



Number 355 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 21-12-2011

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



wenst u prettige feestdagen *en veel afwisseling
of juist regelmaat in 2012!*





GLOBAL SHIP DELIVERY & CREWING

www.redwise.com



The CRESTWAY seen operating off Hoek van Holland – Photo : Kees Torn ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

[**newsclippings@gmail.com**](mailto:newsclippings@gmail.com)

EVENTS, INCIDENTS & OPERATIONS

OCEANWIDE SAFETY AT SEA



OCEANWIDE S.a.S.
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMISSIONING // LOAD TESTING



The **CHILEAN REEFER** seen arriving in Beverwijk – Photo : Hans Blomvliet ©

Season's greetings and the best wishes for 2012



*Merry Christmas
and a
Happy New Year*



Moller-Maersk names new CEO of Maersk Line

Søren Skou has been appointed new CEO of Maersk Line with effect from 16 January 2012. Søren Skou was previously CEO of Maersk Tankers and replaces Eivind Kolding who is leaving Maersk Line to become Chairman of the Executive Board of Danske Bank, the Group's press release said.

"Under Eivind Kolding's skilled leadership, Maersk Line has undergone an impressive turnaround. Its competitiveness has improved significantly and at the same time, Maersk Line has set new standards for the industry with regards to environment and reliability. Furthermore, Maersk Line has gotten a much stronger focus on the customers," says Group CEO Nils S. Andersen, A.P. Moller - Maersk.

"I am very pleased that Søren Skou has accepted the important task as CEO of Maersk Line. Søren is a sharp and visionary leader with strong international leadership experience, not least within shipping. He knows container shipping very well both from the time he worked for Maersk Line but also as a member of the Group's Executive Board where he has stayed in close touch with Maersk Line and the industry. He is quite the right man to continue the development of Maersk Line and expand our positions in the market," says Nils S. Andersen.

Søren Skou previously held various positions in Maersk Line, from 1983 to 1998. In addition to being CEO of Maersk Tankers since 2001, Søren Skou has played an important part in the Group's Executive Board. He has, amongst others, headed the Group's initiatives to reduce costs in 2009 and 2010. In 2011, he has been the leader of the Group's preparations for further expansion in the new growth markets.

In order to concentrate fully on the tasks in Maersk Line, Søren Skou's additional positions will gradually be transferred to others in the Group. These include, among others, the board positions of DFDS and Danish Shipowner's Association, where the Group will nominate CEO of Maersk Drilling Claus V. Hemmingsen, and Maersk Container Industry, where CEO of APM Terminals Kim Fejfer will take over the chairmanship.

The Group expects to fill the position as new CEO of Maersk Tankers internally. Until then, all of Søren Skou's direct reports will report directly to Group CEO Nils S. Andersen.

A.P. Moller-Maersk Group incorporates scores of shipping, offshore and terminal assets, etc . worldwide. The Group currently operates in 130 countries, employing 115,000 people. The Group owns one of the world's largest shipping companies Maersk Line and is engaged in a wide range of activities in the energy, logistics, retail and manufacturing industries. Source : PortNews



SAL's **PAULA** arrived with the **SIMON STEVIN** as deck cargo in Rotterdam – Photo : Leo Varenkamp ©



The **BOW STAR** seen outbound from Rotterdam – Photo : Henk van der Heijden ©

Bali forum OKs action plan for East Asia domestic ferry safety

A detailed action plan addressing domestic ferry safety in the East Asia sub-region was agreed by participants in a forum on the subject organized by IMO and held in Bali, Indonesia, on 6 and 7 December 2011, the IMO press release said. Attended by delegates from several governments as well industry organization Interferry, the Regional Forum on Domestic Ferry Safety adopted an eight-point plan which, among other things, calls on Governments to assist ship-owners and operators to provide fit-for-purpose vessels that are compliant with national rules and regulations and to support and monitor ships' masters and operators to ensure that safety obligations are being properly fulfilled.

It also called for Governments to designate relevant focal points to participate in regular dialogue with, and to share relevant data among, all those with an interest in domestic ferry safety, to help identify critical issues that lead to accidents and casualties with a view to formulating effective solutions.

The Forum, organized as part of IMO's Integrated Technical Cooperation Programme, and in collaboration with Interferry and the Directorate General of Sea Transportation of Indonesia, discussed issues such as hazardous weather, vessel design and construction, overcrowding and the poor enforcement of rules, all of which may be considered to be significant contributory factors leading to accidents and fatalities.

Delegates included administrators and policy makers with responsibility for the implementation and enforcement of domestic ferry safety requirements in their countries, as well as ferry operators and other industry representatives from the private sector. Altogether 74 participants from Australia, Bangladesh, China, Indonesia, Malaysia, Philippines, Republic of Korea, Singapore, Thailand, United States, Viet Nam and the Secretariat of the Pacific Community attended. The private sector was represented by Interferry and Interferry's membership including participants from classification societies (the American Bureau of Shipping and Det Norske Veritas).

IMO – the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. **Source : PortNews**

Number of dead rising after oil rig tragedy

Russian media is now asking why the whole crew stayed onboard during the towing of the oil jack-up rig **"Kolskaya"** that overturned and sank in the Sea of Okhotsk yesterday. With the break of day, search for survivors and dead after the accident outside the island of Sakhalin continued. 14 dead have so far been found, the Federal Agency for Sea and River Transport's web site reads.



The rig was being towed from Kamchatka to Sakhalin during a severe storm with wind of 25 m/s and waves of 5-6 meters when it overturned and started taking in water. (Facsimile from RIA Novosti)

The rig sank in course of only 20 minutes, Murmansk Oblast Governor Dmitry Dmitriyenko told RIA Novosti.

32 of the 67 people aboard came from the Murmansk region. 14 persons were found alive after the


accident and picked up by boats taking part in the rescue operation. All the 14 survivors were on duty on deck during the towing and were wearing survival suits and life-jackets. A list with the names on all people aboard **"Kolskaya"** during the accident had been published on B-port.


Russian media is now asking why the whole crew stayed onboard during the towing, and why towing was conducted at all in such bad weather. A source in the Federal Agency for Sea and River Transport says to Kommersant that half of the people onboard had nothing to do with the towing operation – they were drilling operators, crane operators and others. – The number of casualties did not have to be that high, the source says. According to Russian instructions for safety at sea, only a required minimum of personnel should be onboard a vessel that is being towed. The Russian Agency for Transport Supervision has started investigation of the accident.

The weather in the area is bad, with wind of 10 m/s, waves of 2 meters and temperature of -2°C. The water temperature is 1°C. **Source : BarentsObserver**

www.marflex.com

HQ: Oud-Beijerland (NL)
Subs: Moscow (RU), Guangzhou (CN),
Singapore (SG), Rio de Janeiro (BR)


MarFlex



Pumping Excellence

Fairmount Alpine refloats MV Ikan Sepat



Fairmount Marine's powerful tug **Fairmount Alpine** has successfully assisted in the refloating of the grounded **MV Ikan Sepat** just offshore Puerto Cortés, Honduras. The salvage operation was directed by T&T Bisso Salvage.

The **MV Ikan Sepat** is a 180 meter long, 28,503 DWT bulk carrier flying the Singapore flag. The vessel was grounded in the approach of the port of Puerto Cortés, located at the Gulf of Honduras in the northwest of the country. During mobilization of the **Fairmount Alpine** from Jamaica specialists from Fairmount Marine discussed the salvage operation with T&T Bisso's salvage master. At daylight December 4th the Fairmount Alpine arrived on site where after officers of the tug met with

the salvage team, the officers of **MV Ikan Sepat** and other parties involved onboard the grounded vessel.

In the following day preparations were made for the refloat attempts. **Fairmount Alpine** assisted with e.g. 'prop washing' and soundings at the stern of the grounded vessel. Also the towing equipment for the refloat attempt was prepared by Fairmount Alpine's deck crew. In the early evening of December 13th **Fairmount Alpine** successfully refloated **MV Ikan Sepat** due to combined efforts of the tug's crew, the salvage team and the crew of the vessel.

Source : Fairmount Marine



Small Ship Contracts Feel the Pinch

The global containership fleet is currently projected to grow by 8.3% this year, and 8.4% next year. However, fleet expansion is projected to be extremely biased towards growth in the larger end of the fleet. This trend has clearly been driven greatly this year by orders of large 8,000+ TEU ships. However, the bias towards large deliveries has also received some impetus from removals and cancellations from the orderbook.

Dual Orderbook

The Graph of the Month shows the orderbook split by contract date. This puts the lack of ordering in 2009 into perspective, dividing the orderbook into ships ordered pre-2009 and ships ordered post-2009 (or post-1H 2010, as 89% of vessels and 98% of the capacity ordered in 2010 was ordered in 2H 2010). The graph also shows the average size of ships remaining on order, split by contract date, as well as the average size of ship contracted in that year for comparison. The current orderbook of ships contracted post-2009 numbers 327 of an average 7,160 TEU, a similar size to that of vessels contracted during the same years. However, the average size of vessels contracted in 07/08 which are still on order is 7,137 TEU. This is a marked increase from the average size of all boxships ordered in 07/08 (5,741 TEU).

Cancel Small, Slip Big

One reason for this difference is cancellations. Of the 768 ships ordered in 07/08, 366 ships of an average 5,341 TEU have been delivered. Of the remaining 401 vessels, 31% (123 ships of 470,000 TEU) have been cancelled, while the

remainder is still on order. While this is clearly significant, it is more so if you consider how biased this is towards smaller ships. 81% of these cancelled vessels had a capacity less than 5,000 TEU. As such, 21% of all sub-5,000 TEU contracts in 07/08 have been cancelled compared to just 8% of all 5,000+ TEU contracts. So a greater proportion of small ships ordered pre-2009 have tended to be cancelled compared to larger ships, which if not delivered, have tended to have 'slipped' delivery dates. This is hardly surprising in the current economic climate. Not only were vessel prices pre-downturn 20-30% higher than at the moment, small ship orders are more likely to have come from owners less able to secure finance in the current economy, while big ship orders are more likely to have been by operators who require larger ships to compete efficiently, and thus are more likely to want to keep scheduled delivery dates.

The Only Way is Up?

The average size of ships on order now (6,900 TEU) is larger than at any point in history, and is getting larger. The impact of this on the market, however, may be mixed. An orderbook of large ships is bad news for the currently oversupplied mainlane trades. However, the cancellation of small ship orders may eventually help to reduce supply pressure on non-mainlane trades which is being caused by cascading at the moment. **Source: Clarksons**



Rederij's Groen **VIVRE-G** seen moored in Vlissingen – **Photo : Wim Kosten ©**

Acquisition of satcom provider Vizada by EADS Group's Astrium completed

The takeover of satellite communications service provider Vizada by aerospace communications company Astrium has now been completed, and Vizada's activities will now be integrated into EADS Group company Astrium Services.

Vizada comprises Vizada Americas, Vizada Networks, Vizada EMEA & AsiaPacific and Marlink. The company has more than 700 employees serving 200,000 end-customers in various sectors including maritime. Astrium Services is a commercial provider of military-specific communications services, enabling governments and the military to procure secure communications as and when required, notably to the UK Ministry of Defence. Astrium is also involved in the geo-spatial information market, covering the entire geo-information supply chain. Now with over 3,200 employees, Astrium Services will comprise four business lines: telecom commercial, telecom governmental, secure satcom systems, and GEO-information services. This acquisition represents a total consideration of €673 million. "We are happy to welcome Vizada into the EADS Group, which concludes a successful year for us in terms of acquisitions", said Marwan Lahoud, head of EADS corporate strategy and marketing organisation. "In 2011, we have significantly strengthened our services portfolio, which is a key focus of our acquisition strategy."

According to Eric Béranger, CEO of Astrium Services: "Combining the skills and capabilities of everyone in Vizada and Astrium Services creates a world leading provider of satellite services. Together, we now provide our customers and partners with the broadest range of product and service choices – from fixed to mobile services, and from government to civil and private customers. In sharing our best practices and building on both teams' expertise, we will create new growth by continuing to develop innovative products to meet our evolving customer needs worldwide." **Sourec : The Motorship**



INTRODUCING OUR NEW SUPER VESSEL
100,000 METRIC TONS OF POSSIBILITY

CHARACTERISTICS
LENGTH OVERALL: 275.00 M
DECK WIDTH: 70.00 M
WATER ABOVE THE DECK: 16.00 M
DEADWEIGHT: 100,000 METRIC TONS

REALIZING THE INCONCEIVABLE

DOCKWISE

Inspection by Indian Maritime Administration in Indian Territorial Waters

Control of substandard ships coming to Indian territorial waters & endangering environment is exercised by the Indian Maritime Administration through the international accepted method of Port State Control (PSC). Mercantile Marine Department's Surveyors carry out Port State control Inspections on foreign Flag vessels.

These inspections verify sea worthiness of the vessels & simultaneously verify compliance with various International Safety Conventions. When vessels are found in substantial non-compliance with applicable laws or relevant maritime convention requirements, the PSC system suitably intervenes to ensure that non-conformances are rectified, before further plying. India is a founder member of Indian Ocean Memorandum of Understanding (IOMOU). There are 13 members of IOMOU. This Regional cooperation of countries on the Indian Ocean rim also contributes towards the control of substandard ships plying in the region. In addition, the Government is actively considering banning the entry of Ships which are more than 25 years old.

SMIT KIWI AND SMIT EMOE DEPARTED FROM SINGAPORE



The **SMIT KIWI** (left) and **SMIT EMOE** seen ready for departure from Singapore, the tugs departed yesterday afternoon from Singapore for the 12.700 nm trip to Zeebrugge.



Due to the bad weather (heavy non stop rains the last few days) the paint job, to get the vessel in the Smit colours could not be completed as can be seen, on behalf of all the readers I like to wish the **TOS delivery crew's** onboard the tugs

with **Capt Frank** and **Capt Theo** a safe voyage



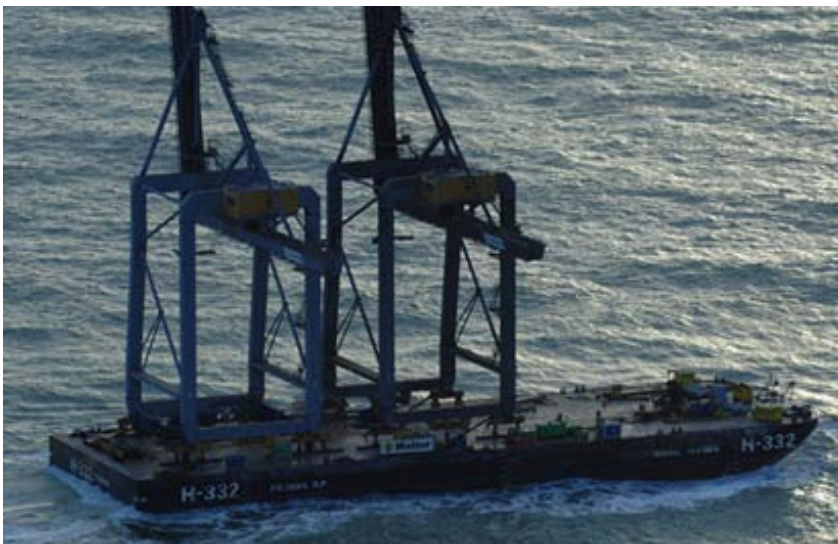
**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



CASUALTY REPORTING



CRANE OVERBOARD FROM TRANSPORT



Monday morning around 4.00 am one of the 3 cranes loaded onboard the transportbarge **H-332** enroute under tow of the tug **RT LEADER** (both chartered by Muller - Dordrecht) from Amsterdam to Rotterdam toppled overboard approx 35 nm South West of IJmuiden, the crane with a height of 52 mtr landed on the seabed just on the outside the vessel traffic separation scheme



The Dutch coast guard dispatched the ERV **IEVOLI BLACK** and additional navigation buoys at the location are installed to warn the passing shipping **Photo's : Ievoli Black / Dutch Coast Guard ©**

See also : <http://www.youtube.com/user/kwcnl>



The tug and barge arrived later safely in the port of Rotterdam - **Photo : Jan Simons ©**

NAVY NEWS



Smit Caripuna seen assisting the Brazilian navy **Greenhalch** during the arrival at Vitoria Port
Photo : **Alexandre Ferrari** ©

Ingalls Shipbuilding Delivers San Diego (LPD 22) to the U.S. Navy

Huntington Ingalls Industries 19 December delivered the company's sixth amphibious transport dock, **San Diego (LPD 22)**, to the U.S. Navy. The ship was delivered in a brief ceremony at Ingalls Shipbuilding.

"This delivery exemplifies the unique skill and craftsmanship of our shipbuilders," said Doug Lounsberry, Ingalls Shipbuilding's vice president and program manager, LPD 17 program. "What we are accomplishing collectively in the LPD program with the Navy and our Supervisor of Shipbuilding partners proves the value of our shipbuilding knowledge. This shipbuilding program, which includes vendors and businesses from 39 different states, demonstrates a solid business plan which continues to progress. The U.S. Navy sailors and Marines will have a safe, extremely reliable vessel built with pride and a deep commitment to our war fighters to provide them the most capable ships in the fleet in which to perform their diverse mission. I wish the crew good luck, and I want to congratulate our shipbuilders. This is a great way to end the year."

The event officially transfers custody of the ship from HII to the Navy. **San Diego** recently completed acceptance sea trials with the Navy's Board of Inspection and Survey observing. Ingalls' test and trials team thoroughly tested the ship's main propulsion, steering, communications suite and deck missions systems. Some of the crew members were aboard for acceptance trials; the full crew will move aboard the ship the first week of January.

"Accepting **San Diego** on behalf of the Navy is an honor and a privilege I have been looking forward to for a long time," said Cmdr. Jon Haydel, the ship's commanding officer. "The teamwork between the Navy and Ingalls has been a testament to how shipbuilding should be done, with constant and effective two-way communication throughout the construction and outfitting process. I look forward to bringing this magnificent warship and her outstanding crew home to San Diego to start her service to the nation in the world's finest Navy."

LPD 22 is scheduled to be commissioned in the spring of 2012 in San Diego. It is the fourth ship named in honor of the military town and largest Navy base in the Pacific. San Antonio-class ships are 684 feet long and 105 feet wide and displace approximately 25,000 tons. Their principal mission is to deploy the combat and support elements of Marine Expeditionary Units and Brigades. The ships can carry up to 800 troops and have the capability of transporting and debarking landing craft air cushion (LCAC) or conventional landing crafts, augmented by helicopters or vertical take-off and landing aircraft such as the MV-22. The ships will support amphibious assault, special operations or expeditionary warfare missions through the first half of the 21st century. The LPD 17-class ships are a key element of the Navy's ability to project power ashore. Collectively they functionally replace more than 41 ships (the LPD 4, LSD 36, LKA 113 and LST 1179 classes of amphibious ships), providing the Navy and Marine Corps with modern, sea-based platforms that are networked, survivable and built to operate with 21st century platforms, such as the MV-22 Osprey. Ingalls has now built and delivered the first six ships in the class, and there are four more under construction. **Source : Huntington Ingalls Industries**

SHIPYARD NEWS

 <p>Follow TOSjobs</p> <p>www.twitter.com/tosjobs</p>	<ul style="list-style-type: none"> • Global Ship Delivery • Crewing Solutions • Shore Based Jobs <p>www.tos.nl</p>
--	---

Japanese Ship Orders Surge 47.4 Percent

Export ship orders grew for second straight month, says JSEA

Japanese export ship orders grew for the second straight month in November on a year-over-year basis, rising 47.4 percent to 773,790 gross tons, according to the Japan Ship Exporters' Association. The year-over-year pace of growth quickened from 26.5 percent in October although the November gross tonnage declined 9.5 percent from the month before.

Japanese shipbuilders received orders for 17 export ships — 11 bulk carriers, three automobile carriers, two passenger ships and one tanker — in November. The 17 ships total 530,280 compensated gross tons. In the first nine months of 2011, Japanese export ship orders totalled 7.7 million gross tons, down 21.7 percent from the same period last year.

Source : The Journal of Commerce Online



Yantar Shipyard's Board names top executives

The Board of Directors of JSC Kaliningrad-based Baltic Shipyard Yantar appointed its top management, the shipbuilding company said.

Oleg Shumakov was named the shipyard's First Deputy General Director, Chief Operations Officer. Marina Polskikh was appointed as Chief Financial Officer Finance, Konstantin Rodyuk – as Chief Commercial Officer, Dmitry Yermakov – as Chief Engineer. Dmitry Fominsky – Manager of Construction. Vera Chernitskaya - Chief Accountant, Alexander Tsaplin – as HR Manager, and others.

Kaliningrad-based Yantar Shipyard was founded on July 8, 1945 on the basis of Koenigsberg branch of German's Schichau Werft. The company specializes in construction and ship repair of warships and civil vessels. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. Currently, the major stakeholder of Baltiysky Shipyard Yantar is Western Center of Shipbuilding, a subsidiary of state-owned United Shipbuilding Corporation.

ROUTE, PORTS & SERVICES

	<p>Register your vessel in Curaçao</p> <ul style="list-style-type: none"> - Fly the prestigious "Red, White and Blue" - Ship registry is accepted by international banks - A very flexible Tonnage Tax - All type of floating equipment can apply for Tonnage Tax - Flexible nationality requirements for crew 	
<p>More information contact Berk Marine B.V.: info@berkmarine.com or Tel: +31620131227</p>		

Vietnam's CMIT handles largest container ship ever

Cai Mep International Terminal (CMIT) welcomed the **CMA CGM LAPEROUSE** to the Cai Mep – Thi Vai Port Complex in Ba Ria – Vung Tau Province. Belonging to CMA CGM, the world's third largest container shipping company, and with a nominal capacity of 13,830 TEU and DWT of 157,092, **CMA CGM LAPEROUSE** is the largest container vessel to ever call a Vietnamese port, APM Terminals press release said.

This is the second time that CMIT and CMA CGM together have worked to secure the regulatory permissions necessary to accept ever increasing container vessel sizes in Vietnamese Ports. Vietnam's Vice Minister of Transport Nguyen Hong Truong, Deputy Director of Vinamarine Do Hong Thai, Ba Ria – Vung Tau Provincial President Tran Minh Sanh, along with representative of the Vung Tau Port Authority, the Pilot and a number of VIP customers of CMA CGM were

all present to welcome **CMA CGM LAPEROUSE** to Cai Mep.

File photo of the **CMA CGM LAPEROUSE**

Photo : Hans van Driel ©



CMA CGM LAPEROUSE is in transit from Asia to north Europe and the Cai Mep call is a precursor to the upgrade in size of all CMA CGM's vessels calling in Cai Mep when the existing FAL3 call is replaced by the larger vessels operating on the FAL1 string in March 2012. "With Cai Mep being the last load port in the future FAL1 rotation before sailing direct to Southampton, the need for deep water access and a terminal

equipped to handle these leviathans has never been greater" said Jean-Charles Tassoni, General Director of CMA CGM Vietnam. "We are delighted to be able to finally put to good use our super post-Panamax cranes which are designed and built specifically to handle vessels of this size" said Nguyen Xuan Ky, Deputy General Director of CMIT. "With the imminent delivery of our fifth super post Panamax quay crane in January 2012, CMIT will be ideally placed to handle these huge vessels while delivering world class berth productivity" he added.

"Ultra Large Container Ships of 14,000 TEU or larger are rapidly becoming the staple of the Asia-Europe trades and the call of **CMA CGM LAPEROUSE** to Cai Mep is clear demonstration of CMA CGM's commitment to providing the very best transit times and service levels between Vietnam and north Europe" commented Mr. Tassoni. "With the continuing flow of Ultra Large Container Ships into the Asia-Europe trades, we expect to see increasing demand for Vietnamese terminals equipped to handle this size of vessel" added Mr. Nguyen.

Cai Mep International Terminal Co., Ltd. (CMIT) was established on January 26, 2007 as a joint venture between the Vietnam-based Saigon Port, Vietnam National Shipping Lines and APM Terminals BV with 49%. CMIT is located strategically in Ba Ria-Vung Tau province. This modern and efficient container terminal facility offers shipping lines and their clients fast and direct access to and from the main shipping markets in Asia, Europe and the Americas. It is CMIT's policy to conduct its activities in a manner that protects the health and safety of its employees and communities. APM Terminals offers an integrated Global Port, Terminal and Inland Services Network of 50 ports and terminals, and 122 inland facilities with 22,000 employees in 64 countries on five continents, with ten new terminal development or expansion projects currently underway. The liner shipping industry, served by APM Terminals and other operators, carries \$4.6 trillion worth of international trade - approximately one third of the total value of global commerce. CMA CGM is the world's third largest container shipping company and is ranked number one in France. Operating a fleet of 400 vessels, the Group serves more than 420 ports around the world. In 2010, it carried 9 millions TEU (twenty-foot equivalent units). With a presence on every continent and in 150 countries through its network of 650 agencies and branch offices, the Group employs 17,000 people worldwide **Source : PortNews**

Otto Marine deploys AHTS in Africa

Shipbuilder of offshore vessels Otto Marine has deployed a 8,000 bhp AHTS in West African waters, Seatrade Asia reports. The AHTS **Redfish 3** was completed at Singapore-listed Otto's yard in Batam, Indonesia and has left the yard for its maiden job in Africa. The vessel will be operated by Global Workboats. Otto now has a total of five offshore support vessels deployed in African waters. We have been active in pursuing on chartering opportunities in the Africa side," said Michael See, cfo of Otto. "That region remains strong in terms of activity levels and we will continue to keep a keen eye that side. "This year, we have been diversifying to more geographical locations and strengthening our position in the existing ones, particularly when it comes to deployment of vessels," See said. **Source : PortNews**



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

Danaos Corporation Adds One More 8,530 TEU Containership to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on December 15, 2011, it took delivery of one more newly built containership, the **CMA CGM SAMSON**, expanding its operational fleet to a total of 59 containerships aggregating 291,149 TEU.

The **CMA CGM SAMSON**, built at Shanghai Jiangnan Changxing Heavy Industry, has a carrying capacity of 8,530 TEU, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots. The **CMA CGM SAMSON** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery. **Source : Danaos**



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

OEM stockist for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



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

Jan de Nul to install foundations for Swedish offshore windfarm

Dredging and marine contractor **Jan De Nul Group** has been awarded a project for the design, construction and installation of 16 concrete foundations for an offshore windfarm in the Swedish part of the Baltic. The customer is E.ON.

Jan De Nul has already started design of the foundations for the 3MW wind turbines, including fatigue calculations and physical modelling. The concrete foundations, 1,800 weighing tonnes each, will be constructed in Zeebrugge, Belgium, from March 2012 onwards. It will take four months to pour the 10,000m³ of concrete required into the 24.5m high

foundations, which have a diameter at the base of 18m. The foundations will be towed from Zeebrugge to Sweden May 2012 onwards on super pontoons owned by Jan De Nul.

On site in Sweden, Jan De Nul will mobilize a vessel to dredge a pit in the seabed up to sufficient bearing capacity of the subsoil, on which a rock layer will be placed by a stone dumping vessel. The foundations will be installed on top of this rock layer, ballasted (loaded) with sand and protected with rocks against waves. Completion of these combined civil and dredging work to be executed by the company is expected in the autumn of 2012. **Source : Offshore Shipping Online**

Hamburg Süd and partners to upgrade Transatlantic Service


In collaboration with Hamburg Süd and ZIM, Grand Alliance members Hapag-Lloyd, NYK and OOCL have decided to upgrade their tonnage deployed in the Transatlantic Service between Europe and North America East Coast, the Group said Monday.

As from March 2012 instead of four 3,700 TEU vessels, four 5,400 TEU ships are then to come into operation. As hitherto, Hamburg Süd and ZIM will each provide one vessel and Grand Alliance two.

The weekly fixed-day service continues to have the port rotation: Rotterdam – Hamburg – Le Havre – Southampton – New York – Norfolk – Charleston – Rotterdam Hamburg Süd employs more than 4,700 staff. It operates 174 ships and maintains a global inventory of some 349,000 containers in a wide array of sizes and configurations and strategically positioned to meet the regional and seasonal needs of our customers. Hamburg Süd is part of the successful Oetker Group, one of the largest and best-known family businesses in Germany.



The tug **RT LEADER** seen arriving with the barge **H-332** in Rotterdam - **Photo : Ria Maat ©**






DISA INTERNATIONAL
worldwide underwater solutions

DISA INTERNATIONAL
Head office
Ketelaarstraat 5c
B-2340 Beerse
Belgium

Telephone : +32 14 62 04 11 (BE)
+31 10 3400 522 (NL)

Mail: info@disa-international.com
Website: www.disa-international.com



Green Award and MeteoGroup Maritime Join Forces



The **Green Award Foundation** and **MeteoGroup Maritime** have signed an agreement to work together to incentivise ship owners with high safety and environmental

standards and to eliminate substandard shipping from the world's oceans. Green Award Managing Director **Jan Fransen** and MeteoGroup Maritime CEO **Peter Stoter** signed the agreement in December 2011.



Launched in 1994, Green Award certifies ships that are extra clean and extra safe. Green Award works with partners who offer financial and non-financial benefits to certified ships thereby rewarding high safety and environmental standards in shipping. The scheme makes above standard ship operations economically more attractive and is open to oil tankers and dry bulk carriers from 20,000 DWT and upwards, LNG carriers and inland navigation vessels.

Green Award's partnership with the specialist maritime division of Europe's leading weather forecasting company, MeteoGroup, is mutually beneficial for the organisations' clients. The benefits of SPOS, MeteoGroup Maritime's market-leading weather routing service for shipping, is in line with the objectives of the Green Award certification, namely a safe and environmentally friendly international shipping industry. Under the new agreement, MeteoGroup Maritime will reward any ship that has passed the stringent Green Award certification process with a reduction in annual rates. It's now widely accepted that clean, safe shipping is in the interests of everyone involved in the shipping industry and the Green Award Foundation currently has over 40 partners in twelve countries. The partners – ports and marine service providers – offer lower rates and other benefits to over 200 certified sea-going vessels. Mr Stoter and Mr Fransen said they hoped that the new partnership would increase the advantages to ship owners and managers who operate above required compliance standards.

"Green Award is the only global, independent, not-for-profit quality assurance organisation that works by offering incentives to quality owners and vessels," Mr Fransen said. "By choosing partners like MeteoGroup Maritime, we are able to offer stakeholders of both organisations even greater incentives to pursue higher quality."

Mr Stoter agreed, saying: "Worldwide trade is heavily reliant on the international shipping industry and it is in the interest of all parties to find the safest and most efficient way to transport goods from port to port. MeteoGroup provides the maritime industry with the most accurate and reliable maritime weather forecasts on the market and SPOS is used to optimise ship routing around the globe. SPOS ensures vessels navigate the globe safely and efficiently, reducing fuel consumption and contributing to a clean environment."

70-ton Tug for the Port of Haifa

The port of Haifa is one of the largest ports in Israel and a key hub for trade in the Eastern Mediterranean. The port handles over 20 million tons of goods a year. With their precise maneuverability, four Voith Water Tractors ensure safe

berthing of the container ships. On November, the tug fleet was enlarged by another Voith Water Tractor. With a bollard pull of 70 tons, the "**Ilan**" stands out from all other vessels.

The "**Ariel**", "**Eithanah 2**", "**Edvah**" and "**Amatzia 2**" only have bollard pull values of 30, 35 and 55 tons respectively. All vessels use the well-established Voith Schneider Propeller (VSP) propulsion system. The increasing amount of goods to be handled, the resulting increase in shipping traffic as well as the future significant increase in capacity following the opening of the Carmel Terminal in 2014 led to the port authority ordering another Voith Water Tractor as a harbor tug. It is not only the enormous bollard pull of 70 tons that makes the "**Ilan**" stand out. In addition to the two VSPs of the type 32R5/265-2, each of which is driven by 2 670 kW diesel engines, there is more Voith to this vessel: For the first time, Voith not only delivered the complete propulsion system but also provided the Basic Design of the tug in cooperation with the shipyard. Voith delivered the VSPs and other propulsion system components, carried out the project planning for the entire steel structure, performed all necessary strength calculations, compiled the stability documentation and provided the design and arrangement of anchor, towing and mooring equipment. **Source : Maritime-Executive**



The **Global Leader** passing Third Bridge Vitoria Port entrance with tug boat **Smit Dane** escorting
Photo : Alexandre Ferrari ©

Jensen Completes the Design of Three Additional Ship Assist and Escort Tugs for Moran

Bringing Jensen-Designed Fleet to Five

Jensen Maritime Consultants, a Crowley Maritime Corp. subsidiary, has completed the design of three additional tugboats for Moran Towing Corp., a New Canaan, CT, tug-and-barge operator on the U.S. East and Gulf Coasts. The additional boats will bring Moran's Jensen-designed series of tugboats to five. The tugs are currently under construction at the Washburn & Doughty Shipyard of East Boothbay, Maine.

The three new boats are nearly identical in design to the two previously Jensen-designed, Z-Drive tugs, the Capt. Jimmy Moran and the Shiney V. Moran - which were built in 2008 and 2009, respectively - with the exception of upgrades to the internal elements. These upgrades will ensure that the piping and electrical systems are consistent with Moran's larger fleet of tugs and barges. "Moran asked us to design three more of these tugs because they were so impressed with their maneuverability and compact power," said Jensen's Johan Sperling, vice president. "We are pleased to continue our relationship with Moran and to contribute to their ship assist and escort fleet with more of these highly capable vessels."

At 86' in length and 36' in breadth, Jensen has designed this series of tugboats to provide a maneuverable and powerful fleet for ship assist and escort work on the East Coast. Equipped with a twin Schottel 1215 Z-Drive propulsion units and MTU-DD 16V4000 engines, the tugs have more than 5,000 horsepower at their disposal. A deep skeg forward is included in the design for escort work, but the skeg will remain open at the aft end to allow for better maneuverability. The skeg also provides for a more stable platform when underway, minimizing rolling due to the seaway. An escort hawser winch will also be installed forward and an H-bitt and hydraulic capstan installed for aft towing and line handling. Additionally, large-machinery removal hatches are provided in the main deck and deck house to allow for easy removal of equipment from the engine room. Berths for six crewmembers will be installed in four

comfortable staterooms. Construction of the three new tugs began earlier this year. Delivery is scheduled for the second and third quarters of 2012. Source : 4-traders



The bulker **TPC TIMARU** seen December 18th inbound to Vancouver harbour

Photo : Robert Etchell ©

BOEKBESPREKING

Door : Frank NEYTS

"Raasdonders & Bramstaglopers"

Bij Lanasta verscheen recent "**Raasdonders & Bramstaglopers**", geschreven door Evert Stel. Het is het derde boek van Evert Stel. Op het wad of in de stad, van Delfzijl tot Denemarken en verder. "**Raasdonders & Bramstaglopers**" is een heerlijk vlot boek over leven op en met het water. Inclusief de spannende vaaravonturen is dit boek heerlijk leesvoer voor ieder die van het water houdt. Ideaal om donkere winteravonden door te komen!

"**Raasdonders & Bramstaglopers**" (ISBN 978-90-8616-102-7) werd op handig formaat als softback uitgegeven. Het boek telt 260 pagina's en kost 18.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij uitgeverij, Lanasta, Slenerbrink 206, 7812 HJ Emmen in Nederland. Tel. +31 (0)591.618747, Fax +31.591.648370, E-mail: info@lanasta.com , Website: www.lanasta.com

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

.... PHOTO OF THE DAY



"K SPINEL arriving Melbourne 19-12-2011, assisted by SVITZER MARYSVILLE, in late summer light dark sky, both built 2011" Photo : Andrew Mackinnon – www.aquamanships.com ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>