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News reports received from readers and Internet News articles copied from various news sites.



The **CONTI SALOME** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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## EVENTS, INCIDENTS & OPERATIONS

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The **CMA CGM JADE** seen enroute Rotterdam – Photo : Henk van der Heijden ©

## Sri Lanka forum highlights need for joint fight against piracy

Co-operation among countries with interests in the Indian Ocean is essential to effectively fight Somali piracy against merchant ships which could threaten trade if unchecked, a Sri Lanka defence official said. "It is our belief that the

lasting solution to threats of this nature cannot be undertaken by individual nations in isolation, but only through greater international cooperation," declared Gotabaya Rajapaksa, secretary to Sri Lanka's defence ministry. Steps taken by ship owners against hijackings of merchant vessels have been seen to be largely ineffective, he told the "Galle Dialogue" Maritime Conference which opened Monday in the southern port town of Galle. And interventions made by individual nations in providing greater protection for merchant vessels have not been uniform, he said. Military officers and academics from 19 countries are taking part in the forum, which was initiated in 2010 by Sri Lanka to help foster cooperation between nations interested in the security of the Indian Ocean region. "In the present era, the increasing sophistication of criminal networks and non-state actors makes it difficult for individual nations to withstand the threats posed by them if they stand alone," Rajapaksa said. "That is why Sri Lanka, as one of the smaller naval powers in the Indian Ocean, hopes to see greater cooperation within the region."

Rajapaksa said major powers in the region should work together with all affected nations to ensure that the seas are safe as the Indian Ocean is important not only for regional nations, but also the world economy. Rajapaksa said the piracy threat would not have grown to its present proportions had there been more co-operation among countries with interests in the Indian Ocean. "To combat this threat, it is vital that the maritime powers cooperate by sharing intelligence, and enhance maritime domain awareness through joint and coordinated patrols as well as exercises to enhance interoperability," Rajapaksa said. "Providing assistance to improve the resources and capabilities of less advanced naval powers will also enhance overall maritime security." Both coastal nations and those with trade interests in the region were threatened by Somali piracy as well as drugs and human smuggling, he said.

"It is important to realise that most of the maritime security problems we presently face could have been mitigated at an earlier stage if sufficient cooperation had existed between the naval powers," Rajapaksa said. "The piracy originating from Somalia had the space to grow from a small, localised problem into a major maritime threat largely as a result of international inaction." **Source: LBO**



The **SUPPORTER G** seen at a misty Oude Maas enroute from Scheveningen to Stellendam

**Photo : Michel Kodde ©**

## **Trailer Bridge files for Chapter 11 bankruptcy**

**Trailer Bridge, Inc.** announced that it has filed a voluntary petition under Chapter 11 of the U.S. Bankruptcy Code. The petition was filed in the U.S. Bankruptcy Court for the Middle District of Florida. Trailer Bridge says its filing of Chapter 11 comes one day after its \$82.5 million 9.25 percent Senior Secured Notes became due. It says it "believes that this action is the quickest and most efficient way to restructure its balance sheet and ensure the long-term strength of its operations. The company hopes to complete this reorganization by the end of the first quarter of 2012, and will work closely with its existing debt holders to emerge quickly from Chapter 11."



Subject to Bankruptcy Court approval, and with the help of its financial advisor Global Hunter Securities Trailer Bridge, has an agreement for \$15 million in debtor-in-possession, or DIP, financing. Trailer Bridge says this financing will enable it to meet its post filing obligations in the ordinary course of business, maintain its sailing schedule and level of service and finance the costs associated with the Chapter 11 process. During the Chapter 11 case, Trailer Bridge, does not expect any significant or unusual reductions in overhead, and will continue its regular vessel deployment and sailing schedule.

Trailer Bridge provides multiple, weekly U.S. flag sailings between Jacksonville, Florida, and San Juan, Puerto Rico, weekly sailings between Jacksonville, Florida, and the Dominican Republic, as well as weekly inter-island service between Puerto Rico and the Dominican Republic.

William G. Gotimer, Jr. and Mark A. Tanner, the company's co-Chief Executive Officers, jointly stated, "While not an easy decision, we are confident that restructuring our business and capital structure will allow us to continue to provide reliable, uninterrupted service to our customers. Since the company was founded in 1991, our management team has felt that our system provides shippers with a completely integrated and cost-efficient method of connecting the US mainland with Puerto Rico and the Dominican Republic. With the average age of our vessel fleet of 16 years and use of 53-foot high-cube containers, Trailer Bridge offers the most modern ocean freight transportation system in the Caribbean. In recent weeks, we have seen significant volume increases in our southbound freight service and increased revenue. We believe that the efficiencies and service we offer shippers will become increasingly important to shippers in the coming months and years.

"We fully expect to meet the needs of our customers, our commitments to employees and our obligations to suppliers during this restructuring, and greatly appreciate their loyal support during this process. This plan, if successfully implemented, will result in a revitalized company with a vastly improved and deleveraged balance sheet." **Source :** MarineLog

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

## Russian cargo ship with 11 crew missing

A Russian cargo ship with a crew of 11 lost radio contact on Tuesday in the White Sea in bad weather, prompting the launch of a rescue operation, the Interfax news agency reported. The ship, the **Kapitan Kuznetsov**, was travelling

from the port of Varandei in the far north of Russia to Arkhangelsk with 11 people aboard but no cargo, a source in the Arkhangelsk region maritime authorities told Interfax.

'The ship did not give any SOS signal,' the source said. A tugboat set off to find the ship on Tuesday morning, the regional emergency ministry said in a statement on its website, while a plane and helicopter with rescuers were waiting for suitable weather to take off. The ship, which was registered in Saint Petersburg and belonged to the North Western River Shipping Company, last had radio contact at 2:00 am (1000 GMT Monday) when it was entering the White Sea, the emergency ministry said. The weather in the White Sea was bad with waves of up to 3.5 metres (12 feet), the emergency ministry said. **Source : Kahleej Times**



The **MSC MELATILDE** seen moored at the Pasir Panjang Terminal (Singapore) yesterday – **Photo : Piet Sinke ©**

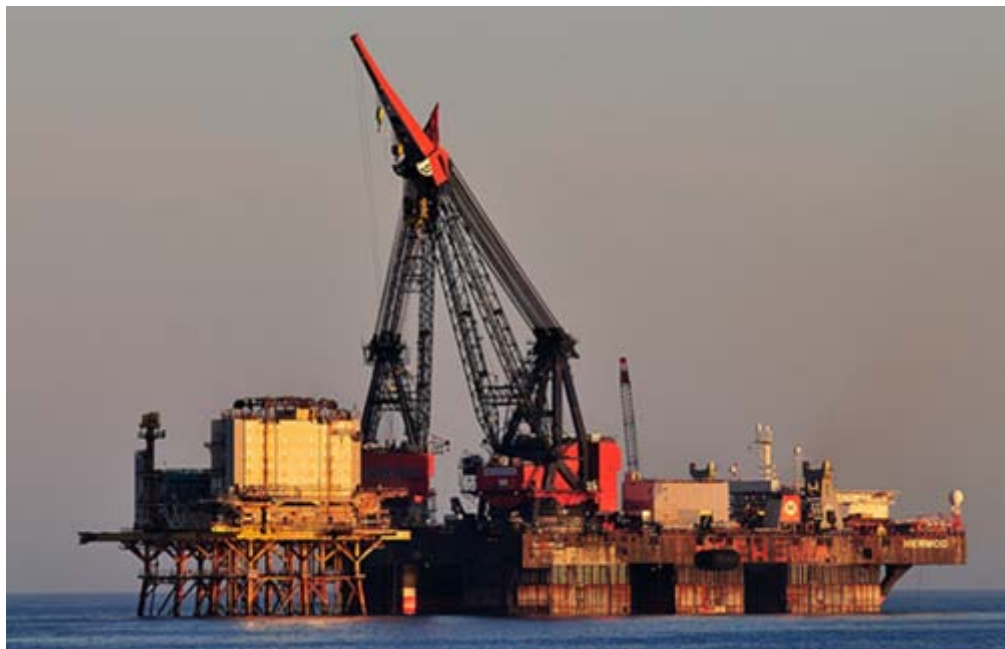
## **North Sea decommissioning costs could exceed £47.5 billion**

A £47.5 billion business opportunity is opening up for companies in decommissioning the North Sea's huge infrastructure of offshore oil and gas fields according to new research to be published by Deloitte and Douglas-Westwood. The next 30 years will see enormous demand building for the services of supply chain players which will generate a large number of much-needed jobs in the regions under consideration in the report – UK, Denmark, The Netherlands, Norway, and Ireland. The new North Sea Offshore Decommissioning Market Report highlights that the majority of decommissioning activity and related spend will occur between 2016 and 2031. The projected workload is expected to exceed the capacities of the existing heavy lift vessel fleet and onshore deconstruction facilities. The delivery of new specialised vessels is urgent and more onshore yards are likely to be needed in order to meet the demand.

Coincidentally the forecast peak period is also due to see a major increase in offshore wind projects, putting even more pressure upon the offshore industries supply chains, explains Angela MacCormack, report lead author at Douglas-Westwood. Speaking today at the 8th Annual North Sea Decommissioning Conference in Aberdeen, Andrew Reid, DW CEO, said: "If the supply chain fails to rapidly prepare, our research clearly shows that the huge amount of decommissioning activity in the North Sea could be dramatically delayed and consequently be more costly.

"An average £1.58 billion per annum price tag over the next thirty years highlights the potential for the oil services industry – most importantly it could significantly boost the regional economies involved. And these expenditure forecasts are low-case estimates – the final cost could be significantly higher." The report considers two scenarios which account for developing offshore lift technologies and the associated variable onshore costs; the first scenario





presents a 'business as usual' situation whereby existing heavy lift vessels are used to carry out decommissioning using an 'offshore deconstruction' process.

**Photo : Capt. Jan Berghuis ©**

The second scenario assumes a step change in offshore lifting technology and the development of Super Heavy Lift Vessels (SLVs) that are capable of lifting upwards of 15,000 tons. The bottom-up Douglas-Westwood cost forecast is generated using these scenarios and covers all decommissioning aspects from the plugging and abandonment of subsea wells to onshore

deconstruction and recycling. Attention is also paid to specialist equipment requirements and the yards to which decommissioned infrastructure can be sent for disposal, re-use and/or recycling.

"Decommissioning itself is not a new phenomenon – indeed, over 100 small platforms a year have been removed from the Gulf of Mexico using well developed procedures. However, the challenge posed by the North Sea structures – because of their heavier weight and the local climate – represents a major challenge on a totally different scale," concludes Graham Sadler, Managing Director, Deloitte's Petroleum Services Group.



HAL's **NOORDAM** seen moored in Willemstad (Curacao)

**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**



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The **HEINEKEN regatta** as seen by **Joop Kooijman** in Willemstad (Curacao) from the motor yacht **CARIB PRINCESS** with on the right the moored AHTS **HARMONY I** from Singapore and in the middle a crossing ferry, since the floating bridge is undergoing maintenance. **Photo : Joop Kooijman ©**

## Costa Voyager joins The Costa Cruises' fleet

Costa Cruises, the largest Italian travel group and Europe's no.1 cruise company, has announced the arrival of a new ship in the Costa fleet - the **Costa Voyager**. **Costa Voyager**, formally part of the Iberocruceros fleet, will offer guests 416 cabins in total, (houses 927 guests) including 16 panoramic suites and 12 suites with private balconies. Relaxation and fun will be guaranteed by three restaurants, four bars, a theatre, wellness centre and gym, treatment rooms, sauna and Turkish bath, swimming pool, disco, shopping centre and children's club (Squok club).

The arrival of the **Costa Voyager** enhances the Italian company's versatile fleet of ships, with a range of dimensions and differing characteristics, offering customers a series of brand new itineraries. More specifically, the technical characteristics of the **Costa Voyager** make her especially suitable for cruises to the Red Sea, a relatively new destination for Costa Cruises and one that will be offered throughout 2012.

**Costa Voyager's** first cruise will be a 15-day journey from Savona, departing on 20 November 2011 and travelling to Sharm el-Sheikh in the Red Sea. From 5 December 2011 to the end of 2012, **Costa Voyager** will be offering week-long cruises in the Red Sea, departing on Mondays from Sharm el-Sheikh and calling at Eilat (Israel), Aqaba (Jordan), Safaga (Egypt) and Sokhna (Egypt). The **Costa Voyager** itinerary combines relaxation and culture, from an extraordinarily beautiful sea to cultural and archaeological treasures. From Eilat, excursions organised by Costa Cruises



will take guests to a natural oasis in the Negev desert, the fortress of Masada and the wonderful landscapes of the Dead Sea. From Aqaba, visit the pink city of Petra, carved into the mountain. From Safage there are excursions to Luxor and the Valley of the Kings, visiting the tombs of the Pharaohs or enjoying the natural beauty of Hurghada and the crystal waters of the island of Mahamya. From Sokhna you can travel to beautiful beaches. Before entering into service for the Costa fleet, the ship will be undergoing renovation work at the San Giorgio shipyard in the Port of Genoa, from 9 to 19 November 2011, costing an estimated 2.5 million euros. Once the work has been completed, Costa Voyager will begin to operate for the Costa Cruises fleet, offering the excellent Italian service that is a distinctive feature of Costa cruises. The **Costa Voyager** will not be the only member of the Costa fleet in the Genoese shipyards. From 29 October 2011 through until mid-February 2012, work is being carried out at the San Giorgio del Porto and T. Mariotti yards on the radical refurbishment of the **Costa Romantica**. The 90 million euro restyling will turn her into a completely new ship; with the name changing to the **Costa neoRomantica**. Source : [traveldailynews](#)



The **PACIFIC RUBY** seen moored at the Oiltanking terminal in Singapore – Photo : [Piet Sinke](#) ©

An advertisement for MULTRASHIP TOWAGE &amp; SALVAGE. The logo features a stylized blue and yellow knot-like symbol next to the company name in bold blue letters. Below the logo, the website "www.multraship.com" and the phone number "+31 (0) 115 645 000" are listed. The background of the ad shows a large container ship being towed by a tugboat in a harbor.

## 10 tons of hashish seized in port city of Karachi

Pakistan Anti Narcotic Force (ANF) have foiled a drug smuggling bid and seized 10.2 tons of hashish at port city of Karachi, media report said on Wednesday. Daily Times' reported that the contraband was seized from a container that had arrived at the Port Qasim Karachi and was bound for Germany. The container was booked from the Sambrial dry port in eastern Punjab province, the report added. The container was inspected on Thursday last and the hashish packed in 510 cartons concealed in fabric rolls was recovered. The AFC officials received information through an informer that a gang of smugglers would smuggle a huge quantity of narcotics abroad through a container. As suspected container entered Port Qasim International Container Terminal (QICT), it was put on hold and kept under watch. According to the report, two suspects have been arrested in connection with the haul and a further investigation is under way. It is the biggest ever haul of any contraband from a foreign-bound container in Sindh, says the ANF. Source : [Irna](#)



## PACIFIC HICKORY ENROUTE CANADA



Above seen the hook up of the **Pacific Hickory** to the barge **M5000** loaded with the **M4000** prior departing Lushun China for WC Canada with the stacked barges (a double tow via the southern route across the pacific).

Photo's : Samuel Tang ©



## NAVY NEWS



The German FGS. **ALSTER** (Oste Class-Type 423), seen arriving at Valletta, Malta, The **Alster (A 50)** is an intelligence ship of the German Navy. She is the lead ship of the German Navy's Type 423, with 2 more sisters named the **A 52 OSTE** and **A 53 OKER**

The **Type 143 Intelligence Collection vessels**, when built in the eighties, were originally intended to gather data on Soviet ships. They have a wide array of modern electromagnetic, hydro acoustic, and electro-optic sensors for strategic intelligence gathering. The sensitive antennas can identify radar locations monitor flights, and can also listen in on radio and phone conversations. The vessel can be used as an advanced warning unit. The crews are a mixture of German Navy sailors and German secret service agents, During refits beginning in 1999, were said to have received gun armament, replenishment-at-sea facilities, and improved accommodations, but the guns have yet to be installed.

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## Astute submarine fires first Tomahawks

**HMS Astute**, the Royal Navy's newest submarine, has fired Tomahawk missiles across North American skies during its first test firing mission, the Ministry of Defence has said. Currently in the Gulf of Mexico, the submarine has the largest weapon-carrying capacity of any of the Royal Navy's attack submarines, with the ability to hold a combination of up to 38 Tomahawk missiles and Spearfish torpedoes. The Tomahawk weapons were fired at speeds of up to 550 miles per hour across the Gulf of Mexico. Each missile has a range of more than 1,000 miles, weighing some 1,300kg.



Having been in operation since 1999, the missile was used from various submarines to support operations in Afghanistan, Iraq and, most recently, Libya.

Commenting on the test firing, **Astute's** commanding officer, Commander Iain Breckenridge, said: "This first-of-class firing proves that Astute is a truly capable submarine. It means that the UK submarine service will be able to provide the UK's strike capability for many years to come." **Source: Defense management**

## Naming ceremony of fuel cell submarine "U 35" for the German Navy at the HDW



Dr. Sigrid Hubert-Reichling christened one of the most modern non-nuclear submarines in the world at the shipyard of Howaldtswerke-Deutsche Werft GmbH (HDW), a company of ThyssenKrupp Marine Systems, under the name of "U 35". She is the wife of the Lord Mayor of Zweibrücken, the town that has assumed sponsorship of U 35. U 35 is the first boat of the second batch of Class 212A submarines built for the German Navy.

The contract to deliver a second batch of two further Class 212A submarines was signed on 22nd September 2006 in Koblenz with the German Office for Military Technology and Procurement. The submarine building activities are taking place at the shipyards of HDW in Kiel and Emden Werft- und Dockbetrieben in Emden. The two additional units will be largely identical to their sister ships from the first batch. Of course, they are also equipped with the air-independent fuel cell propulsion system which has already given excellent results in operations with the boats of the first batch. To meet changes in operational scenarios and to take constant technological advances into account, a number of modifications have been made:

- Integration of a communication system for Network Centric Warfare
- Installation of an integrated German Sonar and Command and Weapon Control System
- Replacement of the flank array sonar by a superficial lateral antenna
- Replacement of one periscope by an optronics mast
- Installation of a hoistable mast with towable antenna-bearing buoy to enable communication from the deep submerged submarine
- Integration of a lockout system for Special Operation Forces
- Tropicalisation to enable world-wide operations

In his speech at the ceremony, member of the Executive Board of TKMS Mr. Walter Freitag underlined the ability of the boat to carry out operations lasting several weeks continuously deep submerged, thanks to the ultra-modern fuel cell technology on board. With virtually undetectable heat and noise emissions and a hull of non-magnetic steel, the boat will be exceedingly difficult to detect and thus able to operate unnoticed, discreetly gathering important information, monitoring sea areas or supporting covert operations. The Italian Navy has also decided in favour of a second batch of two Class 212A submarines, which are being built under licence by the local Italian shipyard Fincantieri. That means that the Italian Navy will soon also have four boats of this class available for operations.

**Source: ThyssenKrupp**

## SHIPYARD NEWS



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**Stanislav Yudin** in the **Keppel-Verolme Drydock** at Rotterdam Botlek

**Photo : Erik Matzinger ©**



## IHC Merwede "well equipped for future expansion"

**IHS Merwede** in The Netherlands, the well-known dredger builder, says a decision has been made to maintain the current shareholder structure at the company. "IHC Merwede's Supervisory Board – in addition to all of the current shareholders – is comfortable with the financial strength of the company for the next year," said the company in a statement. With the support of JP Morgan and Rabobank M&A, IHC Merwede has carried out extensive research over the past few months into the possibility of broadening the shareholding structure. However, the current situation within the global financial markets has resulted in limited opportunities to achieve this. This means that the current structure will now remain in place for the long term.

IHC Merwede's shareholders are: Rabo Capital, which holds 49 per cent; Indofin Group, with 18 per cent; and the management and personnel of IHC Merwede, with 33 per cent. "The shareholders are unabated in their commitment to the long-term success of IHC Merwede. IHC Merwede is well equipped for future expansion. Earlier this year, the company secured the financial backing of its underwriting capacity to €1.5billion," said the statement, noting that this was achieved with the support of an international banking consortium consisting of Rabobank, ING, ABN AMRO, BNP Paribas and Deutsche Bank.

This funding provides sufficient capacity for anticipated future growth. In addition, IHC Merwede expects to realise further growth of ten per cent in 2011, with a turnover of €1.1billion, and profits which will at least be equal to those made in 2010. "With the support of its shareholders, ample funding and excellent financial results, IHC Merwede will continue to focus on its priorities of growth, internationalisation and innovation," said the statement.

"The company will also look to strengthen and broaden its technology portfolio. This will not only benefit its position in existing markets, such as dredging and offshore, but also new markets, including renewable energy and mining. This growth will be achieved autonomously and through acquisitions." The company's President Goof Hamers said he is extremely positive about the future: "The markets we work in are connected to global trends, such as the availability of energy and other commodities, and the development of infrastructure," he said. "IHC Merwede is on track to realise its targets." **Source : Dredging News Online**

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## Keppel Singmarine books newbuild contracts

Keppel Offshore & Marine reports that its Keppel Singmarine subsidiary has secured two contracts from Indonesian customers worth a total of about S\$47 million. The first contract is for a coal transshipment barge for repeat customer PT Indo Straits Tbk, through its subsidiary company PT Pelayaran Straits Perdana.

The second is for the construction of three tugboats for a new customer, an international shipping company. Mr. Hoe Eng Hock, Executive Director of Keppel Singmarine said, "We are pleased with these orders from our valued customers. It is a testament to Keppel Singmarine's reputation for on time, and on budget deliveries as well as the proven track records of our project execution and technical designs." Keppel Singmarine's contract with PT Pelayaran Straits Perdana is a repeat order of the coal transshipment barge Straits Venture, which was delivered earlier this year.

Mr. Richard Ong, President Commissioner of PT Indo Straits Tbk, said, "Straits Venture has been performing very well and we are confident that the second vessel will be just as successful. We look to continue this partnership with Keppel Singmarine as we expand our presence in the region and become a leading player in our segment."

Designed by Keppel Singmarine's design arm, Marine Technology Development (MTD), the vessel is capable of loading 35,000 tonnes of coal per day, and operates in open sea and difficult transshipment conditions. It will also have the

flexibility to support marine offshore engineering operations in the oil and gas industry. The vessel is scheduled for delivery in the fourth quarter of 2012.

### TUGBOATS

Keppel Singmarine will undertake the engineering and construction of the three tugboats as turnkey projects.

The three vessels, consisting of two 45-tonne bollard pull tractor tugs with twin Voith Schneider Propulsion units and a 50-tonne bollard pull Azimuth Stern Drive (ASD) tugboat, are expected to be delivered in the third and fourth quarters of 2012. The ASD tugboat will also be built to MTD's design. A tugboat of similar design was recently delivered to Topahova Maritime SA of Liberia for work in Venezuelan waters in September 2011.



The local tug **LAURUS** seen operating at the **Padmos Shipyard** in Stellendam (The Netherlands)

Photo : **Jacco van Nieuwehuyzen** ©

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## CMA CGM upgrades ASEA service

CMA CGM Group is upgrading its ASEA service connecting Asia, Kenya and Tanzania. The new ASEA weekly service will deploy six ships of 2500 TEU. Two of the ships would be provided by Emirates Shipping Line. It would allow the group



to provide direct weekly service to Kenya and Tanzania gateways, deploy bigger vessels, fastest transit times from Asia to Mombasa and Dar Es Salam.

The new service would also enhance the capacity of reefers to meet the growing demand for refrigerated transport and reflect the strong commitment of CMA CGM Group to consolidate its offer from Asia to East Africa key countries in order to support the strong and regular growth of the trade. The service rotation will be as follows: Port Kelang, Singapore, Port Victoria or Male, Mombasa, Tanga, Dar Es Salam, Colombo and back to Port Kelang. **Source: Manila Bulletin**



Mv **KASSEL** seen unberthing from the Capuaba Terminal in Vitoria Port (Brazil) with the **Smit Caraja** and **Smit Caripuna** Assistance- **photo : Alexandre Ferrari ©**

## **Bahrain: Skaugen Gulf Petchem Carriers BSC Adds New Multi-Purpose Vessel to Its Fleet**

Under the kind auspices of His Royal Highness Prince Khalifa bin Salman Al Khalifa the Prime Minister, the launching ceremony for the latest state-of-the-art multi-purpose ship "Bahrain Vision" was organized at the Khalifa bin Salman seaport in al-Hidd on November 14, 2011 in coordination with the National Oil and Gas Authority (NOGA). Marking the occasion, Energy Minister Dr. Abdul Hussein bin Ali Mirza said that HRH the Premier's patronage of the ceremony reflects his continuous support for the energy sector projects and functions, noting that investments in transportation of petrochemical products enhance the momentum of development in the Kingdom, in line with the Kingdom of Bahrain government's policies aimed at boosting the national economy through increased national revenue and boosting development programs.

Dr. Mirza remarked that "Skaugen Gulf Petchem Carriers BSC", a joint venture between IM Skaugen, Capital Management House and Noga Holding, was launched in 2010 as a joint venture for buying and chartering carriers to transport liquefied natural gas (LNG) and other petrochemical products and gas from production areas in the Middle East to a number of South East Asian markets and particularly to China. The Minister asserted that this is an investment in harmony with NOGA's strategy which aims to consolidate oil investments and to cater to the increasingly growing demand for energy, adding that building a partnership with I M Skaugen, a 100-year-old establishment specialized in transporting petrochemicals and LNG via its ocean-going fleet, which is a successful step that will increase Noga Holding's contributions. The inauguration ceremony attended by a number of businesspeople, investors and specialists from Norway, China, Singapore, Russia, GCC states and other Middle Eastern countries. The day following the ship's inauguration will be devoted to oil and energy firms and post-graduate university students.

**Source: BNA**

## **Dredging works planned at Loyang offshore base**

The Maritime & Port Authority of Singapore says mariners operating in the vicinity of Serangoon Harbour should be aware that dredging is to be carried out at Loyang offshore base. Dredging will be carried out by the dredger **Draco**.

The work barge will be held in position by spuds and will have a circular safety working zone of 50m radius centred at the work barge. Dredged materials will be transported to the designated dumping ground by the hopper barges.

A safety boat will be in attendance throughout the duration of the construction works to warn other craft of the works in the vicinity. Further general enquiries relating to the project can be directed to Mr Anthony Michell, project manager at Tel: 9113 0032 or email: [Anthony.Michell@macdow.com.sg](mailto:Anthony.Michell@macdow.com.sg)

Caution : When in the vicinity of the working area, mariners are reminded to:

- (a) Keep well clear and not to enter the working area;
- (b) Maintain a proper lookout;
- (c) Proceed at a safe speed & navigate with caution;
- (d) Maintain a listening watch on VHF channel 21( Sembawang Control ); and
- (e) Communicate with Sembawang Control on VHF 21 for assistance, if required.

Source : Dredging news online



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Seen from the wheelhouse of the **BOW JUBAIL** outbound from Rotterdam

Photo : Peter Elsinga ©

## Hong Kong ten-month box volume rises 3.6 percent to 20.25m TEUs

Container throughput of the port of Hong Kong in January-October, 2011 increased by 3.6% compared to the same period last year, to 20.25 million TEUs, the Port Authority statistics said. The largest Kwai Tsing terminal handled 14.51 million TEUs, up 2.5 percent year-on-year, while other terminals' box volume rose 6.6% to 5.73 million TEUs.

In October, Hong Kong container trade increased by 8.1% to 2.06 million TEUs. Kwai Tsing container volume grew by 8.3 percent to 1.51 million TEUs. Other terminals lifted 550,000 TEUs, up 7.7 percent from a year earlier. Port of Hong Kong is one of the busiest ports in the world. In 2010, Hong Kong port's container trade totaled 23.69 million TEUs. The port is able to handle 456,000 ships a year. **Source: Port News**



Sunset over Selat Pauh anchorage (Singapore) yesterday evening as seen from the **TTB SALVOR**

**Photo : Piet Sinke ©**

## Tanzania to expand Dar, Tanga ports

The East African reports that Tanzania Ports Authority has embarked on an expansion exercise to increase capacity by dredging and construction of two new berths. According to the TPA, the US\$1.4 billion expansion drive aims to serve new markets in South Sudan and neighboring landlocked countries specifically, Uganda, DR Congo and Zambia. TPA Deputy Director General, Julius Mfuko said the authority has set aside US\$600 million for the construction of Tanga's new Mwambani port.

"Meanwhile the Dar es Salaam port's, excluding dredging of the channel depth, is estimated to be US\$523 million," said Mr Mfuko. This will also comprise the building of new berths number 13 and 14 adjacent to Kurasini Oil Jetty and turning the single point mooring into a multipurpose facility, Mr Mfuko said. Cassian Ng'amilo, Dar es Salaam port manager, said the construction of berth 13 and 14 would cost US\$400 million, to be funded by China. Mr Mfuko said that in two years, the principal ports will have the capacity to cater for one million 20-foot equivalent units per year.

TPA is also working on creating a dry port at Kisarawe in the Coast Region in order to decongest the port. The Kisarawe dry port will be developed into a cargo freight station able to handle both containers and vehicles in large



numbers. The European Union mission in the country had warned TPA management that it stands to lose business if it does not take urgent measures to fast track cargo clearance at the port. **Source : Dredging News Online**



The **NEPTUNUS** seen outbound from Rotterdam – **Photo : Ria Maat ©**

## **MENA Appointment for HB Rentals**

Global offshore accommodations specialist to the oil and gas industry, HB Rentals has appointed a business development manager for the Middle East and North Africa in line with growing demand and continued expansion in the region.



Rami Miled will be based between the company's facilities in Abu Dhabi, Dubai and Sharjah, UAE and will be responsible for the development of the company's clients and prospective clients, helping to provide on the ground support and manage the increasing demand HB Rentals is experiencing for its accommodation and services.

With more than 15 years of experience and an extensive knowledge of the oil and gas sector, Miled has previously held positions at O.I.L. Engineering Middle East and German Industrial Services Establishment.

He said: "It is an exciting time for HB Rentals in the MENA region. The company has worked here for many years, but having a dedicated base on the ground highlights the importance of this region to HB Rentals and our commitment to growing business here. I look forward to using my knowledge and experience to help develop the company's expertise in the region".

Michael Bradley, sales and marketing manager for EMEA and Asia Pacific Regions added: "Rami's appointment is really an indication of the significant growth in business we have seen in the MENA region recently".

"We have had to move a number of additional units from the UK and Singapore to keep up with demand as more and more companies seek the high quality, flexibility and rapid mobilisation which HB Rentals can deliver. Rami brings a wealth of experience to the company, and the team and I are delighted to have him on board".

HB Rentals operates worldwide with a fleet of more than 400 A60 units containing a mix of 2,4,6,8,10 and 12-man sleeper accommodation cabins, galleys, mess rooms, recreation rooms, laundry rooms, offices, heliports, MWD, laboratories, gymnasiums and well-support cabins as well as other custom fit-outs as desired by its worldwide customer base.

HB Rentals is the only specialist operating worldwide capable of supplying units which meet the latest American Bureau of Shipping (ABS), Safety of Life at Sea (SOLAS) and International Maritime Organisation (IMO) regulations

and are fully Det Norsk Veritas (DNV) approved. It offers full certification, modification, offshore installation, hook-up and commissioning services as well as maintenance support with a 24/7 technical service worldwide.



The **MSC MIRA** seen outbound from Antwerp – **Photo : Henk de Winde ©**

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## **OLDIE – FROM THE SHOEBOX**



The NRS tug **MIDDELBANK** seen in the early eighties towing the **STROOMBANK** through the Breddiep enroute the Scheurhaven - **Photo : Cees de Bijl ©**

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



The **Dutch Power** was captured outbound from Great Yarmouth for the Outer Harbour.

Photo : Ashley Hunn ©

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