst** en het **C.J. Jaskifonds**. De '**Maritime Experience Day**' wordt mede mogelijk gemaakt door de deelnemende zeevaartscholen. **Zeilschip Eendracht** is verantwoordelijk voor de totale organisatie. Planning '**Maritime Experience Day**

- 1) maandag 12 september in Delfzijl
- 2) dinsdag 13 september in Delfzijl
- 3) woensdag 14 september in Harlingen
- 4) donderdag 15 september in Harlingen
- 5) woensdag 28 september in IJmuiden
- 6) donderdag 29 september in IJmuiden
- 7) vrijdag 30 september in IJmuiden

Bekijk op www.maritimeexperienceday.nl/doemee het uitgebreide programma! **Photo's : Piet Sinke ©**

www.lekko.org



The **VIKINGLAND** and the **MARIA LAURA PREM** seen passing each other at the Westerscheldt River near Terneuzen - **Photo : Aty Spruit ©**

VLCC tanker market suffering badly, more lay-ups on the way

The acute oversupply of VLCC tankers, the modern “Leviathans” of the tanker market, is causing freight rates to tumble as more and more vessels are competing for the same amount of cargoes. Ship owners have tried a number of medicines to help cure the current “disease”, such as slow steaming, while many are also opting to lay-up part of their fleet in order to help restore order in the current imbalance between supply and demand. Still, new ideas are always welcome and this was the case with Mr. Jens Martin Jensen, CEO of Frontline, who said at a recent company webcast, that something has to be done with the fleet.

According to shipbrokers Gibson, at present “of the 586 VLCC fleet, there are 60 double hull vessels built in 1996 or earlier and Jensen goes on to say that the current overhang of the VLCC fleet is 50. Jensen urged VLCC owners to scrap around 50 double hull vessels which are 15 years or older at a time of falling values for these units and high scrap prices. Such a move could support a recovery in the VLCC market, which is currently blighted by overcapacity. Jensen went on to say that with the latest fall in values it could be possible to purchase 50 older double-hull VLCCs at around \$1.5bn. This statement is based on a series of assumptions which include the average second hand value for the pre 1997 double hull VLCCs being \$30m and the average scrap value for VLCCs being \$20m. The last double hull VLCC sold for scrap was in May when the D Elephant went to Pakistani breakers for \$20.5m (39,532 ldt/ \$520 tonne) and today the lightweight tonne price remains at similar levels” said the shipbroker.

It went on to argue that “however, the issue then is the speed at which these 50 VLCCs would need to be scrapped. Removal of such numbers in one year is unprecedented, even during the height of the single hull phase out. To have any impact on the tanker market, these ‘old ladies’ would need to be removed quickly. However, this fast track demolition would almost certainly bring about a collapse in the lightweight prices, which would have repercussions for other types of vessels, even if the recycling areas could cope with the deluge. Also, would owners commit to such a scheme while there is the possibility of achieving a higher price in the second hand market? This week we have seen the reported sale of the 298,306dwt Saga Chelsea (built 1995) at around \$25m for further trading. The removal of 50 VLCCs would certainly help the market, yet, even with slippage and further cancelations, these vessels would quickly be replaced. With the current delivery schedule, we estimate that the further 50 VLCCs will be added to the fleet by mid-2012. Jensen’s proposal can be viewed as a positive suggestion to improving a very negative market. However, it is more likely to be combination of all these options: slow steaming, lay-up, demolition and the cancelation of new orders, as well as a swifter climb in global demand for oil which will contribute to the solution of the current malaise in our industry” said Gibson.

Meanwhile, recent stories have been suggesting that a growing number of oil tankers are dropping anchor rather than shipping crude as the rate of ship construction outpaces global oil demand, prompting concern about how many ship owners can endure the slump in the tanker market. The idled ships are further eroding ship owners' earnings at a time of historically low rates paid to charter ships. The Baltic and International Maritime Council's chief shipping analyst Peter Sand expects the global crude tanker fleet--which includes Very Large Crude Carriers, or VLCCs, which can carry up to 2 million barrels of crude oil--to grow by 9.1% in 2011. Oil demand growth is only forecast to grow 1.4% this year, according to the International Energy Agency. "The period of time for which oil tankers are idled, without employment or waiting to take on a cargo is seen growing," BIMCO's Sand said. "So far, 42 VLCCs have already been delivered in 2011, with only six reported sold for recycling." "A rough estimate on the level of VLCCs that would need to be idled is in the range of 40-50 for shipping rates to return to a sustainable level," BIMCO's Sand said.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The pilot seen disembarking the **TORILL KNUTSEN** of Hoek van Holland – Photo : Harry van den Berg ©

The advertisement features a collage of industrial equipment, including wire ropes and lifting mechanisms. In the center is the DNV 2.7-1 logo, which consists of a blue square with a white anchor and a green square with the text 'DNV 2.7-1'. To the right is a photo of an offshore oil rig. Below the collage is a blue banner with white text: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' and 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. At the bottom is a white banner with black text: 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' and a small blue logo on the right.

LNG Tanker Rents Top \$100,000 on Ship Shortage, Fearnleys Says

The cost of hiring liquefied natural gas carriers on year-long charters exceeded \$100,000 a day for the first time since 2006 as a shortage of vessels drove up the cost of transporting the fuel, shipbroker Fearnleys AS said. Rents rose to \$102,000 a day in the week ended yesterday from \$99,000 in the prior seven days, Fearnleys, a unit of Oslo-based shipping-services and investment-banking group Astrup Fearnley, said in an e-mailed report. Rates are set to reach \$140,000 a day in 2013 as the shortage worsens, Pareto Securities AS said this week. The world's 364 LNG carriers are the most expensive vessels to hire for a year among the fleet of tankers, container ships and dry-bulk commodity carriers. LNG prices that are lower in Europe than Asia created opportunities to hire carriers for single voyages to the Pacific Ocean from the Atlantic to resell cargoes at a profit, said Rikard Vabo, an analyst at Astrup Fearnley securities unit Fearnley Fonds ASA. "There's limited ship availability," Vabo said by phone, confirming that rents last topped \$100,000 in early 2006. Daily hire costs for modern LNG vessels will rise to \$120,000 next year, Oslo-based Pareto said in a report Sept. 6. They were as low as \$30,000 a year ago, it said. Demand for the ships has outpaced fleet growth for the first time in a decade since the middle of 2010, lifting rates, according to Pareto.

Dedicated Projects

As much as 90 percent of the LNG fleet is employed for terms of up to 20 years on dedicated projects, curbing the number of vessels that can carry spot, or single-voyage, cargoes. Twelve-month hire costs for ships able to haul 138,000 cubic meters (4.87 million cubic feet) to 145,000 cubic meters of LNG surged 47 percent this year, Fearnleys said. Increased shipments of the fuel to top global importer Japan from Qatar, the largest exporter, helped to increase hire costs, Vabo said. Japanese LNG imports from Qatar rose to a record last quarter as the Asian country sought alternative energy sources after March's earthquake and tsunami caused nuclear-power plants to shut, data compiled by Bloomberg show. Use of LNG carriers available for spot cargoes jumped to 100 percent of capacity from 50 percent in the last 12 months and will remain unchanged for the next two years, according to Pareto. It predicted annual growth in LNG demand of 5 percent to 6.5 percent until 2025, the strongest among all conventional energy sources over the next 20 years. World LNG trade totals 220.2 million metric tons, according to a report on the website of the International Group of Liquefied Natural Gas Importers. LNG is natural gas that has been cooled to a liquid state. About 30 percent of natural gas consumed in 2009 was traded internationally, with 28 percent shipped by sea from 17 countries, according to Clarkson Research Services Ltd., a unit of the world's largest shipbroker. One-year charter rates for container ships, supertankers, oil-product carriers, and panamax and capesize dry-bulk commodity ships are no higher than \$22,125 daily, according to data from Clarkson. **Source: Michelle Wiese Bockmann, Alaric Nightingale, Bloomberg**



The **ROGELIO TIDE** seen anchored off Singapore – **Photo : Capt. Jelle de Vries ©**

Container business experience boom despite trade slowdown

The shipping industry will likely see less traffic with the slowdown in global trade imminent but not all players in the industry are worried. Container shipping lines have been running their fleets at a slower speeds to cut on fuel costs. However, this has unexpectedly created more orders for the container box manufacturers. It is a practice known as slow steaming in the industry. With rising bunker prices, container shipping giants such as Maersk are plying the seas at slower speeds in a bid to save on fuel costs

Teo Siong Seng, CEO of Singamas, said: "Now it is not uncommon for lines to run at even 25 per cent of engine output, resulting in a cutting of the service speed, from 25 knots to even 15 knots. So previously you could run a service from Asia to Europe with seven ships, now you need to use nine or 10 ships." With container ships sailing for longer periods at sea, a shortfall of container boxes in circulation has sparked a surge in orders for manufacturers. According to Island Shipbrokers, global demand growth for container shipping stood at over 13 per cent in 2010, the figure is expected to be six per cent at best by year-end. While global container volume growth rates halved from last year, manufacturers of container boxes have actually reported higher earnings. Singamas, the world's second largest container manufacturer, saw revenue climb nearly 16 per cent on-year over the first half of 2011. Its rival China International Marine Containers (CIMC), the world's largest manufacturer, reported a 15 per cent increase in its revenue over the quarter ending in June 2011. For the short term at least, industry experts view their prospects favourably. Katharine Cheong-Koh, Director of Research at Island Shipbrokers, said: "The container box industry is dominated by a few players in the market. Singamas is one of them, so if they are able to price in the increase steel prices into their boxes, this is a good time for them to capitalise on the dynamics of the industry." Data also shows that the order book for new ships is brimming with capacity for new ships expected to rise 7.5 per cent over the next year. And this could mean that even more boxes will be needed to fill those vessels. **Source: CAN**

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Putin launched North Stream



Russian Prime Minister Vladimir Putin pressed the start button to open the North Stream pipeline carrying natural gas directly to Germany under the Baltic Sea. He said the Nord Stream pipeline would reduce Russia's dependence on Ukrainian pipelines, which were shut during gas disputes between Moscow and Kiev.

"Technical gas", needed to build up pressure, was released at the Portovaya compressor station located near Vyborg last Tuesday. It is expected German consumers will begin receiving Russian gas through the new pipeline in a few weeks.

Nord Stream has a special significance for meeting the growing gas demand of the European market. It will be the first direct link between the world's largest natural gas reserves located in Russia and the European gas transmission system, said Gazprom head Alexey Miller according to Gazprom's web site. - The commissioning of Nord Stream, the longest offshore gas trunkline worldwide, is a milestone in the global gas industry history, he added.

Most of the natural gas to be supplied by Gazprom via Nord Stream will come from the Yuzhno-Russkoye oil and gas field — one of the largest fields in the world. Later, the Nord Stream will also be supplied with additional gas from fields on the Yamal Peninsula, in Ob-Taz bay as well as the Shtokman field. The Shtokman project includes the construction of a pipeline from the coast of the Barents Sea to Vyborg, from where the gas will be pipelined through the North Stream to Germany. **Source : BarentsObserver**



7th September, The Oban registered fishing vessel **Golden Promise** ran aground on the island of Stroma in the Pentland Firth at about 04.55. Longhope & Thurso Lifeboats were launched as well as a S.A.R. helicopter from RAF Lossiemouth. The helicopter winched all five crew members to safety from the vessel. The crew were all wearing lifejackets and were preparing to abandon ship. **Photo : Iain Forsyth ©**

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Indian sailors dead after ship blast in Nigeria

The bodies of three Indian crew members who went missing after an explosion on a cargo ship off Lagos in Nigeria have been recovered, Nigerian officials say. The blast on the **MT Jacksonville**, carrying 15 Indian crew, occurred on Sunday. Ten crew members were rescued immediately. The bodies of the dead were recovered on Thursday, and two others are still missing. The ship's origin and destination were not immediately clear. Lami Tumaka, spokeswoman for the Nigerian Maritime Administration and Safety Agency, said that the crew were undertaking repair work on the vessel when "there was a big explosion in the engine room" and a fire broke out. The 10 crew members who were rescued on Sunday were treated for "different levels of burns" and released, she told the AFP news agency. It is not clear what caused the explosion on the ship. **Source : BBC**

Otto Marine sells AHTS vessel for \$24m

Otto Marine has inked an agreement to sell a 8,000 bhp AHTS vessel to Australia's Go Marine, Seatrade Asia online reports. Singapore-listed Otto will bag \$24m for the sale of **GO Rigel**, which will be delivered in September 2011. "The contract is expected to have a positive effect on the net earnings per share or net tangible assets per share of the company for the financial year ending 31 December 2011," Otto said in a statement.



The **JEWEL OF THE SEAS** seen swinging prior to berthing a Cobh Cruise Terminal earlier this week.

Photo : Aidan Fleming ©

ABS launches piracy quick reference guide

Classification society ABS has launched a quick reference guide to enhance the protection of seafarers against piracy, Seatrade Asia online reports. The guide will assist ship's crew in implementing the industry's 'Best Management Practices for the Protection of Seafarers from Somali Based Piracy' or BMPs. "It is not intended to replace the BMPs but rather act as a supplement designed especially to give the crew a quick reference guide for protection against these threats. It can also be used as a training tool in shipboard drills and exercises," said Hemant Juneja, ABS director of management systems certification. Designed specifically for onboard use, the guide summarises the recently published version 4 of the BMPs to assist the master and the ship security officer in preparing the vessel for transit through a high-risk area. It also identifies actions to take should the vessel and its crew be attacked **Source : Portnews**

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CSS ACCOMMODATOR STEEL CUTTING CEREMONY MAWEI SHIPYARD



MAC is pleased to advise, On the 22nd August 2011. At Fujian Mawei Shipyard S.E China. A milestone in the History of the CSS was achieved, with the steel cutting ceremony for the **CSS ACCOMMODATOR**, 6 years after the initial concept was developed. This brings the concept another stage closer to delivery, with the keel laying due in March 2012; we are now seeing confidence in the scheduled delivery during April 2013. Interest continues to grow in the COMPACT SEMI SUB concept, which will delivery a cost effective, stable platform, with DPS---3 enhanced station keeping.

STX Finland to complete and outfit two well intervention vessels

STX Finland Oy and Norway's Eide Marine Semi AS, a subsidiary of Eide Marine Services A/S, have signed a contract worth more than EUR 300 million for the outfitting, completion and delivery of two highly sophisticated well intervention vessels . In December last year, Lupatech SA of Brazil announced that it had signed contracts worth \$899



million with Eide Marine Semi AS for the chartering of two vessels for light workover services, including crew and operation of the vessels, to provide services under contracts signed by Lupatech with Petrobras.

According to information released by Eide Marine, the Lupatech vessels will be able to work in water depths from 1,100 m - 2,500 m and are specially designed for maintenance of oil and gas wells. This includes coiled tubing, slick line and wireline operations. The vessels

can also do predrilling of chasing pipe and installation / de-installation of wet Christmas trees. Developed by Eide Marine, the vessels are claimed to provide significant improved seaworthiness compared with other vessels on the market.

STX Finland says the technically advanced well intervention vessels with a deadweight of 31,000 tons will have a length of 122 meters and a width of 45 meters. The vessels are designed to operate in rough open sea conditions on Brazilian continental shelf. The vessels have innovative hullforms securing high seakeeping characteristics together with DP3 dynamic positioning system and thruster arrangement. Large deck area provides opportunity to arrange all well serving equipment in most efficient way. The project will create a high outfitting work load for STX Finland and its network. The work on the first hull will begin at STX Rauma shipyard in April 2012 and on the second hull in June

2012. The intervention vessels will be delivered from Rauma shipyard in March 2013 and June 2013. The contract is subject to certain financing conditions.

STX Finland says the contract shows its ability to provide competitive services and win significant contracts in this highly sophisticated and demanding offshore business segment. The contract is also an important part of STX Finland's diversification strategy, in which the company is continuing to expand its operations into new business areas such as offshore business segment.

"The outfitting contract for Eide Marine Services is a very important project for STX Finland. It shows that our strategic plan to expand our product and services portfolio, and to improve our global competitiveness and presence, has been successful", says Timo Suistio, COO of STX Finland. "The project is very challenging both in terms of amount of outfitting work and the management of several global networking entities," notes Mr. Suistio. **Source : MarineLog**

DCNS partners with KND to build patrol vessels in South Africa

French defense contractor and naval shipbuilder DCNS has signed a memorandum of understanding (MoU) with South African shipbuilder KND for the promotion, construction and sale of offshore patrol vessels (OPVs) in South Africa.

DCNS and KND have signed a partnership agreement to promote, build and sell the DCNS designed Gowind OPV. The purpose of the agreement is to win new OPV contracts, first in South Africa and subsequently in other sub-Saharan African nations. KND operates industrial facilities at the Simon's Town naval dockyard, near Cape Town. The company has full proficiency with the production methods associated with this type of vessel and is currently building six fast patrol boats for a West African nation. Facilities at its shipyard include a Syncrolift that can handle vessels of up to 90 m.



Construction of the first-of-class Gowind OPV, **L'Adroit**, began in France in May 2010. The vessel has already undergone sea trials and is scheduled for handover to the French Navy before the end of 2011 for operational trials, establishing its "sea proven" status and significantly boosting the credentials of the Gowind range among navies throughout the world.

OPV **L'Adroit** has a length of 87 m and has a number of features which make it well suited for counter-piracy activities. It has an at-sea endurance of three weeks and a range of 8,000 nautical miles. With a top speed of 21 knots, the vessel has a helicopter flight deck and can accommodate UAV (unmanned aerial vehicle) operations. It is designed for reduced crewing, with a complement of 30 and space for 30 passengers. The ship features a number of major innovations for navies, commandos and coastguards: 360° panoramic visibility from the bridge, a single integrated mast for 360° radar coverage, covert deployment of fast commando boats in less than 5 minutes and provision for UAVs and USVs (unmanned surface vehicles).

"We are very happy with the partnership agreement and are very positive that the DCNS OPV is the most suitable solution for Naval applications within Africa," said James Fisher, CEO of KND. "This MoU reflects DCNS's commitment to long-term partnership with KND in order to meet the requirements of the South African Navy as closely as possible," said Pierre Legros, SVP Surface Ships & Naval Systems, DCNS **Source : MarineLog**

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The Greek flagged bulkcarrier **MARINA** alongside at the Tschundi Terminal in Kirkenes-Norway, loading iron ore.

Photo : Capt. Christian Schmidt - AfriShore Mosselbay ©

Imtech: number of marine service and maintenance contracts rises to 5,000 vessels

Imtech (technical services provider in Europe and on the global marine market) is observing a substantial increase in the number of marine service and maintenance contracts managed by Imtech. Recently Imtech signed a new global partnership agreement for 350 vessels operated by an international ship operator in Hong Kong, which granted Imtech a preferred service vendor status. As a result, Imtech passed the 5,000 mark for ships under various types of contract and partnership agreements. In addition, the company renewed its existing contract for the maintenance of technical infrastructure on all NAM drilling rigs in the North Sea. Imtech is also observing further growth in the number of technical conversions and renovations, for which the company gained several new orders. The combined order intake for recent new service and maintenance contracts and technical conversions and renovations totals over 40 million euro.

René van der Bruggen, CEO Imtech: 'In strategic terms, Imtech's focus in the marine market is on a lifecycle approach with a strong emphasis on an optimum total cost of ownership, i.e. the lowest costs for the technical infrastructure on board a ship throughout the vessel's entire operational life. This offers customers added value and results in greater efficiency. More and more customers believe in this approach. With over 70 service offices in all major ports across the globe, Imtech offers nearly worldwide coverage. By entering into global, long-term relationships in the form of managed services contracts, Imtech can constantly improve the efficiency of its services. This results in a win-win situation with clients. By now, we manage over 5,000 ships under contract.'

New marine service and maintenance contracts

Imtech's marine division recently signed a managed services contract with an international ship operator in Hong Kong. Under the contract, which was concluded by the Imtech Marine company Radio Holland, Imtech will handle the service and maintenance of all navigation and communications systems on board 350 vessels. Imtech currently also has service and maintenance contracts with firms like A.P. Moller - Maersk, Reederei Blue Star, Vroon Ship Management and NYK LNG Shipmanagement (UK) and others. In addition, Imtech maintains the technology on countless drilling rigs. For example, the company extended its existing contract with AJS - a joint venture of AMEC, Jacobs Engineering and Stork Industry Services and part of ONEGas, a combined business unit of Shell Expro and NAM - for a term of three years. The contract covers the technical maintenance and management of all electrical systems and air and climate control facilities on board all NAM oil and gas rigs on the Dutch continental shelf in the North Sea. In addition, Imtech also landed a contract in Asia for upgrading and maintenance work on telecommunications systems on a Kebabangan Petroleum drilling rig in Malaysia.

Number of conversions and renovations on the rise

The number of conversions and renovations is showing further growth. Imtech is involved in several technological upgrades of navy vessels, luxury yachts and passenger ships. A good example is the conversion of the HVAC (Heating, Ventilation and Air Conditioning) facilities on board two former Stena Line passenger ships that have been chartered by the Canadian corporation Marine Atlantic and are currently being used for passenger transport in the waters around the Canadian province of Nova Scotia. The ships will be shortened and the cold climate in Canada requires special modifications to be made to the on-board air and climate control solutions.



The **MULTRATUG 3** seen operating in Antwerp – Photo : Stan Muller ©

K30m spent on Lae port

THE Papua New Guinea Ports Corporation has spent more than K30 million remodeling of its largest operation, the Lae Port, to better and efficiently service its corporate clients in Lae, Morobe province and throughout Mamose, Highlands and New Guinea Islands regions. This was stated by PNG Ports Corporation Chief Executive Officer Brian Riches in Lae on Wednesday during the Lae Stakeholders Night, organised by the company. This remodelling is not part of the Tidal Basin and Portion 508 project which will kick off in the first quarter of next year. This project is managed by Independent Public Business Corporation (IPBC) and PNG Ports is a partner with IPBC in the tender evaluation and project management. Mr Riches told the gathering that PNG Ports aim to improve port productivity by minimising any

adverse berth congestions by improving berth productivity, yard management, port security enhancements, corporate governance and stakeholder relations, and recruitment of appropriately qualified personnel. He said berth occupancy rates for Lae Port are between 85 per cent and 100 per cent depending on the berth and at present the Lae cargo throughput is around 3.3 million tonnes. "It is projected that the cargo throughput at Lae Port should increase by 9 per cent as of next year," he said. That is about an increase of 300 000 tonnes of cargo.

He said the remodeling and improvement to be completed by the end of the year are;

- * New receiving and delivery office (one stop shop)
- * New entrance and exit gate – to take traffic off the road
- * New stevedores mess and ablutions block
- * New traffic plan
- * New lighting and IT connectivity
- * New passenger terminal
- * New health office
- * New HIV/aids awareness office
- * Introduction of rubber tyre gantries (7 units)
- * Introduction of mobile harbour cranes (3 units)
- * Introduction of a new terminal IT operating system (TOS)

Mr Riches said the end result of this is reduced costs to the end user, the consignee, importer and exporter. He said further improvements such as the container storage and logistic park at 2 Mile, the extension of Berth Three to services longer and heavier tankers for discharging fuel. He said the Tidal basin project will construct a 240 metre berth with gantry cranes, and Portion 508 land will be reclaimed and used for further port development. He said consultants have appointed to draw up the Lae Port 20 year Master-plan and it will due for presentation by December and this will further improve the port services. Mr Riches concluded that PNG Ports has plans and strategies to rehabilitate its port infrastructures and drive improvements in operational efficiency but needs stakeholder support and are asking stakeholders to work with them in these changes for the benefit of the industry in PNG. **Source:** postcourier



The bulker **BLUE MCKINLEY** seen arriving at the Singapore Eastern anchorage - **Photo : Piet Sinke ©**

Venezuela signs Chinese accords including Orinoco dredging

Bloomberg reports that Venezuela's government has signed three contracts with Chinese companies to increase iron production in the South American country. State news agency AVN cited Jose Khan, minister of basic industries and mining. The agreements are valued at US\$470 million and include the purchase of new mining equipment, a project to expand a port in Bolivar state and the dredging of a navigation canal in the Orinoco river. The work is scheduled to be completed in about 18 months and will be financed with loans from Chinese funds, according to the report. **Source :** Dredging News Online

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The **Saipem S3000** as viewed from the **Saipem FDS2** where they are both working on the **USAN project** installing pipelines and subsea equipment

Photo : Capt. Howard Baker, Marine Warranty Surveyor for LOC ©

Mitsui acquires Portek for \$179 million

Major Japanese trading house Mitsui & Co. said on Thursday it completed a tender offer as part of a \$179 million acquisition of Portek International, a Singapore-based international port operator, the Journal of Commerce reports.

Mitsui's acquisition of Portek International is part of the company's effort to expand its logistics business in emerging economies in Asia, Latin America and Africa. Mitsui said it has so far acquired a total of 151,240,848, or 99.12 percent, of outstanding Portek International shares — 128,099,848 shares tendered to the offer, which closed on Wednesday, and the remaining 23,141,000 shares bought via trading on the market.

"Mitsui intends to be proceeding to compulsorily acquire all the remaining shares and to delist Portek International from the Mainboard of the Singapore Exchange Securities Trading by taking all the necessary procedures in accordance with SGX's rules and Singapore regulations," Mitsui said in a statement.

Mitsui said it expected the procedures to be completed by the end of September. Portek International operates and manages a portfolio of seven medium-sized container and multi-purpose terminals in Indonesia, Algeria, Malta and Gabon, along with a dry port in Rwanda. The port operator posted group revenue of \$104 million and net profit of \$12 million on a consolidated basis in the financial year ended on June 30, 2010. **Source : PortNews**



The **FURE STAR** seen outbound from Rotterdam – **Photo : Kees Torn ©**

European Commission to bring forward package of measures for ports

Visiting the port of Rotterdam earlier this month, European Commission Vice-President Siim Kallas, who is responsible for transport, announced his intention to bring forward in 2013 a package of proposals to help ports remain competitive and support the huge potential for growth in the port sector. He underlined his intention to bring forward measures to support the reduction of the administrative burden in ports; proposals to improve the transparency of port financing; as well as proposals for measures on port services.

The EU Transport Commissioner commended the Port of Rotterdam for its leadership, high performance and its capacity to adapt to change. However he underlined, the major challenges facing hundreds of seaports across Europe and the need to create the right regulatory conditions to allow ports to thrive.

Vice-President Siim Kallas said: "Ports are engines of economic development and sources of prosperity for our cities, regions and countries. But in the next 20 years or so, our many hundreds of seaports will face major challenges in terms of productivity, investment needs, employment as well as integration with port cities and regions.

"My visit to Rotterdam this week reinforces my conviction of the huge potential that our ports have for growth in the years ahead, but we need to tackle the bottlenecks holding back port development and set out now a more coherent policy on ports and maritime infrastructure. I intend to bring forward proposals for the ports sector in 2013.

Vice President Kallas stressed the need to address three areas:

1. Measures on port services

"Ensuring that there is a competitive and open environment in port services provision, for example, is crucially important for seaports to adapt to the new economic, industrial and social requirements," said Mr Kallas.

2. Support for measures to cut more red tape in ports

"We need to help our ports stay competitive by cutting more red tape; the Blue Belt pilot project, a priority programme which explores new ways to facilitate short sea shipping, is already helping to reduce the administrative burden in ports."

3. Proposals to improve the transparency of port financing

"We must improve the transparency of port financing to avoid any distortions of competition and make clear exactly where public money is going. This will encourage more private investment, vital if the ports sector is to grow." A conference on the future of European ports will be held in 2012. Following consultation with stakeholders, and an in-depth impact assessment, the Commission will present proposals for the port sector in 2013. **Source : Dredging News Online**



The **Oleg Strashnov** seen at the BOW Terminal in Vlissingen **Photo : Skeyes - www.skeyesphoto.com**



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The **MSC ALABAMA** seen in lock François 1er (Le Havre). - Photo : Capt. Sébastien Fouéré ©

New Cranes to Boost Durban Harbour

South African state company Transnet has signed an agreement with Chinese firm **Shanghai Zhenhua Heavy Industries** for the purchase of seven tandem lift ship-to-shore cranes for the Durban Container Terminal's Pier 2. Transnet is in the process of renewing its fleet of port handling equipment in an effort to boost efficiency and productivity at Durban, South Africa's flagship port. Pier 1 of the port has already been refitted with state-of-the-art equipment. The tandem lift capability of the cranes, which can simultaneously handle two 12m containers or four 6m containers together weighing up to 80 tons, is a significant step towards making Pier 2 a globally competitive terminal as is the case with Pier 1.

"The purchase of the cranes will result in improved operational efficiencies and reduced service times," Transnet said in a statement this week. The cranes are also designed to suit the future deepened north quay berths of Pier 2 and be able to easily service the new generation megamax container vessels.

The cranes, to be manufactured in China, will be installed during the 2012/13 financial year. "In line with Transnet's commitment to the government's Competitive Supplier Development Programme (CSDP), the agreement has a significant localisation component which includes job creation, skills development and localisation," the company said.

This will include partnering with a local partner for the manufacture of crane spares locally and for the provision of after sales support and maintenance. The CSDP, which is led by the Department of Public Enterprises, is an initiative designed to boost the local component of imported goods by encouraging original equipment manufacturers to partner with local suppliers. The purchase of the cranes is in addition to the implementation of a new Terminal Operating System, NAVIS Sparcs N4, which will enable enhanced vessel and terminal planning to further boost efficiency at the terminal. Furthermore, Transnet has recently acquired 28 new diesel-electric straddle carriers, 14 of which have twin lift capability. "We have begun taking delivery of some of the parts, with the last batch due at the end of December this year," the company said.

Upgrades at Cape Town harbour

The purchases form part of Transnet's R110.6-billion infrastructure investment programme for the next five years, which is funded on the strength of its balance sheet. In addition to the purchase of new equipment for Pier 2, the programme includes capacity expansion for the Cape Town Container Terminal from 700 000 TEUs per annum to 1.4-million TEUs. In Cape Town, Transnet reached another milestone when the new truck entrance and staging area was officially opened at the Cape Town Container Terminal. The new truck entrance comprises four lanes and a fifth for abnormal cargo, compared with the original two lanes. In addition, the trucks will now be serviced from kiosks located adjacent to each lane, resulting in a quicker and safer service. "This is a significant milestone for the port users, as it will alleviate truck congestion from Duncan Road, located within the Port of Cape Town," Transnet said. **Source :**

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OLDIE – FROM THE SHOEBOX



Above seen the **NATASHA K**, built in 1944 as the **BENGAL** at Eriksberg in Gothenburg, renamed during 1966 in **FANAFJORD**, the same year renamed in **FANA** and in 1973 in **NATASHA K**, the vessel went for scrap in Chittagong in 1978 – **Photo : Coll Harry Stott**

.... PHOTO OF THE DAY



Rederij Groen's **SUPPORTER G** seen during stand by duties at the North Sea

Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©

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