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TSHD **Waterway** seen discharging in Onne Port, in the background the local Lamnalco feet

Photo : Pieter van Vuuren (c)

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

Poaching by Indian fishermen in EEZ of Pakistan

Pakistan Maritime Security Agency (PMSA) being the sole maritime law enforcement agency undertakes concerted operational efforts to prevent the poaching activities by Indian fishermen. In this regard, besides regular deployment

of the ships and surveillance by aircraft, a series of focused anti-poaching operations are also conducted in the Eastern Maritime Region. To curb this tendency, Indian boats close (10-15 NM) to the EEZ are cleared from the Pakistani limits towards India. Even among those Indian fishing boats, which intrude deeper into our EEZ only a few are apprehended and others are cleared off purely on humanitarian basis.

Pakistan's Exclusive Economic Zone (EEZ) is enormously rich both in living and non-living resources. Most significantly, the Indus Delta region is abundant with prime quality fish and a most attractive lure for fishermen. On the other hand such a delta is not available in the entire Indian Gujrat region. Indian fishermen, therefore, deliberately violate the international boundaries and indulge in illegal fishing activities in Pakistan's EEZ, especially in the Indus Delta region comprising a number of creeks.

Most unfortunately, there is a general misperception in the local public about these blatant illegal acts committed by the Indian fisherman. It is mostly thought that the Indian fishermen accidentally enter Pakistani waters and are innocent 'inadvertent crossers'. Convicted fisherman, when interviewed by the media purport the same view, which is taken at face value. NGOs, humanitarian organisations, respectable members of society etc, in innocence, naivety and lack of adequate knowledge, adopt the same stance and project the fishermen as hapless victims of circumstances which were beyond their control. Arrests are blamed on the insensitivity and highhandedness of local law enforcement agencies. However, nothing could be more being further from the truth.

It is pertinent to mention that Indian fishermen commit deliberate poaching in our waters. It must be highlighted that all the Indian fishing boats today are fitted with Global Positioning System (GPS) on board and the exact position of the boat, at all times, is well known to the crew. These fishermen mainly sail from Okha or Porbandar in India, which are around 115NM (148-km) and 135NM (250-km) (Nautical Mile = 1.85-km) respectively from our EEZ. The boats travel even further ahead of the EEZ and their deliberate acts of intrusion are done well within Pakistan's waters. Violators are apprehended even 100 nautical miles inside our waters. These incursions are not restricted to a few so termed 'innocent inadvertent crossers' but at occasions number over 300 boats. The lure of the rich fish catch is extremely attractive and worth taking a calculated risk vis-à-vis the expected return. This is a visible and evident indication of the mal intent of the Indian fishermen who intentionally ingress deep into Pakistan's Maritime Zone for illegal fishing. Moreover, the nets used by them are internationally banned, due to their very small mesh size. These nets, when used for trawling, sweep the sea and practically eradicate all forms of marine life. The consequences of such inhuman practices and blatant violation of international norms are most disastrous on our ecosystem, which can be well visualized. Such poaching activities, besides depleting the highly priced marine species in our region, not only cause enormous revenue loss to the government exchequer but also deprive the poor fishing community of Pakistan of their livelihood and honourable means of sustenance.

On the contrary, any crossing by Pakistani fishermen into the Indian EEZ is indeed inadvertent as there is no fishing attraction in Indian waters. From January 2011 till end April, 4799 Indian fishing boats were reported operating in our EEZ. The vast majority of these boats were cleared off. Only 37 boats along with 134 Indian fishermen, who were fishing more than 70NMs inside our EEZ, were apprehended. However, during the same period, only five Pakistani fishing boats were maliciously apprehended by the Indian Coast Guard units, and that too in close proximity of the EEZ demarcation. The data of apprehended Indian fishing boats and fishermen clearly reflects the mal intent and deliberate intrusion, aimed at poaching in our EEZ. A 'Hot Line' was earlier established in November 2006 for exchange of information and coordination between the two director generals. The intrusions are regularly conveyed to Indian Coast Guard. Regrettably, the response has at best been lukewarm and no effective action to curb the ingress has been taken, indicating tacit State approval of this criminal activity.

On passing of the recent monsoon period, the poaching activity again recommenced mid September 2011 onwards. A few figures are cited, as shown in table given below.

The extent of the illegal activity in this short span is an indication of the attractive lure despite the ever-looming peril of apprehension. However, regular patrolling and clearing of these fishermen by Pakistan Maritime Security Agency (PMSA) ships has progressively resulted in substantial decrease in the presence of Indian boats. During the past three weeks, 31 boats and 130 crew members have been apprehended, which is but a mere drop in the ocean.

During the trials of Indian Fishermen, a humanitarian view is also accorded by Pakistani Courts, which award light sentences from one to three years for this deliberate illegal activity. Frequently, as a goodwill gesture, the Government of Pakistan releases them before the end of their sentence. On the contrary, Indian law enforcement agencies mete out very harsh punishment to Pakistani fishermen and they are kept away from the judicial process for a long time.

The PMSA remains committed to protect and safeguard national interests in the Maritime Zones of Pakistan. The force will continue to ward off Indian poachers and guard against other illegal activities, in order to make our sea safe and secure for the country. "Poaching by Indian fishermen inside Pakistan's EEZ is consistent and on large scale. This is due to the rich fishery resources on the mouth of Indus Delta within Pakistan's EEZ. Despite intensive efforts of MSA and apprehension of Indian fishing boats as per government's policy, deliberate violation of Pakistani EEZ by Indian fishermen continues causing huge losses to Pakistan's fisheries resources. The Indian side may be impressed upon to guide and direct their fishermen to abide by the international limits of the EEZ." **Source : DailyTimes.pk**



The **WILSON CADIZ** seen departing from Haifa, Israel with onboard 4000mt of pipe. –

Photo : Matthijs J. Koop (c)



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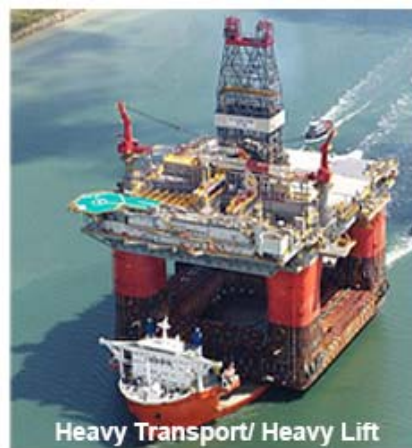
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Container shipping poised for more lay-ups as fleet will grow by 8.7% in 2011

"Jealous" over the other shipping segments troubles, container shipping is facing a potential oversupply of vessels, which should lead to more lay-ups suggests the latest survey from BIMCO. According to the report, the organizations forecasts the inflow of new container tonnage in 2011 to be at 1.3 million TEU. This is in line with a steam off during the second half of 2011. As the young fleet holds a very limited demolition potential, the fleet is forecast to grow by 8.7% in 2011 – equal to and outweighing demand growth by close to 2%-points. "The amount of tonnage being idle has finally picked up, but as demand has been struggling hard to take off, the amount of tonnage that needs to be laid up to bring balance is a good way beyond the current level. Should the further leaking of revenue be stopped in the

current environment where slow-steaming is already the name of the game, extensive idling or lay-up of tonnage, perhaps even beyond 1 million TEU, may still not be unrealistic. Closing down redundant services is a start, but not the full solution to the task at hand. You have to bear in mind that the fleet has grown by 2 million TEU since the turn of the year 2009/2010, resulting in the “active fleet” growing by 3½ million TEU in 20 months (real growth rate of 30%). Liner carriers are seen to redeliver chartered-in tonnage at the earliest convenience and non-operating owner are likely to carry the lion's share of the idle fleet.

By extrapolating the trend in inbound loaded container volume on the US West Coast, bearing in mind the disappointing back-to-school season and non-existent peak season, the outlook is unpleasant. Volume growth trans-Pacific could be could become negative. The outlook for the Far East – Europe trading lanes is still not as dire, with an accumulated growth rate of 7.2% for the first 8 months and a stable accumulated growth rate of 7-8% for the months February to August” said BIMCO in its analysis. In terms of supply evolution, a total of 129 vessels of 270,000 TEU have been identified as idle by Alphaliner at mid-September, representing 1.8% of the containership fleet. Several services have been suspended since June, prompting idle vessels owned by non-operating owners, in particular, to rise significantly. According to BIMCO's chief analyst, Peter Sand, “until recently, owners have hesitated to make vessels idle going into the peak season with anticipated higher volumes, despite the fact that freight rates on main trading lanes have leaked throughout the year. This idling development is very welcome, but the level is still far below the 1.5 million TEU that were idle by the turn of year 2009/2010”.

The active container ship fleet has grown by 6.5% so far in 2011, as 966,000 TEU were delivered, offset by only 30,517 TEU being demolished (25 vessels – 1,221 TEU on average). 429,440 TEU out of the total represent the +10,000 TEU segment, which is almost exclusively deployed on the Far East – Europe trade lanes. The latest deliveries have brought the total container ship fleet beyond the 15 million TEU mark. Just 11 months ago, the fleet crossed the 14 million TEU mark. After a few volatile years in 2009 and 2010, container ship supply growth seems back on familiar roads from before the crisis of 2006-2008 at an inflow level of 1.3-1.4 million TEU per year during 2011-2013. “By means of massive postponements of scheduled 2010 (and 2011) deliveries and the 1½ years of absence from orderings during the financial crisis, ship owners and yards in co-operation managed to smooth out the planned deliveries and avoid the horror scenario of a massive delivery of 2 million TEU by the start of that year. Without being superstitious, the number of vessels in the orderbook is now “The Number of the Beast”, 666 vessels are due for delivery. The curse of previous massive deliveries is clear to everyone staring at the freight rates and south-bound development on earnings for most carriers. The size of vessels generally is getting larger and larger, but in particular in the containerships segment” said the report. Demand-wise, it mentioned that “the poor freight rate performance on the main trading lanes took us by surprise – even with our modestly positive outlook, the peak season was set to be the poorest ever period when you adjust for fuel surcharges. But the rising freight rates didn't last long, and the USD 1,000 per TEU is still far away at USD 754 per TEU on Far East – Europe. To put the situation into perspective, the “real” spot rates (ex-fuel surcharges) on Far East – Europe are now below the 2009 trough. Currently, the bunker surcharge on this trade is USD 800 per TEU, going down to 790 in October. This illustrates the extreme situation created by intense competition and a large inflow of tonnage in particular on this trading lane – famous for its almost exclusive use of +10,000 TEU vessels. As demand is about to grow by 5% it's not just a supply problem but also a demand problem. The economic situation in Europe has not improved during the past months, on the contrary actually – leaving little upside potential for stronger demand in forthcoming quarters. Since the end of April rates have been down by more than 50% on last years' level. The delivery of 35 new +10,000 TEU vessels in 2011 so far has added huge capacity to the existing 66 vessels with a +10,000 TEU capacity. This equals a segment fleet growth of 53%, all of which has been put into service on the Far East to Europe trade lanes” said BIMCO. Meanwhile, in the trans-Pacific, earnings are slightly better. Current Bunker Adjustment Factor (BAF) on the trans-Pacific is USD 700 per FEU in September/October for US West Coast and 1,090 per FEU on US East Coast. This is comparable to the current spot rate level of USD 1,589 per FEU on USWC and USD 3,124 per FEU on US EC. With the prospect of a potential flat/slightly negative demand growth as compared to 2010, a decline in freight rates of 36% hints that liner companies will be getting into rougher waters. The implementation of peak season surcharges has not been successful, even though July and August provided increasing freight rates on all major trading lanes, as September has rolled back the gains with a vengeance. As a response to the poor trans-Pacific demand situation, Alphaliner reports that another four services will be withdrawn during October-December, adding to the 7 services already withdrawn during April-September. The new withdrawals comprise to as much as 6% of current capacity on the Far East-USWC trade. Will this be enough? Hardly. The trend in activity on the trans-Pacific trading lane as illustrated by the total inbound containers at the Ports of Los Angeles and Long Beach leaves little room for enthusiasm. The ports represent 2/3 of the total volume at US West Coast container ports. Starting the year on a very positive note, the accumulated year-on-year growth hit 1.5% for the first 8 months in August. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **ANET** seen in the north of Spain while loading windturbine towers. - Photo : Huge Rademaker ©



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Above seen the 2000 built PRT flag cruise liner **GRAND VOYAGER** leaving Grand Harbour, Malta on Saturday 15th October, 2011. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Small nation of Benin at centre of W.African piracy fight

The small nation of Benin has found itself on the front lines of an intensifying battle against piracy off West Africa's coast, with a spike in attacks raising deep concern in the shipping industry. The country of some nine million people as well as the region has good reason to be concerned: around 60 percent of Benin's GDP comes from its port, which also serves West African countries further inland. "At this rate, if nothing is done, ship owners are going to boycott the port," a source in the Benin presidency has said on condition of anonymity. The coast of Benin has seen at least 20 piracy incidents so far this year compared to none in 2010, with the risk long associated with the waters off oil-rich Nigeria having seemingly spread to its much smaller neighbour.

The country has received help not only from Nigeria -- with joint patrols launched last month -- but also countries such as France, the United States and China. Said Djinnit, the UN secretary general's representative in West Africa, has also pledged the world body's assistance. Speedboats armed with automatic weapons now patrol the waters, while the joint Nigerian-Benin patrols were also to include a support ship equipped with a radar and helicopter. According to a Benin navy source, the initiative is expected to last six months, by which time Benin is supposed to have acquired the means to supervise its territorial waters. "It's very much a cause for concern," Michael Howlett of the International Maritime Bureau said of the increase in attacks off Benin. "The security arrangements in Nigeria have been beefed up and that may have forced or displaced the problem temporarily to Benin." He called the Nigeria-Benin joint patrols "a very welcome move -- exactly the type of reaction we need to see." The problem was illustrated again on Friday with the announcement that a tanker hijacked off Nigeria nearly a week before with 20 Eastern European crew members had been released. Details of the release were unclear, but the Georgian foreign ministry said negotiations had occurred, with the crew including 12 Georgian seamen. The crew was unharmed, officials said. While the surge in incidents is a reminder for some of the explosion in pirate attacks in recent years off the coast of Somalia on the eastern side of the continent, there have been key differences. The West African pirates involved in the recent attacks have so far not seemed to be after ransom payments. Instead, fuel cargo has been stolen for sale on the region's lucrative black market and ships have been robbed. That is not to say the incidents have not been dangerous. The pirates tend to be heavily armed, and crews have been held hostage and beaten. Benin officials say they are taking the problem seriously, and President Thomas Boni Yayi is "determined" to deal with the situation, a source in the presidency said. "Benin will never become Somalia," said Jean-Michel Abimbola, minister of maritime reform. Yayi recently visited Nigerian President Goodluck Jonathan and is to meet French President Nicolas Sarkozy in Paris in late October. French firm Bolloré was in 2009 given the concession for the container terminal at the port at Cotonou.

In August, the French and US navies provided training for Benin in a bid to boost its capacity, while France has also made two navy officials available to help. China provided a grant of four million euros in September for the purchase of a patrol boat. "France is accompanying Benin in this battle because the phenomenon of piracy is an international concern," said Jean-Paul Monchau, the French ambassador in Benin. **Source: AFP**



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The **MAASDAM** seen outbound from Halifax Nova Scotia. Photo : Chris Bancroft ©

Greenpeace activists confront deep sea oil exploration ship

Greenpeace activists confront deep sea oil exploration ship

This morning **Greenpeace** activists held a legal protest outside Port Taranaki against a ship that is due to depart imminently to start exploring for deep sea oil – the new frontier of oil development off New Zealand's shores.



There was a heavy police presence at the port overnight and this morning – to protect the controversial ship, **Polarcus Alima**, which arrived in Taranaki this morning. It is due to leave shortly to start exploring for oil off Raglan at depths of up to 1600 metres, on behalf of US oil giant Anadarko. If the ship's survey is successful then the drilling of wildcat oil wells off Raglan could begin as early as next year. Anadarko were part owners of the 1500 metre deep well the Deepwater Horizon was drawing oil from, which leaked 780 million litres of oil into the Gulf of Mexico last year over a three month period. A major reason it took so long to control the leak was the extreme depths the oil companies were operating in. The ship will later go on to prospect in deep water areas off Stewart Island, in a permit area due to be taken over by Shell Oil.

Greenpeace Campaigner Simon Boxer said, "Greenpeace are here conducting a legal peaceful protest to expose the fact that even as oil continues to seep from the wreck of Rena, the Government is pushing ahead with the next phase of their controversial deep sea oil drilling plans.

"The Government's blinkered obsession with deep water oil drilling has to stop now. It's time for it to stop spending millions on trying to entice the deep sea oil industry to New Zealand and telling us that to drill ever deeper is the only future for this country. This is simply not true; study after study tells us that leveraging New Zealand's clean reputation is the key to our economic future." Mt Maunganui-based surfer Dominico Zapata, who was part of the protest said, "I've spent the week clearing oil off the beaches of Tauranga and witnessing the devastation on Motiti Island. I'm here today to say never again. If we can't control the spill from Rena, then we have no chance of containing a deep sea oil

drilling disaster.” Another protestor, Raglan resident Phil McCabe, said, “Two years ago I stood up to see off plans to open our best conservation land for mining and today I’m here to take a stand against deep sea oil drilling. Rena showed us that our oceans and our coastlines are too valuable to gamble for oil.” He continued, “It chills me to imagine the impact of a blowout from one of the Government’s planned deep water oil rigs – then we would be looking at millions of barrels of oil washing up on our shores, not hundreds.” **Greenpeace** has been dealing with a surge of public interest following the Rena spill. Thousands of New Zealanders signed Greenpeace’s ‘No New Oil’ petition over the last week, with the total number of signatories now standing at over 92,000.

A team of volunteers organised by Greenpeace NZ have been working since Saturday to help clean toxic fuel oil off beaches in the Bay of Plenty. Today they are working to clean up Matakana Island. A Greenpeace scientist with experience of assessing the impacts of both the **Deepwater Horizon** oil spill in the Gulf and spills in the Amazon has also been brought to the Bay of Plenty to provide expert advice. **Press Release: Greenpeace New Zealand**



The **JAG APARNA** seen inbound for Amsterdam. - **Photo : Erwin Willemse (c)**



NAVY NEWS

Collins Class submarines most expensive ever to go to sea

AUSTRALIA'S troubled **Collins Class** submarines are more than twice as expensive to operate as US Navy nuclear submarines that are more than three times bigger. Figures obtained by the Herald Sun, show the six Collins subs cost about \$630 million a year - or \$105 million each - to maintain, making them the most expensive submarines ever to put to sea. Only two of the fleet of six could go to war at the moment. The annual price for "sustainment" (maintenance and support) is \$415.9 million for 2011-12 with operating costs running at \$213.4 million for the year, for a total of \$629.3 million. A US Navy Ohio Class nuclear attack submarine - more than three times the size of a Collins boat - costs about \$50 million a year to operate.



The cost figures are revealed as Defence officials say at least two possible contenders for the navy's new submarine fleet - the Spanish S-80 and French-Spanish Scorpene class boat - have been ruled out of the future submarine project. In 2008, embarrassed navy brass stopped reporting on the performance of the Collins fleet in the Defence annual report. The 2007-08 performance outcome for the Collins fleet showed it achieved 64 per cent of its mission capability, or 559 days of actual availability. Since then the figures have been classified "secret", but assuming a similar outcome, then sustaining the subs now costs taxpayers \$1,643,835 a day for all six vessels.

With only two or three available for duty, that cost blows out to more than \$500,000 a day. Sustainment costs are forecast to be \$443 million this year. Since 2004, the costs have more than doubled from \$204 million. Opposition defence spokesman Senator David Johnston accused the Government and Defence Minister Stephen Smith of taking their eye off the ball when it came to the submarines.

Mr Smith said the Government was being careful about plans for 12 new submarines because 80 per cent of problems with the Collins could be traced back to mistakes in the planning stage. **Source : HeraldSun**

New U.S. Navy LPD Damaged on Sea Trials

The new U.S. amphibious ship **San Diego** was damaged late last month when an improperly-installed relief valve caused part of the ship's ballast system to overpressurize, damaging three ballast tanks. The incident happened during builder's sea trials in the Gulf of Mexico. The **San Diego**, an LPD 17-class amphibious transport dock ship, was built at the Ingalls, Miss., shipyard of Huntington Ingalls Industries, and was underway for the first of two seagoing trials.

Builder's trials are carried out by the shipbuilders to check if all systems are installed properly and act as designed. A series of acceptance trials are expected to take place in November, when U.S. Navy officials will test and inspect the ship to determine if it's ready for acceptance. The ship, which returned to port on Oct. 1, is operated during both trials by a civilian crew, most of whom are shipyard employees. The Navy crew takes over following acceptance and delivery.

LPDs are designed to ballast down aft in order to flood a well deck, allowing landing craft and amphibious vehicles to float on or off. The ballast tanks are blown dry to expel seawater and raise the ship to de-water the well deck. During the sea trials, "a ballast tank was over-pressurized during the set-up for the ballasting and de-ballasting test," said Beci Brenton, a spokesperson for Huntington Ingalls. The tanks were on the port side of the ship's well deck. Chris Johnson, a spokesman for the Naval Sea Systems Command (NAVSEA), said the relief valve was installed backward, leading to the damage. Despite the incident, the ballasting and deballasting tests were performed successfully, Brenton and Johnson said. There were no indications, as of Oct. 6, of any damage to the ship's hull or side shell, both said. Following repairs, the ballast and deballast system and their tanks will be retested during acceptance trials,

expected to be run in November. The ship, Brenton said, is still expected to be delivered to the Navy before Christmas. Overall, Huntington Ingalls called the trials "successful."

"This builder's trial has gone very well," Richard Schenk, Ingalls' vice president for test and trials, said in an Oct. 4 press release. "This ship has performed extremely well." All sea trials reveal problems that need to be corrected. Sensitivities are much higher with the San Diego which, as the sixth of the long-troubled LPD 17 San Antonio ship class, represents a major effort by the shipbuilder and its Navy customer to deliver a clean ship. To varying degrees, construction problems have dogged all previous ships in the class. **Source : Defense News**

SHIPYARD NEWS



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Trinity Offshore christens two RAstar 3100 escort tugs at Gulfport shipyard

Trinity Offshore, LLC and Signet Maritime Corporation recently christened the escort tugs M/V **SIGNET STARS**

& **STRIPES** and M/V **SIGNET CONSTELLATION** in a double ceremony at Trinity's Gulfport, Miss. shipyard.

Mrs. Gayle L. Wicker, wife of U.S. Senator Roger F. Wicker (R. Miss), christened the M/V **SIGNET STARS & STRIPES**. Immediately following, Mrs. Tara E. Hauhe, wife of Mr. William E. Hauhe, General Manager, Angola LNG Supply Services LLC, Houston, Texas, christened M/V **SIGNET CONSTELLATION**.

"The skies over Mississippi will be brighter when Signet Maritime Corporation puts its

two new escort tugs to work next month," said Senator Wicker, in speech during christenings. Signet Maritime's President and Owner, Mr. J. Barry Snyder, noted the importance these tugs bring to Mississippi Shipbuilding and Gulf of Mexico LNG services. The technologically advanced tugs are specifically designed and engineered to offer superior ship-handling, escort, and sea-keeping performance and incorporate cutting edge design, leading the way in marine vessel service provided to LNG carriers. The M/V **SIGNET CONSTELLATION**, Trinity Hull TO-22, was launched on September 7, 2011 while last week's christening of M/V **SIGNET STARS & STRIPES**, Trinity Hull TO-23, marked her official launch. Both tugs are 100' (30.48 m) RAstar 3100 Class Terminal Support/Escort Tugs, built for Signet Maritime

Corporation's U.S. Gulf of Mexico operations and will provide marine services to Angola LNG Supply Services (ALSS) in the Port of Pascagoula, Mississippi. The **Robert Allan Ltd.** designed ASD tugs are built to American Bureau of Shipping Maltese Cross A1 Towing & Escort Service, Fire Fighting Class 1 (Fi-Fi 1) and Maltese Cross AMS standards. The vessels will be operated under Signet Maritime's ABS-certified International Safety Management (ISM) and ISO 9001-2008 Quality Management Systems. In addition, these vessels are the first EPA Tier 3, EU Stage IIIA, and IMO Marine Tier III vessels to be built and operated in the U.S. Gulf of Mexico. **Source : MarineLog**

South Korean shipbuilder Daewoo Shipbuilding wins \$1.4 billion Chevron order

South Korea's Daewoo Shipbuilding and Marine Engineering said on Monday it has won a \$1.4 billion order to build an offshore gas refinery platform for US energy giant Chevron. The platform, scheduled to be delivered by the second half of 2014, will refine up to 55 million cubic metres (71.5 million cubic yards) of natural gas a day, Daewoo said in a statement. The 64,000-tonne structure will operate off the north coast of Australia, Daewoo said, adding it has also clinched another \$550 million order to build an oil drilling ship for an unnamed US company. Daewoo said it has so far this year won orders worth \$12 billion to build 44 ships or other offshore facilities **Source : IndiaTimes**

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Above seen the Boskalis Backhoe dredger "**Nordic Giant**" working with the Split hopper barge "**Cork Sand**" on Stena line's Victoria Terminal 4 extension works. In the background the Stena Lagan just entering the port arriving from Liverpool. - **Photo : Jos Verduin (c)**

VROON takes delivery, christens VOS Valiant

Vroon shipping company has announce the delivery and naming of **VOS Valiant**. The vessel was christened on Friday in a ceremony held at the Astilleros Zamakona Shipyard in Pasaia, Spain. Godmother was Mrs. Eva Maria Moreno, wife of Mr. Jesús Villacañas, General Manager, Astilleros Zamakona Shipyard, Pasaia. **VOS Valiant** is a field-support vessel and the last in a series constructed for Vroon at the Astilleros Zamakona Shipyard. She is the latest addition to Vroon's

fleet of modern vessels, providing a range of emergency response and cargo-support services to the offshore industry. Following her departure from the Shipyard, the vessel will proceed to the United Kingdom for a short term charter with British Gas.

Length o.a.- 60.00 m

Beam - 12.70 m

Rescue draft - 4.50 m

GT/NT - 1,734 / 520

Built - 2011

Main engine - 2,920 kW (2x 910, 2x 550 kW) diesel electric propulsion system

2 x 800 kW Azimuth twin propeller

Rescue Equipment - 1x 15-man daughter craft, 1x 15-man fast-rescue craft

Additional Capabilities Clear Deck Area - 253 m²

Water Capacity - 580 cubic metres

Fuel Capacity - 600 cubic metres

Breskens-headquartered Vroon is an international shipping company, active in a number of specialised and commodity-type shipping segments. Vroon operates and manages a diverse fleet of about 150 vessels. A large fleet-expansion and newbuilding programme will secure further growth in the years ahead. Management activities are undertaken by a number of Vroon Management Companies, as well as by affiliated companies and business partners around the world.

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DPPLV Caesar seen in Mobile upgraded with 2x Caterpillar GenSets, 2x Rolls Royce bottom thrusters and 2x **Thrustmasters** for increased pipelay tension. **Photo : Remmelt J. Heemskerk - The Offshore Partners (c)**

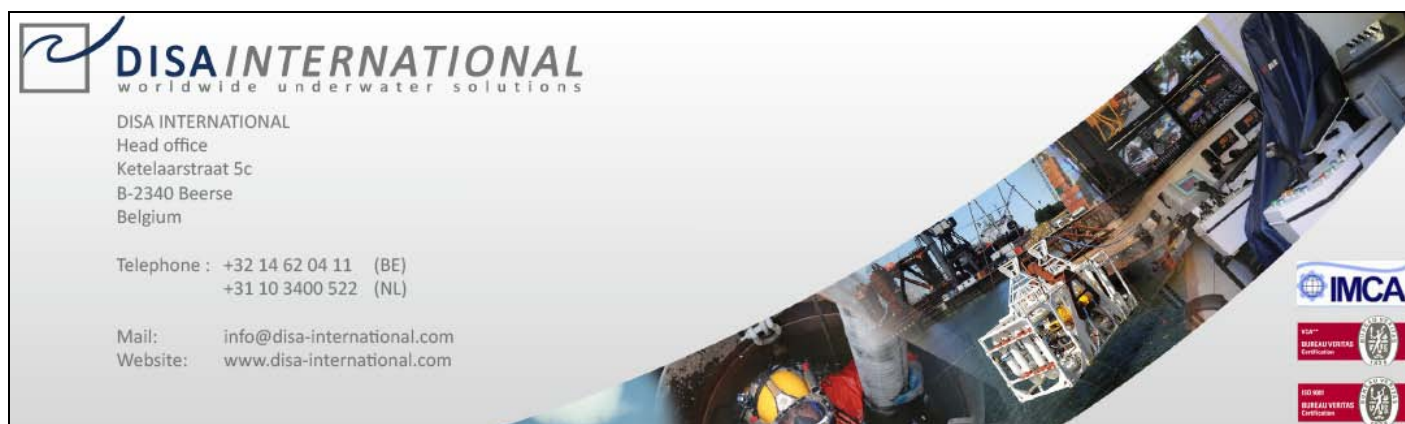
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Amarcon starts collaboration in Singapore and Middle East

Amarcon is widely recognized as a state of the art supplier of decision support, motion monitoring and fuel management software for the shipping and offshore construction. The Dutch based company is currently in the process of expanding her worldwide presence by appointing agents for product representation in different regions in the world.

In the last months **Amarcon** closed two deals for representation of Amarcon's OCTOPUS products in Singapore and the Middle East. In Singapore Ha-Ce Engineering is appointed for the representation and sales of the OCTOPUS suite of products. Ha-Ce Engineering has a broad experience in maritime engineering and provides her services in the Singapore region. Amarcon's Tim Ellis is content with the representation of Ha-Ce Engineering: "We have been working together with **Ha-Ce Engineering** on many projects in the past. Our working relation has always been very pleasant and effective. We are therefore very glad that **Ha-Ce Engineering** is willing to work together with us in the Singapore region. Singapore is one of the maritime hotspots in the world, so it is very desirable to have a good partner in that region that is able to actively promote our products."

For the Middle East market **Lambda Marine** offered her services to **Amarcon** for distribution and representation of OCTOPUS. **Lambda Marine** is an innovative System Integrator and Solution Provider of Maritime Information and Communication Technology for the Deepsea, Offshore, Oil & Gas and Leisureboat markets and represents several manufacturers in the Middle East region. Ellis continues: "The people behind Lambda Marine know how business is done in the Middle East, and just as important, they have a strong affinity with our products. It is important for us that a distributor shows a profound understanding of how our sophisticated solutions work in everyday shipping operations, in order to represent OCTOPUS in the right manner. This is clearly the case with **Lambda Marine**. We look forward to working together with both **Lambda Marine** and **Ha-Ce Engineering** for further expansion of our products in the worldwide maritime industry."



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More deals expected in the shipping industry

The global shipping industry could see robust dealmaking activity in the coming years as weak freight rates caused by vessel overcapacity spur firms to consolidate to cut costs and get better access to capital, according to senior industry bankers. Most shipping companies have suffered from distressed freight rates in the past several years as demand to transport commodities has lagged supply of vessels. This has been compounded by a slowdown in the global economy that has made access to funds difficult.

The weak rate environment is expected to continue through 2012 and beyond. While 2013 could see some recovery in rates, the prospect of continued capacity expansion in China presents a longer-term challenge, said Mark Friedman, a senior managing director at investment bank Evercore Partners Inc. 'There's a lot more shipyard capacity than there's ever been in the industry before, with a lot of the incremental capacity being in China,' Mr Friedman said. 'And that capacity just doesn't go away. The increased supply of ships could pressure rates over the long term.'

'There ought to be more consolidation as some companies do not have adequate capital market access or liquidity.'

Mr Friedman and George Ackert, who together run Evercore's transportation and infrastructure advisory practice, say that shipping assets have become an attractive investment for financial firms and private equity investors looking to take advantage of the overcapacity-induced downturn.

In a recent industry transaction, investors including private equity firm First Reserve, billionaire investor Wilbur Ross' investment shop WL Ross & Co and sovereign wealth fund China Investment Corp announced a US\$1 billion equity investment in US shipping company Diamond S Shipping, which will use the funds to acquire 30 tankers.

In March, private equity firm Carlyle Group formed a joint venture with maritime investment firm Tiger Group and other investors to buy more than US\$5 billion worth of containers, tanker vessels and other shipping assets.

Evercore also worked on several shipping deals over the past two years, including advising Capital Product Partners on its acquisition of Crude Carriers Corp and representing Overseas Shipholding Group Inc in its purchase of OSG America LP.

Mr Ackert, who joined Evercore in early 2009 to build its transportation practice - the first for a boutique advisory - said that shipping and transportation leasing have been two of the most active sectors in transportation in terms of deal activity over the past year. Deals in recent months include General Electric Co's US\$1 billion sale of its container leasing business to China's HNA Group and Bravia Capital, and the sale of American International Group's rail car services and leasing unit to Perella Weinberg Partners. While the recent volatility in financing markets means deals have become more expensive and harder to complete for some buyout firms, private equity investors continue to actively scour transportation leasing for deals, Mr Ackert said.

Buyout firms typically need leveraged loans and high-yield bonds - the riskier form of lending that carries some of the highest interest rates and often is among the first financing to be withdrawn when credit tightens.

'Private equity always needs to put money to work, and their deal appetite remains the same. But as financing gets worse, deals are harder and taking longer,' he said. Mr Ackert has been integral in some of the industry's transformational deals during his investment banking career at Evercore and previously at Bank of America Merrill Lynch, where he served as the global head of transportation and infrastructure. Along with Evercore founder and chairman Roger Altman, Mr Ackert advised railroad company Burlington Northern Santa Fe in its US\$34 billion sale to Berkshire Hathaway in late 2009 - this stands as the largest transportation M&A deal ever. Recently, Mr Ackert advised AMR Corp, the parent of American Airlines, on its planned spin-off of regional unit American Eagle.

Within just over two years of launching the transportation advisory, Mr Ackert and Mr Friedman have built the New York-based group into a team of 14 bankers dedicated to deals in airlines, rail, shipping, trucking, logistics, infrastructure, leasing and travel. **Source : Reuters**



Above seen the TSHD **CORNELIS ZANEN** dredging on Rio Tuxpan, Mexico. **Crew CoZa (c)**

DOUBLE DUTCH



Above seen the **UBC ONSAN** (PBRP) of Feederlines – Groningen, with 118.000 DWT the vessel is the largest bulker flying the Dutch flag, and below seen the **FAIRPLAYER**, another Dutch flagged vessel which with her 2 x 900 ton lifting capacity is classed as one of the largest heavy lift vessels in the world equipped with own lifting gears.

Photo's : P., M. & Ph. van Luik - www.shipsofterneuzen.nl (c)



'K' Line unveils intra-Asia China-Philippines-Indonesia service

"K" LINE, Japan's third and the world's 16th largest container carrier, has launched a weekly Jaseco-J loop from China to the Philippines and Indonesia from November 3. Deploying two vessels - the King Adrian V377S and ETA Qingdao - to start, the rotation will be Qingdao, Shanghai, Ningbo, Hong Kong, Manila-South Port, Manila-North Port, Jakarta, Surabaya, Manila-South Port, Hong Kong and back to Qingdao. Source : Schednet

CMA CGM ALASKA TO KEPPEL VEROLME



Photo : [Capt. Robert de Graaf – master Fairplay 23](#) ©

In Rotterdam the damaged [CMA CGM ALASKA](#) was shifted from the Europoort to the Keppel Verolme yard in Rotterdam-Botlek for repairs,

[Photo left : Leo Varekamp](#) © below : [Frits Janse](#) ©



the shifting was done by Fairplay tugs from which an impression



[Photo : Leo Varekamp](#) ©

Australia: Port Hacking dredging delayed

The Leader reports that dredging of Port Hacking has been delayed, putting back efforts to improve wave formation at North Cronulla beach. The dredging is delayed because the machine needed for the job is running behind on a job on the Tweed River, Sutherland Shire Council announced on Thursday.

Sand from the dredging was to be used to build a 'sand slug' off North Cronulla Beach, which is aimed at improving wave formation. The work was previously scheduled for September, but is now likely to occur early next year, according to a statement put out by the council. **Source : Dredging News Online**

First successful cooperation between Pronomar and Tersan Shipyards



Pronomar were very happy to receive an order for boot/glove drying systems from Tersan Shipyards, located in Yalova/Turkey. The boot dryers will be part of the new-built Longliner Norway fishing vessel, under the ownership of Ervik Haviske, one of the leading fishing companies in Norway. The vessel with a length of 60 meters, thus making it one of the biggest amongst her premises, was scheduled for delivery to the owner mid-August 2011. The vessel not only boasts not only an electric propulsion system, freeze cargo holds and an advanced fish process plant but also includes the well established and highly efficient Pronomar-Top Trock® boot /glove drying systems, all made from stainless steel, catering for up to 55 people (55 pairs of boots or gloves). With those efficient and state-of-the-art dryers, the crew

on board can now go about their arduous daily work with perfectly dried and properly maintained footwear, which will relieve their daily stress as they do not have to worry about wet boots or gloves anymore. Apart from the well-being of the people on board, which adds to a healthy and positive work environment, the drying systems also increase the garments life time significantly which in the long run also brings down purchasing costs. Pronomar are happy about this cooperation with Tersan Shipyards which went smoothly from start to finish in a short time from receiving the order to delivery of the drying panels in time for the end-delivery of the fishing vessel to its owners. Would you like to learn more about our drying systems and what we can do for you? Then do not hesitate, contact us today on www.pronomar.com for a fast and competent consultation! We look forward to hearing from you!

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Greenpeace holds naming ceremony for new Rainbow Warrior at Bremerhaven

Greenpeace International has held the naming ceremony in Bremerhaven, Germany, for the world's first purpose-built, crowd-bought, eco-sleek sailing vessel, the new **Rainbow Warrior**, the organization said Friday. Two A-frame masts exclaim that this is no ordinary sailing ship: it is a sleek, efficient eco-vessel, every detail crafted with sustainability in mind, from the silicon-based paint on her hull to the FSC wood of her cabins, to the onboard recycling systems and biological sewage treatment. The new **Rainbow Warrior** will primarily be powered and propelled by the

sun and wind, with the option in unsuitable weather to switch to efficient diesel-electric power. The revolutionary mast design allows her to carry more sail, and makes room for the radio masts, antennas, and domes that provide internet and satellite communications -- allowing us to broadcast video from remote locations and tweet from any ocean. She boasts a video editing suite, a conference room, a campaign office, two fast action boats, webcams fore and aft and a helicopter hanger and helideck. She can accommodate up to 30 people.



The first ship to bear her name was a rusting fishing trawler scraped and sanded down by hand and painted with a dove and rainbow. She made history saving whales, stopping radioactive waste dumping, and sailing straight into the forbidden zone around nuclear weapons tests from the Pacific to the Arctic.

Her voyage into history was cut short by two limpet mines in 1985, when frightened politicians in Paris ordered French agents to sink the ship in New Zealand, believing this would stop our protests against nuclear weapons tests. One crewmember was murdered in the attack – photographer Fernando Pereira. It was a massive miscalculation, catalyzing opposition throughout the Pacific, strengthening Greenpeace, and hardening our resolve to rebuild and return. A supporter in Auckland coined the phrase that became a motto of

opposition: “You Can’t Sink a Rainbow.” When we returned to Moruroa in a refurbished sister ship, the legacy of the **Rainbow Warrior** as a parable of persistence was sealed. Today the **Rainbow Warrior II** is doing relief work in India as a hospital ship. As a purpose-built campaigning ship, the new **Warrior** will be a voice for our oceans, our forests, our climate, and our future. Built to last for at least 50 years, she is a promise to you, our supporters, to never give in, never give up. Kumi Naidoo, Greenpeace International Executive Director, said at the ceremony: “The new **Rainbow Warrior** is the perfect ship with which to navigate the perfect storm of ecological, economic and democratic crises lashing our world.” “Carrying an international crew, the **Rainbow Warrior** will confront environmental criminals across the world, she will investigate and expose destructive activities, but perhaps most of all will provide a beacon of hope and an inspiration to action wherever she goes. “If you’ve not yet been a part of the journey of building the **Rainbow Warrior**, please come onboard and be part of her voyage. The world needs another warrior: you.”



The **MAERSK MUROTSU** seen outbound from Rotterdam – Photo : Jan van der Klooster (c)

PZC publieksprijs 2011 Schelmen van de schelde ?



Zoals velen van jullie wellicht weten is er in mei een boek uitgebracht met de titel "**Schelmen van de schelde**" waarin geschreven wordt over de mensen die werkten aan boord van de slepers op de Westerschelde ook Ben Muller komt er diverse malen in voor. Nu is dit boek genomineerd voor de PZC publieksprijs en ik zou aan jullie allemaal willen vragen of je op het boek zouden willen stemmen (het is heel eenvoudig)

Ga naar www.pzc.nl/publieksprijs en je hoeft alleen het boek maar aan te tikken en de rest wijst zichzelf.

Evergreen secures \$824m of bank loans

Evergreen Marine announced on Friday the signing of a \$824m syndicated loan agreement with nine domestic banks to fund its shipbuilding plans, Seatrade Asia reports. The loans, repayable over 10 years, will cover an order placed in May with state-owned shipyard CSBC Corp to build 10 containerships of 8,000 teu for \$1.03bn.

The syndicated loan was arranged by Bank of Taiwan, Land Bank of Taiwan, Taiwan Cooperative Bank, Taipei Fubon Commercial Bank and E.Sun Commercial Bank, plus four financial institutions. The containerships are scheduled to be delivered from CSBC's Kaohsiung yard between 2013 to 2015. **Source : PortNews**



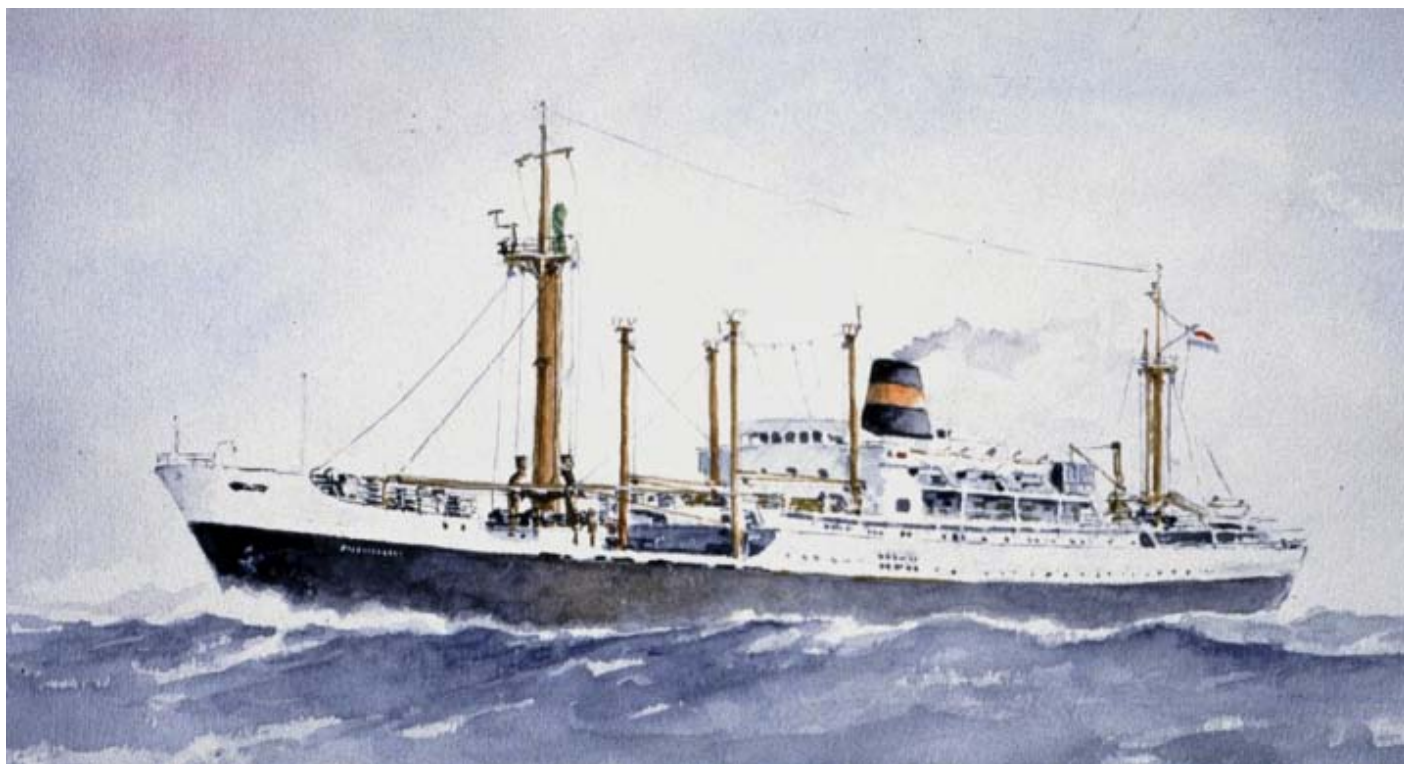
The **BREMEN FIGHTER** (ex **Primus**) seen in Scheveningen – **Photo : Lex Keasberry ©**

SIGNIFICANT RISE FOR WEST AFRICAN TRAFFIC AS ABERDEEN HARBOUR REPORTS A SUCCESSFUL THIRD QUARTER

The positive levels of activity recorded by Aberdeen Harbour throughout the first half of the year have continued through to September, with the port announcing improved performance across various sectors in the third quarter.

Across the nine months, overall vessel tonnage has risen by five per cent on the same period last year from 18.43million, to 19.33million gross tonnes. The number of vessels has also experienced a significant increase of four per cent, from 5,688 to 5,922, a reflection of the growing numbers of oil-related and commercial vessels utilising Aberdeen Harbour's facilities. African traffic has been one of the fastest growing routes for the port, experiencing significant increases across 2011. The port recorded growth of 21 per cent in the tonnage of cargo handled going to and from the continent, rising from 31.10 to 45.01thousand tonnes. Since the introduction of this service, trade flows have developed considerably, with annual goods tonnage rising from 44.60 to 52.48thousand tonnes between 2006 and 2010. The growing number and tonnage of cruise vessels visiting the port also contributed to the harbour's strong performance, while the continued importance of the Northlink ferry service was demonstrated by a two per cent rise in overall passenger numbers, increasing from 59,459 to 60,605. Harbour master and operations director of Aberdeen Harbour, Ray Shaw, said: "The latest figures, which show a rise in activity across the board, provide further encouragement that the continued and significant investment being made into the port's facilities is justified. "The scheduled shipping links with Africa, through which increasing levels of oil field equipment are being handled, are particularly buoyant, while this year has also seen us welcome a new circular freight cargo service operating between North Russia and Holland. We now have trading links with more than 40 countries around the world. "These services make a key contribution to activity levels and demonstrate the importance of Aberdeen Harbour both locally, nationally and on a global scale. We look forward to the continued progress we expect to recognise across the remainder of the year."

MARITIME ARTIST CORNER



m.v. **RANDFONTEIN** in rough seas. Watercolour by **F.H. Haalmeijer** (1916-1996)

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.... PHOTO OF THE DAY



The **NOORDHOEK PATHFINDER** seen off IJmuiden – **Photo : Peter Ros ©**