



Number 080 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 20-03-2012**

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

An advertisement for PTR Holland B.V. The background is a blue-tinted image of a container ship at night. On the left, a red banner reads 'ISO 9001 APPROVED COMPANY'. A list of services is provided: Pilot & Embarkation ladders, Safety & Protection tapes, Helicopter nets CAP 437, and Cargo nets. A large white 'F' logo is in the center. On the right, a bulwark ladder is shown. Text includes 'Bulwark & Wharf ladders available from stock', 'Accommodation ladder/gangways Taylor made according to your drawing.', 'Fast delivery!', 'Contact us direct at: info@ptrholland.com', and 'All Included CLASS CERTIFICATES'. The website 'WWW.PTRHOLLAND.COM' is at the bottom.



Seen at Uzmar Shipyard in Turkey last Wednesday, Rio Tinto's new Robert Allan design 60 ton bollard pull ADS tug MACLEOD for the Cape Cuvier operation in Western Australia in the floating dock before launch. Length 30.8m, Breadth 12m and a draft of 5m. – Photo : Carl Jernert ©

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
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Heavy lift ship **DEVELOPMENT WAY** anchored in Vancouver harbour March 17th loaded with two barges onboard, one of the barges has 7 tugs onboard, the transport is bound for China - **Photo : Robert Etchell ©**

Thome Offshore Bolsters Top Management

Thome Offshore Management (TOM) and **Thome Oil & Gas (TOG)**, the offshore services arm of Singapore-based **Thome Ship Management**, has appointed **John A. Sydness**, as Managing Director for Thome Offshore and Thome Oil & Gas. His appointment is effective immediately. Buoyed by the rising offshore markets, Thome's Offshore and Energy Division is expanding its management capability to better support its activities and ensure its service standards are maintained and improved. John was previously Managing Director of TOG and prior to that he worked for major international companies in the offshore services and energy industries. He takes over from Claes Eek

Thorstensen, who is moving into a group role in TSMI – the holding company of the Thome Group of companies. Claes will be supporting the development of all companies including commercial and marketing activities. In addition to John's and Claes' appointments, Thome Offshore is also proud to announce the internal promotion of several executives within the organisation.



Paul Schaab has been with Thome since 2007 and is now appointed to General Manager, Offshore Fleet. He will be responsible for securing the sound management of TOM's OSV fleet. **Manfred Mueller** joined Thome in 2006 and has been appointed as General Manager, Commercial of Thome Offshore. In addition to management of vessels, TOM seeks to develop commercial partnerships, and will benefit from his broad knowledge of and relation to different market players. **Cynthia Surin Harris**, has been appointed as the Finance Manager of Thome Offshore and Thome Oil & Gas and will be securing the finance function in TOM and TOG. **Gaurav Gupta** is a new hire and joins as the new Head of Marine HR, Thome Offshore and Thome Oil & Gas. His role has been

created to increase focus on the importance of sourcing and maintaining quality crew. **Claes Eek Thorstensen**, President of Thome Group, said: "I'm delighted that **John A. Sydness** has taken up the appointment to head Thome Offshore and Thome Oil & Gas division. These appointments are vital to support Thome Offshore and Thome Oil & Gas growth without sacrificing our high service standards and excellent quality services for which we are known." **Source: Thome Offshore Management**



Above the **ATLASGRACHT** just after being renamed at the Singapore Eastern Anchorage on Friday 17th. She is now called **ATLAS** and registered at Freetown. Ironically Shown just on the stern of her is another of Spliethoff's newest vessels the **MINERVAGRACHT**. **Photo : Ian Edwards - www.shipphoto.com.au**

Sanko Steamship initiates out-of-court settlement - Nikkei

Sanko Steamship Co has initiated an out-of-court settlement with creditors as high payments to ship owners bleed away cash flow at a time when freight revenues are languishing, the Nikkei reported. The Tokyo-based shipping line, which applied to begin an alternative dispute resolution on Thursday, will spend several months drafting a restructuring plan that it hopes will win approval from creditors, the daily said. President Takeshi Matsui has sought to improve cash flow, asking ship owners for a delay on about half the payments it owes, the Nikkei said. Sanko Steamship -- which has restructured once before, after filing for bankruptcy protection in 1985 -- charters 80 percent of its fleet of about 190 ships, the business daily said. **Source: Reuters**

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The **MAERSK KAWASAKI** sailing from Durban, Saturday 17 March. She was the former **KIRSTEN MAERSK**, and at the time a very significant vessel in the development of larger container ships, as part of the **REGINA MAERSK class** that were among the first cellular container vessels to top the 6.000 TEU mark. Interesting to see the port of Piraeus shown in Roman script on the stern. **Photo : Trevor Jones ©**

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The yacht **PACIFIC** entering Port Everglades 17th March 2012 - **Photo : Dieter Jaenicke ©**

UK Club bulletin warns on dangers of pressing up ballast tanks

The UK P&I Club has issued a loss prevention bulletin on the dangers of pressing up ballast tanks. In a recent case, says the bulletin, an entered vessel pressed up its ballast tanks in order to optimize trim and to satisfy mandatory stability criteria. The operation resulted in the unexpected flooding of a cargo hold causing extensive damage to cargo.

The containership was carrying out ballast exchange operations mid voyage and pressed up one set of double bottom ballast tanks. On arrival it was observed that one of the holds had significant water inside and considerable damage to bottom stow cargo.

The vessel had recently opened up several manhole covers for routine inspection of her ballast tanks. After the incident it was noted that the high level bilge alarms in the hold were not functioning. The bulletin says that investigations are still continuing into this particular case but says it "maybe timely to remind Members that poorly secured manhole covers are still a frequent cause of water ingress into holds, many, but not all, arising after drydocking where shore staff have not secured covers properly."

- If double bottom manhole covers are removed for whatever purpose it is recommended a note be made of where and when, this not only acts as an aide memoire but also helps in defending claims should water ingress occur
- Good maintenance should also be in place, the manhole covers/gasket arrangement and like should be routinely checked, if not already included as part of the routine inspection / maintenance program associated with the ship's ballast tanks
- Hold high level bilge alarms should be tested on a regular basis, logged and defects, if any, rectified immediately.

Source : MarineLog

Maersk says NOK bond was oversubscribed

Danish shipping and oil group [A.P. Moller-Maersk](#) said on Friday its 3 billion Norwegian crowns (\$518.00 million) placement of five-year bonds had enjoyed substantially more demand than the company could meet. The company had announced the placement after the stock market closed on Thursday. "We received commitments for a significantly bigger amount than we issued, so there was very strong interest among investors," Maersk's head of finance Jan Kjaervik told Reuters, referring to the new issue. Kjaervik declined to say precisely how high the demand for the bond was.

A.P. Moller-Maersk, which owns the world's biggest container shipping company Maersk Line, debuted in the corporate bond market in 2009 with a 750 million euros (\$980.29 million) issue, followed by a 4 billion Norwegian crowns two-tranche issue that same year and a 500 million euros sale in late 2010. Those bonds and the new Norwegian crown issue are part of the Maersk group's 3 billion euros medium-term programme. Source: Reuters



The [VINALINES GALAXY](#) enroute Amsterdam – Photo : [Simon Wolf](#) ©



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Italian ship gets 'nod' to leave even as HC summons capt

Italian vessel **ENRICA LEXIE**, berthed at Kochi ever since two marines on board shot dead two Indian fishermen off Kerala coast last month, may leave for Italy soon. Sources told TOI that the shipping director general has given the vessel permission to go, triggering fears that it could affect the case against the marines as vital evidences on board may be lost.

"The letter permitting the release of the vessel was issued a few days ago and it is likely to move out of Kochi on Wednesday or Thursday," a DG shipping official said. He said the probe report would be completed in a few weeks as the marines have not been interrogated yet. He said, "The DG shipping's mercantile marine department has not touched the log books on board, which would have been a source of critical information about the vessel's position when the shooting happened." The ship has been allowed to leave even as the Kerala high court on Saturday issued notices to the Centre, the state, **ENRICA LEXIE** captain Umberto Vitelli and the two marines to be present before the court. **Source : indiatimes**

Baker Hughes to deploy new well stim vessel on behalf of Maersk

Baker Hughes Incorporated (BHI) has contracted a new pressure pumping vessel to provide offshore stimulation services to Maersk Oil in the North Sea. **Blue Orca**, the new stimulation vessel, is expected to join Baker Hughes' fleet as the eighth unit upon its completion in late 2013. The company did not divulge details regarding the yard which was building the vessel but revealed the commencement of engineering work on the marine and stimulation systems. "We are pleased to be working with Maersk Oil as we expand our current fleet into the North Sea," said Art Soucy, Baker Hughes' President of Global Products &



Services. **BLUE ORCA** will be rated to 15,000 psi and will offer among the largest fluid and proppant carrying capacities in the world.

It will provide 15,000 hydraulic horsepower pumping capacity and the ability to pump at rates well in excess of 60 bpm. Engineering work on the marine and stimulation systems has already begun. "Stimulation of long horizontal wells is one of Maersk Oil's key technologies and vital for economic development of our tight chalk reservoirs," said Mary Van Domelen, Maersk Oil's Stimulation Team Leader. "We appreciate the opportunity to work with Baker Hughes to deliver a new state-of-the-art stimulation vessel and look forward to welcoming the **BLUE ORCA** to the North Sea."

BLUE ORCA will join Baker Hughes' other stimulation vessels - including the latest additions to the company fleet, **BLUE TARPON** and the **BLUE DOLPHIN**. The vessels support offshore completion operations and will be equipped to support high-rate and high-volume multi-zone fracturing operations. **Source : Offshore Shipping Online**



Boskalis **JOKRA 1** seen in action last Sunday – **Photo : Dirk van Uitert ©**

Ice break-up begins in the Sea of Azov

The rising temperature has caused the process of ice break-up in the Sea of Azov, but the fast ice thickness unchanged ranging from 56 cm to 33 cm in the sea, the Azov Ice Ops Headquarters said. Ice-breaking began in the western part of Gulf of Taganrog. The ice is drifting to the east and south-east. Close ice is along the northern coast of the sea. In the Belosaraysky Bay - open water with some ice floes. In the west - there is an ice pack, thin first-year and gray-white ice with a big patch of ice-free water. There is close gray-white ice in the eastern part of the Azov Sea. The Kerch area is ice free.

The Rosmorport's icebreakers continue to assist shipping in the Sea of Azov. For the past day the **Kapitan Demidov** has escorted two convoys of 5 and 8 ships to open water, **Kapitan Moshkin** and **Kapitan Krutov** will lead a 9-ship convoy to the Kerch Strait. Icebreaker **Kapitan Chudinov** is now leading a convoy of 10 ships to Rostov-on-Don, while the Malta flag **MV Stefania-Michaela** is sailing without assistance.

As of 5:00 pm (Moscow Time), 16 March there was 21 cargo ships in the Sea of Azov, 20 of them were moving and 1 was damaged, 92 vessels (ice-classed -18) were ready to depart from the Azov Sea ports. In the Black Sea there were 82 ships (30 with ice-class hulls) – to pass through the Kerch Strait. **Source : PortNews**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie



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Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en sate ☺ gemaakt moet worden

Navy says it will add ships to Persian Gulf amid Iran threats

The U.S. Navy is upgrading its defensive and offensive capabilities in the Persian Gulf to counter threats from Iran to seize the Strait of Hormuz and block the flow of oil, the chief of naval operations said Friday. Adm. Jonathan W. Greenert told reporters in Washington that the Navy will add four more mine-sweeping ships and four more **CH-53**

Sea Stallion helicopters with mine-detection capability. The Navy is also sending more underwater unmanned mine-neutralization units to the region.



An **SH-60B Sea Hawk** helicopter attached to the Ticonderoga-class guided-missile cruiser **USS Bunker Hill (CG 52)** patrols the area as the Nimitz-class aircraft carrier **USS Carl Vinson (CVN 70)** transits the Strait of Hormuz.
Photo : U.S. Navy ©

Greenert said he plans to assign more patrol craft to the gulf, possibly armed with Mark 38 Gatling guns. The same kind of guns might be placed on ships that provide protection for U.S. aircraft carriers or perhaps on the carriers themselves. U.S. ships have excellent long-range defenses but could use weapons for closer combat, Greenert said.

"It's like being in an alley with a rifle and maybe what you need is a sawed-off shotgun," he said. The Iranians have boasted that they could "swarm" large U.S. ships with their smaller, fast-moving craft. They have also reportedly been laying mines along their coastline. The narrow Strait of Hormuz is a key transit way for oil tankers. Any closure of the strait could send oil prices skyrocketing, officials say. In January, the chief of the Iranian army warned the U.S. not to send another ship to the Persian Gulf after the aircraft carrier **John C. Stennis** departed. Another carrier, the **Abraham Lincoln**, entered the gulf weeks later without incident. Greenert told reporters at the Defense Writers Group that he was aboard the **John C. Stennis** as it left the gulf through the Strait of Hormuz. "I got a good look at the situation," he said. "A lot of the Iranian navy was out there ... not really threatening, but being vigilant, and I thought through that." The U.S. needs sufficient capability "to set the theater" in the gulf, Greenert said. The Navy's 5th Fleet is headquartered in the Persian Gulf island-nation of Bahrain.



Svitzer's **ROTTERDAM** passing Maassluis enroute Rotterdam – **Photo : Lex Keasberry ©**

'De stranding van het M.S. Magdalena'

Tekst: François van der Hoeven

Op 13 januari dit jaar liep het grote cruiseschip **Costa Concordia** in Italië op een rots, scheurde open en kapseisde. We hebben deze ramp dankzij de moderne communicatiemiddelen van nabij kunnen meeleven. Op internet waren uitgebreide fotoreportages te zien. Hoe anders ging dat vroeger. Het bericht van de stranding hoorde of las je vaak



later en foto's ervan zag je meestal niet. Iets dergelijks overkwam Curaçao in 1934.

Op 8 februari strandde het middelgrote Duitse passagiersschip de **S.S. Magdalena** bij Klein Curaçao.

Op 10 februari maakte de Amigoe er voor het eerst melding van. Het weekblad wijdde er in februari, maart en april vijf maal vrij korte berichten aan. In juni volgde het laatste bericht. Een radio-omroep had Curaçao in 1934 nog niet, de eerste kwam drie jaar later, in 1937.

De **S.S. Magdalena** van de Duitse HAPAG-lijn werd in 1928 te water gelaten. Het schip van 9829 ton was gebouwd voor de Zuid Amerika Service. Hoewel de **Magdalena** eruit zag als een passagiersschip, was de vracht die het voor onder meer Curaçao vervoerde ook heel belangrijk. De **Magdalena** kwam van Venezuela en voer in het donker, voor 4 uur 's ochtends, bij helder weer, maanlicht en rustige zee, op Klein Curaçao. De vuurtoren van het eiland werkte op dat moment.

Het schip zat muurvast, maar maakte geen water. Toegesnelde sleepboten konden niets uitrusten. Er werd een poging gedaan om het schip met dommekrachten bij de boeg op te lichten terwijl het achterschip werd geballast. Ook dat hielp niet. Inmiddels waren er al bijna twee weken voorbij gegaan en pas toen werden de passagiers van boord gehaald en begon men de vracht te lossen.

De agent van de HAPAG-lijn op Curaçao, **Edwards Henriquez & Co.** verzekerde de Amigoe dat de goederen in 'goede staat' gelost waren en naar de haven waren overgebracht. Dat men op Curaçao de stranding met grote belangstelling volgde en er best wat voor over had om het schip te zien, kunnen we opmaken uit het bericht dat: De reizen van de '**Trujillo**' en de '**El Libertador**' naar de plaats des onheils zijn afgelast geworden, naar men zegt om 'collegiale redenen'. Een vroege vorm van ramptoerisme?

De bergingsmaatschappij **Merrit-Chapman & Lindsay Ltd.** uit New York had inmiddels het bergingscontract gekregen en ging aan het werk om met bijna 200 man een kanaal van twee meter diep naast het schip in het koraal te hakken. Harde wind en hoge branding maakte het werk moeilijk. Het duurde dan ook tot juni voordat het schip loskwam. Het heeft vier maanden op Klein Curaçao vastgezeten. Nadat het schip naar de Caracasbaai gesleept was, werd het grondig onderzocht en geschikt bevonden om op eigen kracht terug naar Hamburg te varen. Kom daar nu nog eens om. Menig modern schip wordt als een koekblik opengereten als het op een rif terecht komt!

De **Magdalena** bleef in de vaart bij de HAPAG-lijn, maar werd nog in hetzelfde jaar omgedoopt tot **Iberia**. Had de **Magdalena** zo'n slechte naam gekregen? Bestond er een traditie om ongeluksschepen om te dopen? Na de oorlog, in 1945, werd de **Iberia** aan Rusland toegewezen als oorlogsbuit en omgedoopt tot **Popjeda**. Source : AMIGOE

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SILVER SHADOW INVOLVED IN COLLISION



Silverseas **SILVER SHADOW** berthed in HKG yesterday (Monday) morning. Sunday night she was involved in a collision after leaving Hai Long Bay with a Vietnamese cargo ship . The other ship involved was the **AN PHU KHANG 07** (name received from a passenger).



The cargo vessel crossed the bow of the **SILVER SHADOW** and its starboard bridge wing crashed into the upper bulwark ,then it seems she sheered around the bow causing the damage to the bow and starboard side, the incident occurred in the evening in poor visibility due to fog, passengers went to life boat stations as directed whilst damage was assessed, the vessel stayed overnight in Hong Kong and departed this morning again [Photo / Info : IAN EDWARDS www.shiphoto.com.au](http://www.shiphoto.com.au)

Three injured as fire breaks out in ship

Three persons were injured when a fire broke out on a ship, which was headed towards Kandala Port in Gujarat. The tanker, **MT Royal Diamond**, owned by South Korean officials was docked at the Mumbai Port Trust on Saturday. The injured sailors were rushed to hospital, where their condition is said to be stable. [Mumbai Port Trust \(MbPT\)](http://www.mumbaiporttrust.com)

officials said the Marshall Islands flagship had come to the port to discharge a 2,000 tonne consignment of Toluene. The chemical was imported by Aegis Chemicals Limited, said officials. "At 11.45 am, as the ship was navigating its way to set sail, an explosion was heard and was engulfed with flames. The ship was docked at the New Pir Pau berth where all chemical tankers are docked. As soon as the flames were seen, efforts were made to douse the flames," MbPT secretary Mohan Chandran said.

Four fire fighting tugs and Brihanmumbai Municipal Corporation (BMC) fire tenders were deployed to douse the flames, and ensure that the flames did not spread. While the flames were doused a little 1 pm, cooling operations continued till late evening. Chandran said the ship's maximum capacity is around 10,000 tonnes and when the fire took place, the consignment had been offloaded. Police said the exact cause of the fire was still unknown. "We suspect that the Toluene may have had something to do with the fire. The exact cause, however, is still unknown. We have learnt that those who were injured are out of danger. An accidental fire report has been registered. Investigations are on," Deputy Commissioner of Police (Zone 2) Anil Kumbhare, who currently holds additional charge of Port Zone, said.

Source : Indian Express

Freighter Ocean Glory sank off Taiwan, 6 dead, 2 missing

General cargo vessel **Ocean Glory** sank shortly after leaving Keelung, Taiwan, at around 0200 LT March 19, in pos 25 13N 121 50E area. Vessel was loaded with gravel, bound for Hualien, Taiwan. The circumstances of the sinking are unclear, vessel is reported to run aground, send distress signal and sink some time later, presumably after capsizing. Coast Guard rescued 13 crew out of 15, all 13 were delivered to hospital, 6 of them (4 Indonesian and 2 Taiwanese) were declared dead on arrival at the hospital.

What was the cause of their deaths, is unknown. 2 crew including master are missing.

General cargo vessel **Ocean Glory** IMO 8125650, dwt 5151, built 1982, flag Taiwan, manager JACKSOON SHIPPING SAFETY MGMT, Taiwan. Source: Maritime Bulletin

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U.S. Navy Orders Four More LCS Vessels

Construction contracts for four more **Littoral Combat Ships (LCS)** were awarded March 16 by the U.S. Navy, bringing the total number of LCS vessels under order or in service to 12. Lockheed Martin received \$715 million for two ships, or \$357.5 million apiece. **Austal USA** received \$691.6 million for two ships, at \$345.8 million each. The funds do not include government-furnished equipment needed to fully outfit each ship, such as weapons or communications equipment. All the ships were funded in the 2012 defense spending bill.

Lockheed will build the **Little Rock (LCS 9)** and **Sioux City (LCS 11)** at the **Fincantieri Marinette Marine shipyard** in Marinette, Wis. The ships are to be delivered in February and August 2016, respectively, according to the 2013 budget.

Austal USA will build the **Gabrielle Giffords (LCS 10)** and **Omaha (LCS 12)** at its yard in Mobile, Ala. The **Giffords** is to be delivered in August 2015, while the **Omaha** is to follow in March 2016. All four ships are part of two 10-ship, fixed-price incentive block buys covering ships from each builder from 2010 to 2015.

Two classes of LCS are in production: Lockheed's LCS 1-class single-hull ships and Austal USA's all-aluminum trimaran LCS 2 class. So far, all odd-numbered ships are built to the Lockheed design, while Austal USA's ships are even-

numbered. The first two LCS ships are in commission, and two more are to enter service this year. The **Fort Worth (LCS 3)** is to be delivered in June from Lockheed, and Austal USA is aiming for a March 2013 delivery of the **Coronado (LCS 4)**. Source : DefenseNews

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Russian Defense Ministry purchases 140 attack Ka-52 helicopters



In 2011, Russian defense ministry tied a number of long-term aircraft procurement contracts; under one of them, the ministry purchased 140 attack helicopters Ka-52 Alligator, director of Oboronprom corporation Andrei Reus told Kommersant. Reus did not specify details of the contract only saying that "conditions were acceptable," Rusnavy reports.

"It's long relations what was important for us, since five- or seven-year long contract at the same time gives the opportunity to sign long-term contracts with

supplying and assembling organizations. This is absolutely different economic model because it implies clear price formula. And when the price is clear, you can sustain it", said the director of Oboronprom.

Presently, the corporation and defense ministry jointly prepare several agreements on helicopter and engine manufacturing matters; by the way, the emphasis is placed on long terms of contracts. "This year, our joint work goes on well faster than in the past one. Now we're discussing supplementary agreement on Mi-35", pointed out Reus.

Helicopters for Russian Armed Forces are produced by JSC Russian Helicopters. Reportedly, the company was to deliver about 1,000 helicopters to the Russian military under the State Arms Program 2011-2020. Among them are Ka-52, Mi-28N Night Hunter, Ka-226, Ansat, Mi-35, Mi-26T2 etc. As was reported early March 2012, Air Force and Air Defense base (Southern Military District, Krasnodar region) will receive a parcel of Ka-52 helicopters. Pilots are currently trained in Aviation Retraining Center (Torzhok, Tver region). One year ago, the Krasnodar air base received Mi-28N and Mi-8AMTSh helicopters. **Source : PortNews / Rusnavy**

Admiral's wife in the dock

AN admiral's wife slipped into court to face a charge of stealing underwear, just two days before the country's top military brass opened the South African Navy Festival. The festival drew thousands of visitors to the navy base in Simon's Town, where South Africa's submarines and maritime warfare skills were showcased to the public last weekend.

But behind the pomp and ceremony lurked an embarrassing case of alleged shoplifting at a mall about 10km from the base. Moipone Ndabambi, 42, wife of Admiral Ralph Ndabambi, 55, was arrested on March 5 as she was leaving a Foschini store at Longbeach Mall in Noordhoek. Admiral Ndabambi, who was South Africa's military attaché in China until 2009, is the director of naval reserves at the base. He attended a media briefing by top brass on Thursday in Simon's Town on the state of the navy and its readiness to combat piracy off the African coast. Ten days before, his wife had been stopped by a security guard as she was leaving the store. Items of clothing - mostly under garments worth about R1500 - were allegedly discovered in her bag. Ndabambi was spared a night in jail because she was with three children when arrested. Usually police arrange for a family member to collect children, but the admiral was not available. Ndabambi was released after being warned to appear in court the next day. She appeared in the Simon's Town Magistrate's Court again on Wednesday this week and was not asked to plead. The case was postponed to April 13. Admiral Ndabambi declined to comment when the Sunday Times contacted his office at the naval base. His secretary, who relayed questions to the admiral, said they should be answered by the navy.

Navy spokesman Commander Prince Tshabalala said the navy did not consider it necessary to comment on a private matter. This is not the couple's first brush with the law. Admiral Nda-bambi was charged with assault with intent to do grievous bodily harm after an alleged shopping-rage incident at a Chinese-owned shop in Fish Hoek in June 2010. He reportedly got into an argument with the shopkeeper and was alleged to have hit the woman. Police this week confirmed that the charge was withdrawn in February 2011 after the complainant failed to appear in court. This week, the co-owner of the Happy R5 Store, speaking in broken English, said she considered the matter "closed" and asked the newspaper not to publish her identity. Asked why she decided not to press charges, she shrugged her shoulders and said she struggled to speak English and had decided to let bygones be bygones. Between serving customers, she demonstrated how a customer had punched her in the face. "We started to argue when he told other customers I was selling rubbish," she said. A customer hit her son in the face with a heater, she said. The shopkeeper and her son laid a complaint at the Fish Hoek police station. Admiral Ndabambi laid a counter charge of assault, claiming the shopkeeper had poked him in his eyes with her finger. During the Ndabambis' stay in China, the couple visited Tibet with a group of military attachés from around the world. **Source : timeslive.co.za**

SHIPYARD NEWS

 <p>DAMEN</p>	<p>Senior Field Service Engineer</p> <p>TOS komt voor Damen Services graag in contact met ervaren Field Service Engineers.</p> <ul style="list-style-type: none">• Ben jij die troubleshooter met de juiste mentaliteit?• Beschik je over een MBO/HBO opleiding in de scheeps- of werktuigbouw?• Wil je graag internationaal aan de slag? <p>Klik dan hier voor de volledige functieomschrijving.</p> <p>Heb je interesse of ken je iemand? Bel of mail Division Select: (+31)10 - 243 67 04 of select@tos.nl</p>	 <p>www.tos.nl</p>
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In Singapore the **FPSO CIDADE DE PARATY** left the drydock, above seen assisted by the **KST SEDNA**
Photo : Alex van Wingerden ©

Shipyard De Hoop builds vessel for US tour operator



The newly delivered 135m-long cruise ship **River Discovery II** will be christened on March 18 in Amsterdam, the Netherlands. The **River Discovery II** is the first in a series of four cruise ships built by **Shipyard De Hoop** for US tour operator **Vantage Deluxe World Travel, Boston, MA**

Eleven years ago, Shipyard De Hoop built its first ship for **Vantage**. The **River Discovery II** is the first in a series of new-generation ships. These ships have a classic retro look but feature the very latest technologies. Never before has **De Hoop** designed a 135m ship for this

customer, the maximum length allowed by EU regulations. The second ship, the **Sojour**, also 135m long, is currently under construction on the slipway and will be delivered in early 2013. For the third ship, the **Voyager** (110m), the preparatory work is in progress. This ship will be delivered in the course of 2013. The production of the fourth ship, also 135m, will begin soon.

The new-generation **Vantage ships** have many innovative features:

1. Efficient propulsion system: Propulsion is supplied by two Tier 2 compliant Caterpillar C32 engines in combination with two 7,45 kW Veth rudder propellers. This allows the ships to be classified as "green ships," with low emissions.
2. Energy savings: The entire ship is equipped with LED lighting. With some 2,600 lights using 3W instead of 445W, this results in enormous energy savings.
3. Shallow draft and better passenger comfort: The special hull shape allows a minimum draft of 1.45 m. Vantage ships can reach the desired cruising speed of 22km/h using relatively little power, which saves a considerable amount

of fuel. Additionally, the low resistance and smart construction reductions hull vibrations and noise, resulting in increased passenger comfort.

4. New audio and entertainment systems: A high-tech audio system has been installed in the public areas of the ships. In addition, entertainment-on-demand (film, video and internet) and a GPS tracking system are available in the cabins.

5. New ceiling design: De Hoop developed a framework combined with a new type of stretch ceiling, bringing together the advantages of a plaster ceiling and system ceiling that will allow access to wiring and piping.

6. User-friendly interior: The high-quality interior is low-maintenance.

7. Hydraulic sliding roof: At the back of the ship, above the bar and the conservatory, there is a hydraulic sliding roof that can be fully opened and closed within three minutes. The ship therefore always has plenty of outside space, including on routes where passengers are not allowed on the 1,300m² top deck due to low bridges. **Source :** [MarineLog](#)

China shipbuilders target US\$189bn sales by 2012

The **Ministry of Industry and Information Technology (MIIT)** announced that China's ship-building industry targets to realize 1.2 trillion yuan (US\$189.79 billion) of annual sales revenue by 2015 in a bid to create a world's leading ship-building industry. This was put up in a plan released by MIIT to further strengthen China's shipbuilding industry during the 2011-2015 period. According to the plan, China targets exports of ship-building industry to top US\$80 billion by 2015.

Besides, China will promote optimization of the structure of ship-building industry and target to form more than 5 large ship-builders among Top 10 of the world. And the largest 10 domestic ship-builders are expected to build 70 per cent of ships in China. **Source :** [Lanka business online](#)



After been sold, the **ZP MONTELENA** passing Maassluis outbound from Rotterdam for the last time
Photo : [Skyphoto Maassluis - R.P. van de Wetering](#) ©

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Lonesome linesman on a mooring buoy in Mombasa – Photo : Joe Dutch ©

TSA recommends fresh hike of US\$400 per FEU

A transpacific container shipping group has recommended a new rise in freight rates of US\$400 per 40-foot unit (FEU) to take effect on April 15 in a bid to bring up rates from loss-making levels. Global freight rates have plunged during the economic crisis due largely to a glut in shipping capacity and higher fuel costs, and many container shipping companies are losing money. The latest recommendation will take effect before another previous recommendation for an increase from May 1 of US\$500 per FEU for US West Coast cargo and US\$700 per FEU for all other shipments, the Transpacific Stabilisation Agreement (TSA) said in a statement on Wednesday.

'The recommendation reaffirms the resolve of transpacific container lines to improve Asia-US market rates as they move forward in a new round of contract talks with customers,' the Oakland, California-based TSA said.

TSA member lines remain committed to recovering record high fuel costs through separate surcharges for bunker fuel and for diesel used in truck and rail transport, and they also intend to introduce a peak season surcharge later in the year, the organisation said. 'Carriers operating in the Pacific are at a critical juncture,' TSA executive administrator Brian Conrad said in the statement. 'Once again, as in 2009, we are back to a situation in which nearly all major carriers in the trade are moving cargo at a loss.'

Established in 1989, the TSA calls itself a research and discussion forum of major container shipping lines serving the trade from Asia to ports and inland points in the US. TSA members include Denmark's Maersk Line, privately owned Switzerland-based Mediterranean Shipping Company (MSC), French privately held CMA CGM, China's Cosco, South Korea's Hanjin Shipping and Taiwan's Evergreen Marine. 'Everything we do is voluntary and non-binding,' TSA spokesman Niels Erich said. In years past, liner shipping was organised in groups called 'liner conferences', which met to discuss market conditions, freight rates and other common concerns. The conference system was abolished in the US in 1999 when the Ocean Shipping Reform Act took effect. The European Union banned the practice as against competition rules, effective from 2008. **Source : Reuters**



The **FAIRPLAY 32** spotted off Onne (Nigeria) – **Photo : Dirk van Uitert ©**

New Doha Port awards US\$1.2 billion dredging contract

Construction Week reports that Qatar is set to award a second contract worth US\$1.2 billion to start dredging work on a new port in Doha, which will be one of the deepest in the world when completed in 2016. The Steering Committee of the New Doha Port Project is set to sign the contract for dredging the main channel after it had awarded its bid to Middle East Dredging Company, the Qatar News Agency reported. The latest contract, which will be signed next week, includes dredging and construction of the 15m deep approach channel. It is the second construction contract to be awarded, following the awarding of work to start construct on the port basin and inner breakwaters, which was won by the China Harbour Engineering Company in January 2011. The New Port Project is scheduled to be operational in 2016. It will have an area of 26.5km², have an annual total cargo handling capacity of 6m TEU and will be one of the world's deepest seaports. **Source : Dredging News Online**



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HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE
+971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com



The **INTONATION** seen in Boulogne sur Mer.

Photo : Emmanuel Godillon - www.larmes-de-rouille.piwigo.com ©

ICTSI to operate new terminal in Nigeria

Global port operator International Container Terminal Services Inc. has been selected to operate a new container terminal near Lagos, Nigeria, the Journal of Commerce reported. The 20-year concession deal with Lekki Port LFTZ Enterprise covers the operation and equipping of Tolaram Port@Lekki, which is due to start operations in 2016. Set within the Lagos Free Trade Zone, the terminal will have capacity for 2.5 million TEUs and quay length of 1,200 meters. ICTSI said its planned draft of 16.5 meters would make it the preferred terminal for West Africa as larger ships are introduced in the trade. Philippines-based ICTSI announced a 14 percent increase in EBITDA (earnings before interest, taxes, depreciation and amortization) last year as revenue surged 26 percent. Consolidated volumes handed in 2011 at the company's 22 global terminals increased 25 percent year-over-year to 5.23 million TEUs. ICTSI said revenue from port operations in 2011 was \$664.8 million, up from \$527.1 million in 2010. EBITDA reached \$281.4 million, up from \$247.7 million a year earlier. "The increase in volume was mainly due to the continued upturn in international trade, particularly in markets where ICTSI's ports are located, new shipping line customers and the consolidation of the company's new ports in Portland, Ore., and Rijeka, Croatia," the company said. **Source :** PortNews

Port of Tyne names dredger after Sir Bobby Robson

The Port of Tyne is to name its new dredger in honour of football legend **Sir Bobby Robson**. The £1 million vessel arrived at the Port at the end of December and has been undergoing rigorous trials and crew training. Sir Bobby's widow and son, Lady Elsie Robson and Andrew Robson attended the naming ceremony at the Customs House Pontoon, South Shields, on March 5th. A competition was held for port employees and families to choose the name. The winner was Ben Nicholson, 13, from Chester-le-Street, who is the Harbour Master Mike Nicholson's youngest son. "It was a unanimous decision to choose this name for the new dredger - **Sir Bobby Robson** is a legend who still inspires pride and passion," said Andrew Moffat, Port of Tyne's Chief Executive Officer.

"This will be a very hard working boat, playing an integral part in the important job of ensuring the Tyne can continue to accommodate some of the world's biggest cargo ships, and we're honoured that it will carry Sir Bobby Robson's name." **Sir Bobby Robson** will play a vital role at the Port of Tyne, working to plough the riverbed and keep river depths maintained following a £5 million major dredging campaign in 2011 which made the river deeper than ever before. **Source : Dredging News Online**



The **HUDSONBORG** outbound from Boulogne sur Mer.

Photo : Emmanuel Godillon - www.larmes-de-rouille.piwigo.com ©

POLSTEAM accepts delivery of 16,900dwt bulker from Sanfu Shipyard

In the afternoon of March 16, the delivery documents of No.2 16900 DWT BC (HULL NO.:**SF080102**) was signed smoothly in the meeting room of the Administrative Office Building. She was the second one among 8 sister vessels contracted with POLSTEAM by Sanfu shipyard. The bulk carrier is classed in ABS, the shipbuilding firm said.

The vessel is designed with one adjustable pitch propeller and is propelled by a marine diesel engine of two-stroke. When fuel oil temperature reaches 50 Celsius degree ,its viscosity is 700CST. The ship has five C/Hs. The engine room and superstructure are located in after part. She is designed with transom stern and bulbous bow and equipped with a bow thruster(600KW). **Taizhou Sanfu Ship Engineering Co., Ltd** is a robust large-scale ship-building company. As early as 2006, it was ranked as one of "Jiangsu Top 10 Shipbuilding Enterprises".

The shipyard employes more than 7,000 people. The shipyard possesses fixed assets amounting to over four Billion RMB at present. The shipyard is capable of building a great variety of Bulk Carriers, Container Vessels, MPC Vessels, and Oil Tankers/Chemical Vessels under 100,000DWT, Tug boats, Ocean Engineering Vessels and Pipe Laying Barges under 10,000HP as well as all kinds of Deck Barges under 50,000DWT. At present, main products include 6500DWT

Bulk Carrier, 12000DWT MPC Vessel, 57000DWT Bulk Carrier, 16500DWT Product Oil/Chemical Tanker, 16800DWT Oil Tanker/Chemical Vessel, 92500DWT Bulk Carrier, 16900DWT Bulk Carrier and 200'-450' Deck Barge etc. Source : PortNews



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The " **AARON S McCALL**" and the "**JOYCE McCALL**" taken from the " **SEACOR COUGAR**" during a blizzard in Baku , Azerbaijan. The **AARON S McCALL** is the latest addition to the fleet working for BP Caspian.

Photo : **Graham Lyon - Technical Superintendent Seacor Marine ©**

Supply Glut continues to plague shipping sector recovery

After an unexpectedly strong start to 2012, Shipping stocks are once again struggling. Moody's Investor Service recently issued a report warning that the oil tanker and dry bulk sectors, already hit by oversupply now face tighter financing. Mr Marco Vetulli senior credit officer with Moody a ratings agency said "Oversupply in both sectors is quite sizeable and we think that it will take 12 to 15 months to see the light at the end of the tunnel." Five Star Equities examines investing opportunities in the Shipping Industry and provides stock research on Frontline Limited FRO - 0.95% and Eagle Bulk Shipping Inc. EGLE -0.67%. Last month the Baltic Dry Index, a measure of costs to ship dry bulk commodities, fell to the lowest monthly average in more than 25 years as a glut of vessels weighed on freight

rates. With China warning of an economic slowdown, investors are concerned that iron ore demand may soon drop. Chinese officials cut the country 2012 target growth rate to 7.5% the lowest YoY growth projection in eight years.

China has taken steps to cut its dependence on foreign owned iron ore. In recent years, domestic iron ore mining capacity grew by 25% annually on average. Domestic iron ore productions increase by 283 million tonnes or 27.2% last year. Five Star Equities releases regular market updates on the Shipping Industry so investors can stay ahead of the crowd and make the best investment decisions to maximize their returns. Take a few minutes to register with us free at www.fivestarequities.com and get exclusive access to our numerous stock reports and industry newsletters.

Last week, Moody Investor Service said that the global shipping slump is expected to last well into 2013 as a glut of vessels and a growing credit squeeze will challenge even the toughest companies in the seaborne sector. Reuters explains that ship owners went on an ordering spree between 2007 and 2009 bolstered by earnings which saw rates in the bulk sector for larger capesize vessels, transporting iron ore and coal cargoes reaching a peak of over USD 230,000 a day in 2008 and over USD 180,000 a day for crude oil supertankers. Five Star Equities provides Market Research focused on equities that offer growth opportunities, value, and strong potential return. We strive to provide the most up-to-date market activities. We constantly create research reports and newsletters for our members. Five Star Equities has not been compensated by any of the above mentioned companies. We act as an independent research portal and are aware that all investment entails inherent risks. **Source - Five Star Equities**

Fairmount Alpine in escort service

Tug **Fairmount Alpine** has performed escort services for a bulk carrier on request of international salvage company



Smit Salvage. The bulker suffered structural damages while in Brazil. Smit contracted **Fairmount Marine** for first stand-by and, later, as escort during the trans-Atlantic crossing of the bulk carrier. When contracted in December Fairmount Marine mobilized super class tug **Fairmount Alpine** from Jamaica to Brazil. When arrived in Brazil, after a stop in Trinidad for supplies, the **Fairmount Alpine** was ordered to be stand-by for safety precaution. The Fairmount Alpine also assisted the salvage team with some cargo runs. After almost two

months **Fairmount Alpine** was requested to escort the bulk carrier during her trans-Atlantic voyage from Brazil to Walvis Bay, Namibia. After arrival in Walvis Bay the **Fairmount Alpine** was released from her escort duties and mobilized to her next assignment. The stand-by and escort services of **Fairmount Alpine** were the third salvage operation in a row for the Dutch flagged tug. Earlier the **Fairmount Alpine** assisted in the salvage of a drifted container vessel offshore the coast of Cuba, followed by assisting a salvage team in refloating a 30.000 DWT cargo vessel in the approach of Puerto Cortes, Honduras.

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.... PHOTO OF THE DAY



The **POLARCUS AMANI** departed from Ulstein Verft, Norway 17.03.2012 for sea trials in near Hareid / Norway.
Photo : Svetozar Catovic RRM ©