

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 261



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**In Singapore the Crowley Commander and Crowley Gladiator are renamed in RESOLVE COMMANDER and RESOLVE GLADIATOR as seen last Friday at the ASL Shipyard - Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS

# OCEANWIDE SAFETY AT SEA



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Multraship latest fleet addition **MULTRATUG 4** seen operating on the North Sea  
Photo : Capt. Jan Plug – Master Acergy Falcon ©



## Stowaway who hid on barge in Chickasaw sentenced to more than 7 years in prison

A Dominican man who sneaked aboard a barge in January made it to the United States — but not the way he had hoped. U.S. District Judge Kristi DuBose sentenced Vicente Maldonado-Ascencio to 7 years and 3 months in prison for illegally re-entering the country after previously having been deported. The 300-foot barge, called the *Crimson Tide*, returned to its homeport in Chickasaw on Jan. 12 after having visited Puerto Rico and the Dominican Republic. A shipping agent notified U.S. Customs and Border Protection agents that 7 to 10 people had jumped off the boat and run into nearby woods.

Federal agents found 10 people hiding in a metal shipping container at the port the next day, according to court records. Maldonado-Ascencio was the only one who previously had been reported, so authorities brought felony charges against him. Court records indicate that U.S. immigration officials deported him on Nov. 1, 1990, Nov. 12, 2003, and Oct. 6, 2010. It is not the first time that illegal immigrants have stowed away on the *Crimson Tide*. In October 2010, authorities detained 2 men near the McDuffie Coal Terminal while 2 others jumped into Mobile Bay. Two years earlier, authorities found 4 Dominican men hiding on a tugboat that was pulling the barge toward the Port of Chickasaw. **Source : Press-Register**



The **MAERSK PUNCHER** departed again with the **CASTORO 7** from Rotterdam – **Photo : Hans Hoffmann ©**

## FAIRPLAY TOWAGE completes take-over of WUZ Gdynia

**FAIRPLAY BV** Rotterdam, a company within the **FAIRPLAY TOWAGE Group** completed the take-over process of the Polish towage provider "**WUŻ - Shipping and Port Services Gdynia Co. Ltd.**" on 1st September, 2011. The previous owner of WUZ, the Port Authority of Gdynia, issued a privatization tender for the entire WUZ Gdynia activities in March 2011. The process, including screening, due diligence and related negotiations, was finalized mid August. WUZ was established in the early thirties of the last century and today is involved in a number of maritime activities such as harbour- and coastal-towages, mooring services as well as operation of pilot-boats in the Port of Gdynia. WUZ operates 9 tugboats including two modern ASD respectively Twin screw tugs with 45 tons bollard pull each. In addition two pontoons, two mooring boats and a pilot tender do belong to the WUZ-fleet. Already in 2003 FAIRPLAY TOWAGE started its activities in Poland by acquiring the then defunct Porta Zegluga (today Project Zegluga) in Szczecin followed in 2008 by the purchase of Port-Hol in Swinoujscie. Recently FAIRPLAY integrated its towage activities in Szczecin and Swinoujscie as well as on the River Odra between both ports in **FAIRPLAY POLSKA** whereas Project Zegluga is exclusively acting as internal Fairplay- as well as external crewing agent and technical manager.

With the take-over of WUZ, FAIRPLAY TOWAGE is the prime towage provider in Polish ports. In an internal statement the employees of WUZ were assured that because the company itself is well organized, no dramatic changes will be implemented except integrating WUZ into FAIRPLAY's European network. With the take-over of WUZ the FAIRPLAY owned fleet grows to considerably more than 40 tugboats. FAIRPLAY TOWAGE was established in Hamburg in 1905 and is today engaged in harbour towage in most of the German ports, in Rotterdam and Antwerp and - through its 50% shareholding in Multiship Terneuzen - also in Bulgarian Blacksea ports. Further, offshore services for the oil industry, coastal- and deepsea-towages as well as a



shipyard in Hamburg are belonging to FAIRPLAY's portfolio. Within the framework of the "ARGE Küstenschutz" which was established in 2001 by FAIRPLAY and two other reputable German tugboats operators, the ARGE is providing the German Government with three of the world's most versatile and modern ETVs in the Northsea and along the coast of the German Baltic Sea.



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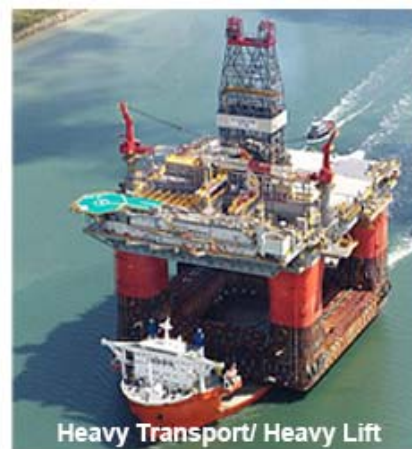
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The **NORMAND OCEANIC** seen in the process of the installation of the Kirinsky Manifold at the Sakhakin Kirinskoye project - Photo : Pieter C Holtes ©



## J A A R B I J E E N K O M S T 2 0 1 1

### Stichting Kaap Hoorn-vaarders

Het is al weer bijna zover! De Jaarbijeenkomst 2011, waarvoor wij u bij dezen uitnodigen, wordt gehouden op zondag 16 oktober a.s., wederom in de Oosterkerk, Grote Oost in Hoorn. Het programma luidt als volgt.

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11.30 uur	De oudheidkamers van de Stichting (Achterom 17) zijn geopend.
13.15 uur	Oosterkerk open, ontvangst door het bestuur van de Stichting
13.50 uur	Tijdens de inloop wordt het orgel bespeeld door Karl Schuitemaker
14.00 uur	Welkomstwoord van de voorzitter, Kees van Louvezijn
	<b>Sailing East, not West!</b>
	<i>Lezing door Hans Kok over een reis van Amsterdam/Hoorn naar de Oost, aan de hand van zeekaarten.</i>
15.00 uur	<b>Uitreiking Eenhoorn-zegel aan de Stichting</b>
	<i>door de heer R. Tonnaer, loco-burgemeester van Hoorn</i>
15.10 uur	korte pauze
15.30 uur	<b>Presentatie “Zeilvaartherinneringen van kapitein Jacob Schol”, jaarpublikatie 2011, en overhandiging van het eerste exemplaar aan de heer R. Tonnaer</b>
15.45 uur	<b>Uitreiking Kaap Hoorn-trofee aan Kaap Hoorn-schipper</b> (onder voorbehoud) <i>door de heer R. Tonnaer</i>
	<b>Uitreiking penningen en certificaten aan Kaap Hoorn-zeilers</b>
	<i>door Kees van Louvezijn, voorzitter</i>
16.00 uur	<b>Die sturen kan, zeilt bij elke wind</b> , enige zeilverhalen als beleefd door Jaap Waterdrinker
16.45 uur	<b>Wisseling van de wacht</b>
	<i>Na vele jaren van trouwe dienst zal mr. D. (Dirk) Dragt het voorzitterschap van de adviescommissie Kaap Hoorn-ronders overdragen aan de heer G.P. Loomeijer</i>
17.00 uur	<b>Rolling Home</b> met de Shantymen Kaap Hoorn
17.30 uur	<b>Schoot aan!</b>
18.30 uur	<b>Buffet</b>
20.00 uur	<b>Sluiting</b>

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De kosten voor het bijwonen van onze jaarbijeenkomst bedragen € 30 p.p. (gehele bijeenkomst, alles inclusief) of € 15 (zonder buffet, maar inclusief Schoot aan!). Introducté(e)s zijn van harte welkom. In verband met de als altijd te verwachten grote belangstelling verzoek ik u vriendelijk het verschuldigde bedrag zo spoedig mogelijk over te maken op rek.nr. 2769806 t.n.v. de penningmeester van de Stichting NKHV, onder vermelding van ‘Jaarbijeenkomst 2011’, en u bij voorkeur per e-mail aan te melden ([info@kaaphoornvaarders.nl](mailto:info@kaaphoornvaarders.nl)) dan wel door onderstaand strookje toe te zenden aan de penningmeester, de heer J.H.F. Planken, Herengracht 13, 1444 EV Purmerend.

Met vriendelijke groet,

Gerard van der Meer, secretaris

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## Norway one seismic year ahead of Russia

Norway has just finished the first season of seismic survey in the newly established border area in the Barents Sea. Russia plans to start in 2012. The vessel “**R.V Harrier Explorer**” and the company PGS Exploration has just finished this year’s surveying of the Barents Sea floor. A total of 11,400 linear kilometres of two-dimensional seismic data has been collected, Upstream reports. Norway started explorations the day after the Agreement on Delimitation of the Barents Sea came into force, BarentsObserver reported. The seismic surveys will be concluded next autumn, which means that the Norwegian Petroleum Directorate will have the results ready sometime in the winter 2013. The first

drilling will not start until 2014. Russia plans to start mapping the eastern side of the new maritime border in 2012, Said Anatoly Dmitriyevsky, Director of the Russian Academy of Sciences' Institute of the problems of oil and gas, Voice of Russia reports. If the Russians start seismic surveys next summer, they could also have analyzed results ready by 2013. In all likelihood both countries could start simultaneous exploration of the area in 2014. **Source :** BarentsObserver



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The **POWSTANIEC LISTOPADOWY** seen moored in IJmuiden – **Photo : Simon Wolf ©**



**Workships Contractor**s and **Royal Doeksen** are pleased to announce that Friday the 16th of September the contracts for 2 DNV Classed 21 meter aluminum Wind Farm Service Vessels have been signed with South Boats Special Projects of the Isle of Wight.

These new build vessels are a perfect example of how the market is maturing by requiring higher standards through applying full ISM and Class regulations to wind farm transfer vessels that so far have only worked under MCA Domestic Codes. These vessels combine the proven sea keeping and reliability of the South Boats design, with a larger, more capable hull and improved functionality to meet the current and future requirements of the offshore wind transfer market.



The ordering of these 2 vessels further demonstrates the co-operation between **Workships Contractors** and **Royal Doeksen**. This is the next step into the offshore wind industry following the co-operation agreement that was signed earlier this year with Offshore Windpower Marine Services of the UK. OWPMS operates 6 South Boat built crew transfer vessels and has a track record of over 250.000 transfers without accidents since 2003.

Delivery of the vessels will be March and May 2012. More information on these new build vessels can be found on [www.workships.nl](http://www.workships.nl) or by sending an email to [wind@workships.nl](mailto:wind@workships.nl)

## Malaysian navy foils ship hijack in Yemen

Malaysian navy personnel managed to thwart a hijacking attempt of a Malaysian oil tanker off Yemen. The MT **Stealth Eagle**, owned by MISC Bhd, was sailing along the straits of Bab el-Mandeb, about 30 nautical miles from Al-Mukha, Yemen. A Royal Malaysian Navy (RMN) spokesman said six navy commandos, who were on board the tanker, spotted five skiffs with 10 to 15 men onboard tailing the ship at about 6pm (local time) on Sunday.

The skiffs followed the tanker for about 15 minutes before they tried to approach the ship. "The commandos, led by Lt Aswad Zakareya, fired a warning shot and the skiffs then turned away," he said, adding that the area was notorious for piracy and ship-hijacking cases. The **MT Stealth Eagle** was carrying some 56,000 metric tonnes of low sulphur fuel worth about RM200mil and 26 seamen, including two Malaysians, at the time of the incident. **Source : The Star**



The **SYLVIA**, homeported Middelburg, is the former **FLINTERJUTE** and seen departing from Galati (Romania)

**Photo : Huib Lievense ©**





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Above seen Dockwise **SWAN** loaded with 36 barges, 2 pusher tugs and 1 drydock in Argentina, the loaded equipment owned by NAVIOS SOUTH AMERICAN LOGISTICS, will be used to transport iron ore from southwest Brazil to the River Plate - **Photo : Jan Kok – Samstrans Maritima ©**

## Oil tanker Newlead Avra leaves Libya with empty tanks

The oil tanker **Newlead Avra**, which had been traveling to Mellitah in western Libya, didn't load a cargo as intended and is now sailing to Cyprus, Bloomberg reports citing the vessel's owner. The ship, which has a carrying capacity of 73,400 deadweight tons, was instructed to sail to Limassol, Cyprus, without having collected a cargo, Elisa Gerouki, a Piraeus, Greece-based spokeswoman for NewLead Holdings Ltd. (NEWL), said by e-mail today. The tanker can haul crude or refined-oil products, according to Bureau Veritas Group, which monitors ships' compliance with laws on seaworthiness. The company that booked the ship didn't confirm to NewLead what the cargo would be, having originally indicated it would collect condensate, Gerouki said later by phone. Condensate that's produced during oil-extraction is equivalent to extra-light crude, according to James Zhang, an analyst at Standard Bank Plc in London. For



the shipping industry, such cargoes can be deemed clean petroleum products provided they contain no residues from crude production, he said.

Libya wants to resume crude exports in two to three weeks, Guma El-Gamaty, the U.K. coordinator for the country's National Transitional Council, said Sept. 8. Shipments from the nation, holder of Africa's biggest oil reserves, plunged during a conflict that escalated in February and led to the ousting of Muammar Qaddafi as national leader.

An 80,000 metric-ton cargo of crude was being offered for shipment from Mellitah between Sept. 15 and Sept. 17, three people with direct knowledge of the transaction said Sept. 8. **Source : PortNews**



The **ELENA** seen anchored of Singapore – **Photo : Capt. Jelle de Vries ©**



## **NAVY NEWS**

# **Canadian warship to visit Murmansk**

**Ottawa and Moscow to improve military relationship in the Arctic.**

The Chief of Canada's Defence Staff has for the first time in almost a decade visited Russia and met with top military leaders this week. General Walt Natynczyk discussed a joint counter-terrorism exercise with head of Defence Staff Army General Nikolay Makarov.

- During my first meeting with General Makarov last January in Brussels, I received his invitation to visit Moscow to expand on our initial discussions, says General Natynczyk in a press-release posted at the portal of the National Defence Forces.

- This visit is an important opportunity to strengthen Canadian-Russian military ties, and exchange views on some of our common defence interests. I hope that General Makarov will honour us with a visit to Canada so we can continue to build on our relationship, the General says.

The two military top officials also agreed to exchange visits of their warships between Canada's Vancouver and the Murmansk port of Russia, reports Focus Information Agency. The joint exercise and naval vessel visits will take place in 2012. [Source : BarentsObserver](#)

## Sea Acceptance Trials of the Second Holland Class Patrol Vessel "Zeeland" for the Royal Netherlands Navy



On Wednesday 31 August, the second of four Holland Class Oceangoing Patrol Vessels, "[Zeeland](#)" built by [Damen Schelde Naval Shipbuilding](#) for the Royal Netherlands Navy, left Vlissingen, The Netherlands, for her sea acceptance trials (SAT). During the SAT, primarily the platform as well as parts of the sensor weapons and communications suite will

be extensively tested. The tests will be performed by representatives of the yard in close cooperation with representatives of the Royal Netherlands Navy and the main subcontractors.

The four vessels of the Holland Class OPV's measure 108 metres in length and 18 metres in width with a displacement of approximately 3750 tons. They offer hangar space and landing facilities for one NH-90 helicopter or equivalent types. Their armament will consist of one 76 mm Oto-Melara gun, one rapid-fire 30 mm gun and two 12.7 mm Hitrole machine guns. The weapons will all have full remote control. Thanks to the state-of-the-art sensor and communication technology in the Integrated Mast Module (IMM), detection and tracking of high- and low-altitude air targets, fast boats, periscopes, mines and even swimmers will be possible.

The first two patrol vessels, "[Hr.Ms. Holland](#)" and "[Zeeland](#)" are built at the shipyard of Damen Schelde Naval Shipbuilding in Vlissingen, with a number of sections being supplied by the Damen shipyard in Galati. [Hr.Ms. Holland](#) was handed over to the Royal Netherlands Navy earlier this year in May.

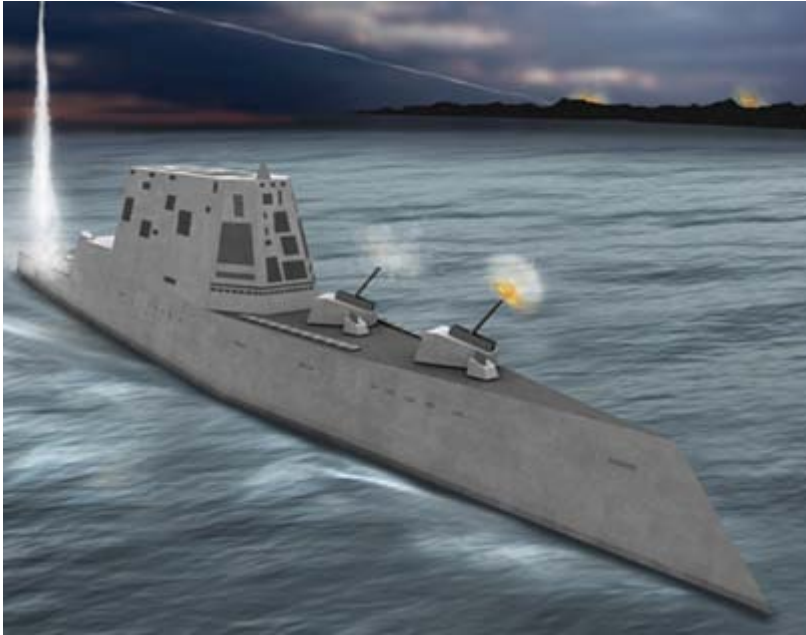
The third and fourth vessels, "[Groningen](#)" en "[Friesland](#)" are built at the Damen shipyard in Galati under the supervision of Damen Schelde Naval Shipbuilding. Partial SAT for the Groningen are scheduled for the end of September. Hereafter she will sail to the Damen Schelde Naval Shipbuilding yard for final outfitting of certain systems and components.

The Damen Shipyards Group offers a complete range of naval and patrol vessels ranging from 7 to over 200 meters. Part of this portfolio are the Damen Schelde Naval Shipbuilding (DSNS) naval combatants and auxiliaries, embodied by the SIGMA and ENFORCER series.

At present DSNS also has under construction for the Royal Netherlands Navy: a Joint Logistic Support Ship (JSS), the largest military vessel built by DSNS so far. For the Royal Moroccan Navy DSNS has three SIGMA Class frigates under construction.



## U.S. Navy Awards DDG 1000 Contracts



Contracts to begin primary construction of the second and third **DDG 1000 Zumwalt-class** destroyers for the U.S. Navy were awarded Sept. 15, the service announced. Work on long-lead items for both ships - the **Michael Monsoor (DDG 1001)** and yet-to-be-named **DDG 1002** - already has begun at General Dynamics Bath Iron Works in Bath, Maine, but the most recent awards allow primary fabrication to be carried out. The \$1.8 billion contract is valued at more than \$2 billion should all options be exercised, the Navy said.

The new contract does not cover work being done for the ships by other major contractors such as Raytheon, which is building the combat systems and much of the electronic gear, and Huntington-Ingalls Industries, which is building the composite-construction superstructure. The new, fixed-price incentive contract includes firm-fixed-price line items for class-common

equipment, the Navy said.

"The pricing approach shares the risk of over-target cost growth between the government and industry and establishes a ceiling on the government's liability," the Naval Sea Systems Command (NAVSEA) said in its announcement of the contract award. "If the cost exceeds the ceiling, industry would have to bear those additional costs," NAVSEA added. The Navy announced on July 26 that an agreement with General Dynamics on the contracts had been reached. Both sides had characterized the negotiations as tough. Negotiators had once hoped to conclude contract agreements on the ships in early 2010. But a host of complex factors intervened to delay and extend the talks. Chief among the obstacles was a Nunn-McCurdy review brought about by the Navy's decision to build three, rather than seven units of the class, thus increasing the unit cost.

Resolution of the Northrop Grumman shipbuilding situation was also necessary to proceed. Both shipbuilders agreed in April 2009 to shift construction of all DDG 1000s to Bath in exchange for DDG 51-class ships that would be allocated to Northrop's Mississippi shipyard. In early July 2010 Northrop, the original prime contractor for the DDG 1000, announced its intention to spin off its shipbuilding operations, a process which culminated in March with the formation of Huntington-Ingalls Industries.

Congress' failure to agree last fall on a 2011 defense spending bill also prevented new construction starts - a hurdle that wasn't cleared until spring. The Navy and GD expressed great satisfaction with the announcement. "This contract award demonstrates the Navy's commitment to balancing cost, capability and industrial base considerations to improve the affordability of this shipbuilding program," Sean Stackley, assistant secretary of the Navy, said in a statement. "This is a great example of putting in place should-cost targets to meet validated warfighting requirements."

"This contract enables us to maintain a strong base of quality shipbuilding jobs in Maine and continue our contributions to sustaining the U.S. Navy fleet," said Jeff Geiger, president of Bath Iron Works. "It provides Bath Iron Works with a healthy backlog of work and reflects the Navy's continued commitment to the DDG 1000 program, as well as their confidence in our ability to build and deliver all three ships of this class." Construction of the first ship, the **Zumwalt (DDG 1000)**, is more than 50 percent complete, with delivery scheduled for late 2014. Work already has begun on the Monsoor and the 1002. Delivery of the **Monsoor** is expected in 2015, with the 1002 following in 2018.

## SHIPYARD NEWS

### Ennore Port, Cochin Shipyard selloff deferred

The shipping ministry has deferred its disinvestment plan for Ennore Port, Cochin Shipyard and Dredging Corporation of India (DCI) because of uncertain and volatile market condition, said shipping secretary K Mohandas on Thursday on the sidelines of Ficci's India Infrastructure Summit. Instead of the current financial year, the disinvestment in these three could happen in the next fiscal.

While disinvestment in Cochin Shipyard was to be done through an initial public offering, for the mini-ratna company DCI the ministry had plans to go for further stake sale. Government has already divested 22.5% stake in DCI. The finance ministry has set up a disinvestment target of Rs 40,000 crore for the current fiscal. Government has approved disinvestment in ONGC, SAIL, HCL and NBCC, but it could mop up only Rs 1,162 crore. In the last fiscal, Rs 22,763 crore was collected through sale of equity in public sector enterprises.

Earlier in the day, Planning Commission deputy chairman Montek Singh Ahluwalia said private sector projects should be subject to government scrutiny in terms of assessing the performance parameters so that infrastructure projects do not suffer from time and cost overruns and it is ensured that public interest is not compromised in any way. **Source :** The Times of India

## **IHC Merwede rents out first IHC Beaver® dredger**



**IHC Merwede** has entered the international rental market with its standard IHC Beaver® dredgers and DMC work boats. The company has identified a demand in the market for vessels and equipment that may only be used for a relatively short period of time. In August, the first dredger – an IHC Beaver® 40 – was rented out to a contractor in Europe. The dredger was easily loaded on to trucks and transported to the dredging site, where it was quickly deployed by a team of IHC Merwede engineers. This vessel will be used for the deepening of a river in order to increase its capacity.

The nature of some dredging projects requires the deployment of specific dredgers for a limited time frame. This could be because the dredging project itself is relatively small or an additional dredger is only required at a particular point in the project. In such cases, the expansion of the dredging fleet on a temporary basis through IHC Merwede's rental service is an attractive option. IHC Merwede can also deliver the training and technical support to start up a dredging operation as efficiently and effectively as possible. Long-lasting rental experience IHC Merwede is already using the rental formula in other market segments, such as the offshore wind sector. The majority of successfully installed offshore wind farms have used equipment rented from two of IHC Merwede's business units – IHC Hydrohammer® and IHC Handling Systems, who are both leading companies within this market. IHC Hydrohammer® has been renting out hammers for more than 25 years, while IHC Handling Systems has been active in the rental of handling equipment since 2001 and has recently doubled its rental fleet of larger handling equipment. In addition, other IHC Merwede business units have been proactively developing their rental services: IHC Sea Steel rents Fast Frames which can be used for driving 20-96" diameter piles in water depths of up to 2,000m; and IHC Fundex Equipment has been focussing on the enormous growth potential of its foundation machines in the American replacement market. With the first successful rental of an IHC Beaver® dredger, IHC Merwede has reached a notable landmark in its long and distinguished history. The company has once again demonstrated that it possesses the in-house skills to engineer and manufacture sustainable dredging vessels that suit the specific requirements of a new customer segment. IHC Merwede has also shown its capability to supply efficient and reliable solutions to meet the shortest possible lead times. The latest generation of IHC Beaver® dredgers are known for their robust construction, unbeatable economies of scale and lower operating



costs, with the reliability and ease of use to allow operation in all conditions. For more information, please visit [www.rentadredger.com](http://www.rentadredger.com)

## Lürssen Werft bids for Blohm + Voss

In August, employees of Germany's Blohm + Voss, learned that parent ThyssenKrupp was negotiating the sale of the Hamburg shipbuilder's civilian assets to a British investor, MarineLog reports. Now, though, comes news of an offer that could keep Blohm + Voss in German hands. Broadcaster NDR is reporting that Bremen-based Lürssen Werft has made an offer for the whole Blohm + Voss operation - naval as well as military.

Both companies are involved in the construction of military ships for the German Navy and compete with each other in the mega yacht market. Interestingly, though, NDR reports insiders as saying that Lürssen is particularly interested in the Blohm + Voss ship repair business. **Source : Portnews/Marinelog**

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The **ORIENT EXPLORER** seen moored in Singapore Loyang - **Photo : Piet Sinke ©**

## NEW OFFICE OPENING OF VOSTA LMG SINGAPORE



**VOSTA LMG** announces the opening of its new office in Singapore. **VOSTA LMG Dredging Technology** has been active in Singapore since December 2008 and was earlier operating from its Pasir Panjang Office.

Left Mr. **Rikke Van Berk** (COO) Mr. **Carsten Schwen** (CFO), Mr. **Rudolf Dietze** (Chief Executive Officer), Mr. **Robert Barkel** (MD)

An official opening ceremony of their office at the German Centre, International Business Park took place on 24th August 2011 with the presence of Board of Directors from the headquarters in the Netherlands and Germany.



**VOSTA LMG Singapore** office will serve as the hub for South East Asia and will focus on market opportunities in the Dredging Industry, strengthening VOSTA LMG's presence in the region while fulfilling its mission to become the preferred supplier of Dredging technology from concept development over realization and maintenance of recycling. The new office headed by its Managing Director Mr. Robert Barkel is located at the German Center, International Business Park, Singapore. **VOSTA LMG** would like to sincerely thank all the guests who attended the ceremony and wish to receive their strong support to move further in the Dredging Technology. Visit [www.vostalmg.com](http://www.vostalmg.com)

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Above seen the **SMIT MADURA's** afterdeck. she has been modified to accept a subsea rock phosphate sampling plant for client Namibian marine phosphates, and will commence sampling off the Namibian coast, south west of Walvis Bay shortly. there is a great deal of interest in this project and it will be interesting to see the results.

Photo : Dave Murray ©

## Antwerp Port to invest in Essar's Hazira Port Project in Gujarat by end of next year

Belgium's Port of Antwerp, the second largest port in Europe, aims to pick a stake in Essar Group's Hazira Port in Gujarat by the end of the year. "Antwerp Port intends to participate in Hazira port project of Essar Group," Antwerp Port Authority managing director Eddy Bruyninckx told ET without disclosing numbers. "The talks are on between the newly-formed subsidiary, Port of Antwerp International (PAI), and Essar Group."

It is believed that PAI is working with reserves of 25 million and it has already acquired stakes in port projects in Oman and Congo. The move is in keeping with the Belgian company's expansion plans firmed up last year, when it evaluated 20 projects and zeroed in on a few of them to expand its presence out of Europe through equity participation. Subsequently, it signed an MoU with Essar Group in February for strategic collaboration in consultancy, investment, training and enhancing commercial relations in the port sector. "We are exploring opportunities overseas to expand our footprint by sharing our expertise in port development and management through a newly-formed subsidiary. We have a strong belief in cooperation with India which has a huge potential and ambition to develop ports," Bruyninckx said.

Antwerp Port Authority is also keen to strengthen its ties with the Indian steel companies. "We want Indian companies to bring their steel service centres to Antwerp," said Bruyninckx. Essar Steel, which operates a capacity of 8.6 million tonne per annum and is set to expand it to 14 million tonne by the end of this financial year, routes its cargo to European markets through Port of Antwerp. During the first six months of 2011, Antwerp port handled 96 million tonne of freight, an increase of 10.4% compared with the first half of 2010. Essar's port arm manages capacity of 88 mmtpa, which is being expanded to 158 mmtpa over the next few years at an investment of Rs 9,300 crore. It has two operational ports - at Hazira and Vadinar. At Hazira, on Gujarat's west coast, Essar Ports operates an all-weather deep draft port with 30 mmtpa of dry bulk cargo capacity, which is being expanded to 50 mmtpa. "The company is setting

up a dry bulk terminal at Hazira with a capacity of 20 mmtpa, which will be operational by the second half of 2013-14. Environment and CRZ clearances have been received. Forest clearance is pending for part of the project.



The **GRAND PAVO** seen moored in Singapore – Photo : Piet Sinke ©

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The brand new **MAERSK ESSEX** seen enroute Antwerp – Photo : Henk de Winde ©

## **Kochi port shortlists 5 companies for liquid terminal project**

The Kochi port has shortlisted five companies for its multi-user liquid terminal (international bunkering services terminal) to design, finance, build, operate and transfer basis for a 30-year concession period, Thehindubusinessline reports. The shortlisted firms include Bharat Petroleum Corporation Ltd, Kochi Refinery, Mundra Port and Special



Economic Zone, Ahmedabad, IOT Infrastructure and Energy Services and Gammon Infrastructure Projects Ltd, both based in Mumbai, and IMC Ltd, Chennai.

The Rs 200-crore project will have a total capacity of 4.10 million tonnes a year, with LPG accounting for 0.68 million tonnes and bunkers and POL products being 3.42 million tonnes. The facility is expected to be commissioned in the third quarter of 2013, the port officials said. The bunkering terminal will come up adjacent to the LPG storage facility being built by Indian Oil Corporation on 15 hectares. A 120-metre barge loading facility and 40,000 KLs of storage facility will be part of the terminal. The Kochi Port will make available 2.5 hectares within the Puthuvyppeen Special Economic Zone and 19 hectares of water area on an annual licence fee basis and make the concessionaire a co-developer in the port-based special economic zone. The Port has also decided to earmark another six hectares for additional storage facilities, the land being put to use on a competitive lease basis. Agencies other than the concessionaire will be permitted to import bunkers and other POL cargo for storage and allowed to lift bunkers from the terminal. The Tariff Authority for Major Ports has already passed orders on the tariffs. According to port officials, Kochi can leverage its strategic location on one of the busiest sea routes in the world to become a bunkering hub. The presence of a coastal refinery owned by public sector Bharat Petroleum Corporation, the presence of India's biggest ship building facility at Cochin Shipyard and low VAT rate of 0.5 per cent on sale of fuel and lubricants to foreign going vessels are some of the factors that favours the setting up of a bunkering terminal here, the officials added. **Source : PortNews**



The **JB 114** seen departing from the Mammoet premises under tow of the **UNION SAPPHIRE** as leading tug and assisted aft by **ANDRE B**. The **JB 114** was loaded last Saturday with a small jacket which will be installed 50 miles of the English coast, and will accommodate a measuring post – **Photo : Adam Louwen ©**

## Inpex to build Indonesia's first floating LNG terminal

Japan's Inpex Corp will start to build Indonesia's first floating LNG receiving terminal in the Masela block by first-half 2012 and expect to start producing in 2016, its CEO and the Indonesian Vice President said. Energy regulator BPMigas spokesman Gde Pradyana said the initial project is estimated to cost up to \$8 billion with total investments seen up to \$25 billion. Inpex Corp was awarded the contract to develop the Masela LNG block in Maluku, east Indonesia, last December with estimated production capacity of 2.5 million tonnes per year. **Source : Seatrade Asia**

# DISA

DISA MARITIME BVBA

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

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PO Shipping's container vessel **LONG MU WAN** departing Melbourne's Port Phillip Bay 13 September.

**Photo : Bill Barber ©**

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**..... PHOTO OF THE DAY .....**  
**LUCTOR ET EMERGO**





"**Luctor et Emergo**" is the motto of the Dutch province **Zeeland** located in the south-west part of the Netherlands, which means "**I struggle and emerge**" which is the correct text for this above photo, the **MULTRATUG 4**, of the in Zeeland based company **Multraship** seen "emerging" during operations at the Northsea

**Photo : Capt. Jan Plug – Master Acergy Falcon ©**