

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 157



Number 157 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 06-06-2010**

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stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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The UASC DOHA seen outward bound from Antwerp passing the Oostgat (Westerscheldt River) - Photo : Rob Oostdijk (c)

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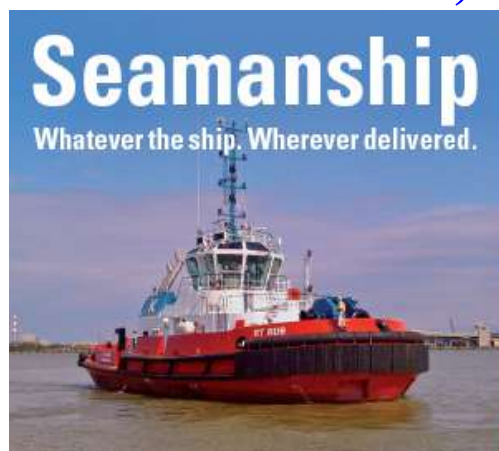
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The **BOURBON TEGUH** seen in Kemamam (Malaysia) - Photo : Capt. Jelle de Vries (c)

Engine problems keep lifeboat crews busy

Rescue watch is a weekly column about the work of North Devon's RNLI and RAF rescue teams. This week we feature Ilfracombe RNLI. BOTH Ilfracombe RNLI Lifeboats have just dealt with a busy spell. Over the last month they have

responded to five calls. At the end of April both boats were tasked to a report of two climbers in difficulties at Sillery Sands, Lynmouth.

These were professional climbers attempting to traverse around Foreland Point. They became stuck under a sheer cliff face at high water. The climbers initially felt they could cope, but when inshore lifeboat crew member **Mark Tucker** explained they would have over a four hour wait for the tide to recede, they changed their minds and accepted a lift ashore to Lynmouth.

The crews then had a number of broken down vessels to deal with. One boat owner and his crew had a lucky escape. When the all weather lifeboat located them they had drifted within 400 yards of the beach. The boat, **Gemini 2**, was towed back to its mooring at Watermouth Harbour.

Michael Maslen is our youngest crew member at Ilfracombe and he responded to his first lifeboat call onboard the inshore lifeboat Deborah Brown II after it was tasked to a speedboat broken down and drifting in Combe Martin bay.

The 17ft boat, **Taffy Mac**, with three people onboard had engine problems. Inshore lifeboat helmsman Stuart Carpenter said the craft was well equipped. It was just unfortunate the engine failed. The boat was towed back to Ilfracombe.

A yacht on passage from Milford Haven to Bridgwater also suffered the same fate approximately one mile offshore from Highveer Point to the west of the Valley of the Rocks. The yacht **Marease** was becalmed and then suffered engine failure.

The all weather lifeboat **Spirit of Derbyshire** towed the vessel back to Ilfracombe Harbour. Coxswain Andrew Putt explained that the yacht owner had only just purchased the boat and was taking it home when it was becalmed.

The owner had started the engine, but it overheated. On May 24 a family was reported cut off by the tide in a small gully to the west of Combe Martin beach. The inshore lifeboat was tasked and located the father and his two children on a small beach.

They were landed safely back at Combe Martin.

Inshore lifeboat helmsman **Leigh Hanks** explained the family had been rock pooling at low water and had gradually walked around the coast toward Sandaway Caravan Park, when the tide caught them out. The family were unaware at the speed the tide comes in and were very grateful for a lift back to the beach.

Leigh advised anyone visiting the coast to try and get some local knowledge about the tides. He said if there is no harbour office or lifeboat station ask in the local cafes or shops. Someone will be able to advise you of the tidal conditions. Behind the scenes at the lifeboat station, the fundraising branch has been very busy. They have had their first fundraising event of the year, holding a coffee morning at the Lantern Community Centre in Ilfracombe, which raised a fantastic £450.

Tesco again allowed a national collection to take place. Collections were held at their stores in Ilfracombe and Braunton, raising over £1100. Without the hard work of these intrepid volunteers, the lifeboat crews wouldn't be able to put to sea.

The RNLI is a registered charity and needs to raise over £378,000 per day through public donations and legacies to enable its lifeboats and lifeguards to respond to emergencies. We also have an RNLI shop in Broad Street, Ilfracombe, which sells lifeboat memorabilia and toys. **Source : This is Devon**

Crew retakes hijacked ship

The crew of the North Korean flagged general cargo ship **RIM** have regained control of the ship. It had been hijacked on February 3 and was being held at Garacad, off Somalia's northern coastline.

June 2nd , at 1010 local time, the **RIM** reported that the crew had successfully retaken control of the ship and that it was headed south. One crew members was seriously injured.



The closest EU NAVFOR warship, the Spanish frigate **VICTORIA**, which was 100 miles away, was directed to the scene to give medical assistance and immediately launched its helicopter.

The helicopter found that, though the crew were still in control of the **RIM**, it was being pursued by pirates in another hijacked vessel, the MV **VOC DAISY**. When the helicopter approached the MV **VOC DAISY**, it changed her course - no warning shots were fired.

On reaching the scene, the **VICTORIA** then sent medical assistance to the vessel and took the injured crew member on board for treatment. It is believed that some of the pirates were killed during the retaking of the ship.

Fairstar plans to expand fleet

Fairstar Heavy Transport NV has entered into a contract with Guangzhou Shipyards International Co Ltd (GSI) to build two 50,000 dwt open stern, semi-submersible vessels at a fixed cost of US\$101,888,000 per ship.

The ships are based on a design approved by Det Norske Veritas (DNV). COSCO has already ordered two of these vessels from GSI in 2008, the first is on schedule to be delivered in December of this year. The second will be delivered in 2011.

Willem Out, Managing Director Fleet, said: "GSI is one of the most reliable and reputable ship building companies in China. They have more experience building semi-submersible ships than anyone else in the world. GSI will have built two of these ships for COSCO before delivering our first vessel in April 2012. The advantages of using a design already approved by DNV as well as the benefits of the learning curve experienced by GSI as they build the first two ships for COSCO, gives us a lot of confidence that we can deliver these ships to the market on time and on budget."

"The size, speed and performance of these two vessels, named **Forte** and **Finesse**, are ideal for the widest range of high value, ultra-heavy cargoes. The Fairstar Team has a proven track record managing ship building projects. I look forward to seeing them in the Fairstar fleet in 2012."

Fairstar has appointed ABG Sundal Collier, Carnegie and SEB Enskilda to act as financial advisors to Fairstar. The financing will be a combination of equity and long term debt. A syndicate of Chinese banks supported by an export credit facility issued by Sinosure will provide an eight year term facility.

Philip Adkins, CEO of Fairstar said: "The current state of the global heavy transport fleet as well as the future demand for high value marine heavy transport have been carefully examined by Fairstar. There is a clear over-supply of very old, high maintenance, converted oil tankers that entered the market during the last three years. The day rates for this type of ship have collapsed. They now operate in the most unprofitable segment of our industry. Multi-billion dollar energy infrastructure projects will provide the most stable and profitable opportunity for the marine heavy transport industry in the next three to five years. We have concluded that there will be a shortage of purpose built, open stern, semi-submersible ships."

"We also believe that projects will increase in complexity, safety standards will rise, and accountability to clients to perform flawlessly will increase the barriers of entry into the most profitable segment of the marine heavy transport industry. Fairstar has validated the pricing power of our fleet strategy as well as the competitive strength of our Team by winning one of the largest heavy transport tenders in the history of our industry. We are fiercely determined to create genuine and sustainable value for our shareholders by operating the most modern and efficient fleet in the business, as well as making sure this fleet is properly positioned to serve the needs of a demanding client base as they invest in high value, complex energy infrastructure projects. Leadership in our industry will be determined by vision and performance, not by size." **Source : Offshore shipping Online**



Harms **PEGASUS** seen with the newbuilding Hull 730 (to be named **NORMAND OCEANIC**) passing the Bosphorus last weekend - **Photo : Simon Smith (c)**

Environmental funds battled BP for years

Even before BP Plc's massive oil spill in the Gulf of Mexico began in April, the company was losing its sterling reputation with fund managers focused on the environment.

The LMRP containment cap is lowered to the area of the cut riser pipe at the site of the Deepwater Horizon oil leak in the Gulf of Mexico in this video image taken from a BP live video feed June 3, 2010. (REUTERS/BP/Handout) Though once hailed for its investments in renewable energy and a green advertising campaign, the British oil giant worried fund managers over a string of accidents and safety fines dating to 2005.

The company also had dialed back its outreach, and even as BP became a mainstay of sustainable-investing stock indexes, many specialists had sold their shares or were moving to do so.

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"Safety has environmental and investing implications," said Joe Keefe, Chief Executive of Pax World Management LLC in New Hampshire, which owns \$2.4 billion in shares of companies that meet environmental or social criteria.

Pax World had owned BP stock at various points before 2008, and a fund now known as its Global Women's Equality Fund had bought 8,000 BP shares in stages this spring. It sold all of them on April 29 -- nine days after the disaster began -- mainly because of safety issues with BP elsewhere, such as \$3 million in fines the company faced in March over alleged violations at a refinery in Toledo, Ohio.

The shares closed at 584 pence on April 29, and closed at 449 pence on Thursday, having lost almost a quarter of their value. The American depositary receipts rose four percent on Thursday to \$39.25

Adam Kanzer, managing director of Domini Social Investments, a competitor that also picks stocks partly on environmental records, said BP approached his firm several times about buying a stake in recent years, to no avail.

At one session with a BP representative, Kanzer said, "We were telling her that safety issues were a big issue for us, that they needed to clean up their record if they wanted to be in our portfolio."

A BP spokesman did not respond to questions. BP's souring track record with socially responsible investing (SRI) fund managers matters because the company's glowing green reputation once was a competitive advantage.

Its "Beyond Petroleum" advertising campaign touted its investments in areas such as natural gas and solar power to distinguish itself from other oil companies. Previous chief executive John Browne also courted SRI managers, many of whom still hold stakes in BP.

For instance, Wells Fargo & Co's Wells Fargo Advantage Social Sustainability fund had about 3 percent of its holdings in BP as of April 30, down from 3.5 percent as of Jan. 31, according to a company spokeswoman and to Chicago data firm Morningstar Inc.

Legg Mason Inc's Legg Mason Investment Counsel Socially Aware fund had 2.7 percent of holdings in BP as of March 31, down from 2.9 percent at the end of the year. Neither company made fund managers available to comment.

BP has faced critics who accused it of "greenwashing," using environmentalist rhetoric while missing marks such as failing to spot corroded Alaskan pipelines that led to a 2006 spill. It has plenty of earlier missteps on its record as well such as bungling the leadership of containment efforts following the 1989 **Exxon Valdez** tanker spill, reviewers found.

But whatever the case, SRI managers say BP dialed back its outreach when Tony Hayward took over as chief executive in 2007. At one point Hayward even considered a plan to spin off BP's green-energy businesses but shelved the idea amid the worldwide economic crisis.

"There was some cursory engagement that Hayward kept up," said Andrew Logan, oil industry program director at Ceres, a coalition of environmentally minded investors. "But what seemed clear was that under Lord Browne there was some sense that meetings would lead to actions by the company, whereas under Hayward it seemed like they were being done for show."

No company has ever faced an environmental crisis like BP does now. The full tale of the run-up to the April 20 explosion on board a drilling rig leased to BP and the company's response may be difficult to judge for years.

The situation now will force some judgments from those who had considered BP a worthy environmental holding.

On June 1 the investment firm that oversees the Dow Jones Sustainability Indexes said it had removed BP as a component. In a statement the firm said its decision was based on factors including the extent of the spill's consequences for the environment and local population, and for the company's reputation. But a spokeswoman for the competing environmental indexes "FTSE4Good" said they still list BP and that its inclusion would not be reviewed until a regular meeting in September.

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Mark Regier, a director of the MMA Praxis mutual funds in Goshen, Indiana, which owned 119,000 BP shares as of April 30, said he has been pleased with the company's openness since the spill but needs to hear more details before deciding how it will affect the firm's investments.

Communications with BP had deteriorated in recent years, Regier said, though he added he spoke with a BP director several weeks ago. "Something changed, there was a bit of a loss of a connection" after Hayward arrived, Regier said. "What we have seen over the last few months was an improvement." **Source : Reuters / The Star**



The loaded, South Korean flagged, 145 mtr long (12.200 dwt) Heavylift vessel **DONGBANG GIANT No 2** (built 2008) seen passing the Singapore straits westbound last week

Photo : Piet Sinke ©



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The **DUTCH MATE** seen moored in Dordrecht – Photo : Cees de Bijl ©

Pirates force fatal shootout on Dubai ship

Soldiers from Somalia's semi-autonomous Puntland region have stormed Thursday morning the Panama-flagged cargo vessel **QSM DUBAI**, held by pirates. The forces outgunned the pirates, which killed the captain of Pakistan nationality", Said Said Mohammed Rageh, the Puntland's minister of seaport who spoke to RBC. The captain of the ship was killed by the pirates after they refused a plea to surrender from the forces just before they were stormed, the minister added.

Two members of the Puntland Security Forces were also hurt after they mounted an operation to free the Dubai cargo ship, which was pirated on Wednesday.



According to Nato, about 50 Somali troops tracked the pirated vessel, which was Panamanian flagged, as it sailed down the northern coast of Puntland in the Gulf of Aden, and then boarded the ship. The **USS Cole**, part of Nato's counter-piracy task force conducting Operation Ocean Shield, was shadowing the **QSM Dubai** from a distance, although it took no part in the operation.

Left : Puntland Coast Guard vessel

However, a doctor from the Nato warship boarded the vessel after control was regained, offering treatment to the wounded. The ship, which had a crew of 24 from countries including Egypt, Pakistan and Bangladesh, was carrying sugar when it was seized on Wednesday.

The Minister of Marine Transport and Ports, Said Mohamed Raage, said that authorities decided to free the ship by force after pirates refused pleas to surrender and instead killed the Pakistani captain, "It was very high operation we conducted, we send a message to surrender early morning unlucky they did not listen, then we begin to fire. After ten minutes everything were quiet and they were captured", A coast guard official told RBC

He claimed that the security forces engaged in a brief shootout with the pirates before outgunning them, which also left two officers injured. He said all seven pirates were detained.

Just last month, private security guards on board a UAE-owned cargo ship, the **MV Almezaan**, shot dead a pirate attempting to hijack the vessel off the coast of Somalia. Also in May, six Somali pirates were sentenced to death and six others jailed for 10 years for killing a crew member on board a Yemeni oil tanker.

Companies are increasingly using private security firms to protect vessels in the pirate-infested waters near the Horn of Africa. Operation Ocean Shield has recently been extended through 2012. Nato is offering to help countries in the region develop their own capacity to combat piracy. **Source : The National + RBC News**



The **FEYZA** seen assisted by two Muller tugs **En Avant 4** and **En Avant 27** passing Puttershoek
Photo : Marijn van Hoorn ©

ROTTERDAMSE TOUR-DE-FRANCE- WEEK START IN HAVEN

Aan het begin van de Tourweek in Rotterdam dendert een gesloten peloton van duizend wielrenners in allemaal dezelfde shirtjes over een spectaculair haventraject van ongeveer zeven kilometer tussen een containerlandschap op de kade van de Amazonehaven. Aansluitend rijdt het peloton een exclusieve ronde over de dijken van baggerdepot de Slufter, met aan de andere kant van de dijk de volop in ontwikkeling zijnde Maasvlakte 2. Media die uit de lucht of op de terminal opnames willen maken van deze typische Rotterdamse beelden voorafgaande aan de start van het grootste Europese sportevenement van het jaar, kunnen contact opnemen met Tie Schellekens.

Op zondag 27 juni verwelkomt de Rotterdamse haven de Tour de France. Het is dan gastheer van de Tour du Port, een tourtocht die wordt georganiseerd door het Havenbedrijf Rotterdam. Honderden fietsers van bedrijfstteams uit de haven en andere liefhebbers nemen deel aan de tocht over diverse afstanden. Hoogtepunt is de langste toertocht van 120 kilometer met een bezoek aan de Rotterdam Container Terminal en Van Doorn Container Depot op de Maasvlakte. Bij hoge uitzondering – vanwege de unieke start van de Tour de France in Rotterdam - ontvangen de terminals de coureurs.

Inmiddels is de inschrijving voor de toertocht van 120 kilometer vol omdat het maximale aantal van duizend deelnemers is bereikt. Voor de overige trajecten van 40, 60 en 80 kilometer is nog voldoende plaats beschikbaar. Ook daar vinden bijzondere bezoeken plaats bij onder andere RDM Campus, W. Smit Duikbedrijf en Educatief Informatiecentrum. De 40 kilometer-fietsers maken bovendien gebruik van de Aqualiner. Liefhebbers kunnen zich nog inschrijven op de site www.tourduport.nl

Sponsortocht KNRM met Herman den Blijker



Rechts : **Chris Pey** van **Multraship** houdt **Herman** scherp in de gaten ☺

Zes gasten van het bergingsbedrijf **Multraship** waren bij wijze van sponsoring te gast bij **KNRM Stellendam**. De zes maakten een vaartocht naar het lichteiland **Goeree** en genoten bij terugkomst een uitgebreide lunch van de beroemde topkok **Herman den Blijker**.



Initiatief van de bijzondere reis lag bij **Den Blijker**, die eind 2008 als kok te gast was op het Reddersgala van de **KNRM**. Op die benefietavond bood hij de tocht bij wijze van veilingstuk aan. **Multraship** bleek de hoogste bieder.



Herman met de **Multraship** mannen na een geslaagde tocht

Het veilingstuk werd pas anderhalf jaar na dato uitgevoerd, maar dat deed niets af aan het bijzondere karakter van de ochtend. Gasten én gastheren genoten volop. De **KNRM** dankt **Herman den Blijker** (en zijn mensen!) voor de getoonde betrokkenheid en de heerlijke lunch.

En natuurlijk ook **Multraship** voor de genereuze bijdrage aan het reddingwerk van de **KNRM**.

Foto's : **Arie van Dijk** ©

zie ook : www.hermandenblijker.nl/



The **ORANATO** seen moored in Rotterdam – Photo : Muhlis Cakir ©



Another photo of the Bulgaria Border Police **Damen Stan Patrol 4207 type** Patrol Vessel **OBZOR 525** leaving Valletta during her delivery voyage on Monday 1st June 2010.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Container shipping volume to grow 6-8% by year end after strong Q1

Container shipping volumes are expected to rise only six to eight per cent by the end of this year despite companies in the industry showing double digit growth in the first quarter. Experts said trans-Pacific routes and those between Europe and Asia are likely to slow the most while intra-Asia services remain stable. Container shipping seems to be coming back after a tough 2009. According to shipping consultants Drewry Maritime, volumes have risen some 40 per cent on-year in the first quarter of 2010.

Market watchers said that's largely because of last year's low base. But they said, going forward, there are still risks like Europe's debt crisis and unemployment in the US, which may affect consumption.

Divay Goel, head of Asia Operations, Drewry Maritime Services Asia, said: "If the contagion spreads to the bigger economies, there would be a sentimental reaction, like we saw in 2008's last quarter and 2009 - a slow down in credit which affects trade because it would become difficult to get letters of credit."

And there could be another cap to improvement for the sector this year as analysts said that in light of improving volumes, companies have been re-introducing ships that were moth-balled during the crisis, thus driving down rates for the rest of the year. Contract freight rates for Asia-Europe and Trans-Pacific routes have risen up to 25 per cent since the start of the year.

Intra-Asia rates have only gained about 12 per cent and are generally expected to hold up better due to fewer macro-economic risks. Combined with potential overcapacity, the container sector is expected to end the year on a choppy note. Katharine Cheong- Koh, director of Research, Island Shipbrokers, said: "We are seeing a more moderated recovery on the demand side and in terms of supply, we're seeing heavy pressures in terms of supply overhang."

"For example, we can see those 5,000 TEU and above container ships. 45 per cent is their ratio for order-book over fleet, so that's still a very huge percentage." Volumes are expected to grow six to seven per cent across the board by the end of the year with supply of shipping capacity hitting seven to eight per cent, leaving the sector with still more fat to work off. **Source: CNA**



The **NEDLLOYD HUDSON** seen arriving in Rotterdam-Europoort - **Photo : Jacco van Nieuwenhuyzen (c)**

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NAVY NEWS



The **MAHU (ex Hr Ms Mahu M 880)** seen leaving her berth in Amsterdam – North
Photo : Bas Abels (c)

See also : www.mahu880.nl (sorry in Dutch language only)

China's anti-ship missiles may make India's 2012 Gorshkov aircraft carrier unusable in war

Indian Navy has expressed delight at the Sevmash Shipyard's progress in refurbishment of **Admiral Gorshkov** aircraft carrier towards a delivery in 2012. Unfortunately, being ignored is China's rapid development of its anti-ship (read aircraft carrier) ballistic missile program. In March 2010 Wired reported a US Admiral Robert Willard, the head of U.S. Pacific Command (PACOM) told legislators that China was "developing and testing a conventional anti-ship ballistic missile based on the DF-21/CSS-5 [medium-range ballistic missile] designed specifically to target aircraft carriers." The report further noted that since its development in 1990s, it is now at a testing stage. Due to the advanced technology in the missile even the U.S. may not have the technology to defend its carriers against such a strike, effectively meaning that aircraft carriers would be sitting ducks.

This view was backed up by US Defence Secretary Robert Gates who in Apr 2010 confirmed that China's heavy investment in anti-ship capabilities will make aircraft carriers obsolete. Adding to the woes is the proliferation in Asian waters of Air-Independent Propulsion submarines as reported by Strategy Page.



aircraft carrier rechristened **INS Vikramaditya.**"

Back in India, the optimism in the Navy's stance is visible after the return of a team led by controller of warship production and acquisitions Vice Admiral N.N. Kumar, which had gone to Russia to inspect the progress of work carried out on the much delayed aircraft carrier in May this year.

"The pace of work has picked up significantly in the last six months. This can be attributed to the additional deployment of manpower in refurbishment of the aircraft carrier," navy spokesperson Commander Satish told 8ak. Adding further he said, "An apex level committee has also been constituted between India and Russia at the highest levels to monitor the progress of work on the Gorshkov

A top naval officer told 8ak, "The additional deployment of manpower is due to the urgency of India to induct the aircraft carrier in its fleet, as India has been left without an operational carrier after the grounding of its ageing fleet of Sea Harrier aircrafts, which operated from **INS Viraat** and the recently inducted MiG-29K by the navy from Russia cannot be used from Viraat platform, hence pushing India into a unique position of having a carrier without operational aircrafts and aircrafts which are not compatible with the carrier we have, even the under production indigenous carrier has been delayed."

Times of India reports a naval officer saying, "There has been substantial progress since the last examination in September 2009. Around 99% of the structural work and almost 50% of the cabling work has been completed on the carrier. Almost all large equipment, like engines, diesel generators and the like, has been installed."

Admiral Gorshkov had become a bane in the relationship of India and Russia, as the latter asked an additional US\$1.5 billion for refurbishment of the carrier from the original price of US\$974 million. The hike in price was due to the Russians underestimating the quantum of work required to refurbish the carrier, which was phased out from the Russian navy after it caught fire. The issue was settled this year after several rounds of tough negotiations, which saw the price being fixed at US\$2.3 billion. The upgrade on the carrier will make it sea worthy for another three decades.

Source : defpro.com

Russia-Vietnam submarine deal worth record \$3.2 bln

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Last year's contract on the delivery of six Kilo class diesel submarines to Vietnam, worth a total of \$3.2 billion, is the largest deal in the history of Russian exports of naval equipment, a Russian magazine says.

The contract was signed in December 2009 during the visit of Vietnamese Prime Minister Nguyen Tan Dung to Russia.

"The construction cost is \$2.1 billion, but the building of all necessary coastal infrastructure and the delivery of armaments and other equipment may bring the total to \$3.2 bln, which makes this deal the largest in the history of Russian exports of naval equipment," the Export of Arms magazine says in an editorial published in its June issue.

Admiralty Shipyards in St. Petersburg will build the submarines with the rate of one vessel per year. State-run arms exporter Rosoboronexport previously said Russia could sell up to 40 fourth-generation diesel-electric submarines to foreign customers by 2015.

Kilo class submarines, nicknamed "Black Holes" for their ability to avoid detection, are considered to be among the quietest diesel-electric submarines in the world. The submarine is designed for anti-submarine warfare and anti-surface-ship warfare, and also for general reconnaissance and patrol missions.

The vessel has a displacement of 2,300 tons, a maximum depth of 350 meters (1,200 feet), a range of 6,000 miles, and a crew of 57. It is equipped with six 533-mm torpedo tubes. At least 29 Kilo class subs have been exported to China, India, Iran, Poland, Romania and Algeria.

Export of Arms is a specialized Moscow-based technical and analytical magazine, published bimonthly by Russia's Centre for Strategic and Technological Analysis. **Source : RIA Novosti**



The **NETHERLAND TIDE** seen arriving in Great Yarmouth – **Photo : Peter Grimes (c)**

SHIPYARD NEWS

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The newbuilding cutter dredger **IBN BATTUTA** is seen May 3rd leaving the builders Uljanik Shipyard in Pula
On behalf of the crew onboard the **ZHENG HE** and all the readers of the newscippings we wish the **IBN BATTUTA**
and her crew safe voyages and projects

Photo : Pieter De Pauw - Dredge Master - Zheng He ©

STX Pan Ocean Wins \$40M Newbuild Contract

According to a June 1 report from channelnewsasia.com, STX Pan Ocean said it won a shipbuilding contract worth at least \$40m for a semi-submersible heavy lift carrier. **Source : Channelnewsasia**

Kvichak Marine, Wash. Manufacturer of the Year



12 May the last (out of a series of 3) new Pilot tender **Orion**, build by Kvichak was successful launched
Photo : Ton Schouten ©

Marine Kvichak Marine Industries has received the first annual Manufacturer of the Year award for Washington State in the large companies category. This award was presented by Seattle Business magazine on May 27th



All of the three vessels are almost ready and by the end of June all vessels will be transported with Sevenstar from Vancouver to Europe.

Photo : Ton Schouten ©

GUADELOUPE OPERATOR ORDERS REPEAT AUSTAL FERRIES

Guadeloupe-based ferry operator L'Express des Iles has selected Austal to design and construct two 47 metre high speed catamaran ferries. The order consists of one vehicle-passenger ferry and one passenger ferry, and is the company's third contract with Austal since 1997.

The vessels are intended to operate from Guadeloupe to the Caribbean islands of Marie Galante, Dominique, Martinique and St Lucia, where they will provide an important inter-island link for tourism and trade.

The vehicle ferry will have the capacity for 364 passengers and 10 cars. The passenger ferry will have the capacity for 437 passengers. Both vessels will have a maximum speed of more than 32 knots and are designed to also carry cargo.

L'Express des Iles Chairman Roland Bellemare said the company's experience with earlier Austal ferries had been the main factor when selecting the supplier for the new vessels. "The build quality and performance of our previous Austal deliveries has been outstanding. This, along with the high level of customer support we have received over more than a decade, meant Austal was the logical choice," Mr Bellemare said.

Austal Chief Operating Officer Andrew Bellamy said the contract added to the company's history of repeat customer business.



"Maintaining and supporting existing customer relationships is a core focus of Austal. We are very pleased that a leading commercial operator such as L'Express des Iles has again returned to Austal for new-build ferries."

"This latest contract also demonstrates Austal's commitment to providing its customers with affordable, quality products."

L'Express des Iles currently operates Austal-built ferries "**Gold Express**" and "**Silver Express**", which were delivered in 2005.

Compared to the four-engine arrangements of L'Express des Iles' previous deliveries, the new vessels will each be powered by two MTU 16V4000 M71 diesel engines driving Kamewa 71 SIII waterjets. This combines with Austal's expertise in producing durable, lightweight and efficient structures to deliver economical operation with reduced environmental impact, while still providing commuters with short transit times, comfort and service reliability.

The new vessels will be built at Austal's Western Australian facility and are scheduled for delivery in mid-2011.

Austal has an established service presence in the Caribbean region with a dedicated vessel repair and maintenance hub located in Trinidad and Tobago. Austal Service personnel are currently on location in Martinique performing maintenance work on "**Silver Express**" and "**Gold Express**".

Austal is also building four 41 metre high speed passenger ferries for the National Infrastructure Development Company Limited (NIDCO) in Trinidad and Tobago, scheduled for delivery later this year.

Vessel Specifications

Principal Particulars

Length overall:	47.00 metres
Length waterline:	41.20 metres
Beam (moulded):	11.10 metres
Depth (moulded):	4.00 metres
Hull draft:	1.82 metres

Capacity

Vehicle-Passenger Ferry

Passengers:	364
Vehicles:	10 cars
Cargo:	17 crates

Passenger Ferry

Passengers:	437
Cargo:	15 crates

Propulsion

Main engines:	2 x MTU 16V4000 M71 diesel engines
Waterjets:	2 x Kamewa 71S3NP

Performance

Speed:	More than 32 knots
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Classification

Bureau Veritas - 1 X HULL X MACH X AUT-CCS, HSC - Cat. A,
French Flag

Vripack klust voor Marijke Hiem



De bewoners van zorgcentrum Marijke Hiem kunnen straks weer genoegzaam in de zon genieten of bijpraten met buurman of buurvrouw in de vernieuwde zithoeken. Op vrijdag 4 juni hebben maar liefst 60 medewerkers van jachtontwerp- en engineeringbedrijf Vripack uit Sneek de hele dag geklust in het zorgcentrum om de gezamenlijke balkons en zithoeken op te knappen.

Naast de 'gewone' personeelsuitjes organiseert Vripack ook een jaarlijkse Goededoelendag. Dit is een terugkerende activiteit waarbij het gehele Vripack team zijn kennis vrijwillig uitbesteed aan een goed doel. Om voor dit jaar een geschikt goed doel te vinden heeft Vripack contact opgenomen met stichting Present. Deze stichting zorgt voor de bemiddeling tussen groepen vrijwilligers die de handen uit de mouwen willen steken voor de medemens en daarmee voor de maatschappij. Stichting Present heeft Vripack geholpen bij de zoektocht naar een goed doel en dit jaar heeft

Vripack aangeboden om vrijwilligerswerk te verrichten voor het verzorgingstehuis Marijke Hiem in Heerenveen. Voor deze klus heeft het hele Vripack team alle energie, kennis en kracht gebundeld om aan het einde van de dag de bewoners van het tehuis in het zonnetje te kunnen zetten.

De Stichting Vrienden van Marijke Hiem bekostigt de meeste materialen. Vripack levert het ontwerp en de mankracht waarbij het budget voor materialen voor een groot deel komt van De Stichting Vrienden van Marijke Hiem. De spaarpot van de Vrienden werd gevuld door een donatie van vrijwilligers die maandelijks een rommelmarkt organiseren en door een donatie van lesgeld van het pc-leercentrum. Daarnaast heeft Vripack nog een aantal leveranciers enthousiast gemaakt voor dit project en zijn er materialen gesponsord door Vescom, Leen Bakker, Jan Sikkes en Thuiscentrum Bos.

Oceanco Hires Dirk De Jong as Design Projects and R&D Manager

Oceanco has engaged Dirk de Jong to reinforce their Technical Sales Department. De Jong is no stranger to the company. He was a Project Manager with Oceanco from 1997-2001, during which time he oversaw the building of both the 62.6 meter **Lady Lola** and the 95 meter **Al Mirqab** (kna **Indian Empress**), which is, to date, the longest private yacht ever built in The Netherlands. Most recently De Jong was commercial and project development manager for Platinum Yachts in Dubai, UAE.

A naval architect with degrees in shipbuilding and business administration, De Jong brings a wealth of hands-on experience to Oceanco. Among other jobs, he has worked as both managing director and technical director at Amels Holland bv, Vlissingen, and as site manager for Feadship. In the last few years, with his own company, Nereus bv, De Jong was technical and environmental director for SYBASS (Super Yacht Builders Association) and consultant on several megayacht build projects both in the Netherlands and abroad offering wide-ranging services.

In his new role at Oceanco, De Jong hopes to continue developing quality technology, introduce new building methods, and assist in taking the company to the next level of excellence and innovation in yacht building.

Source : oceancoyacht.com

ROUTE, PORTS & SERVICES



Another heavy load vessel seen passing the Singapore straits during Friday was the **TERN** of Dockwise

Photo : Piet Sinke (c)

Höegh LNG adds two newbuilt vessels to its fleet - a second SRV and a new LNGC

On the 1st of June, the **GDF SUEZ Cape Ann**, a new built Shuttle and Regasification Vessel (SRV) was delivered to Höegh LNG and co-owner Mitsui OSK Lines (MOL). Höegh LNG will manage the vessel under a long-term time charter agreement with leading energy provider GDF SUEZ. On the same day, Höegh LNG took delivery of the LNG Carrier **STX Frontier** at Hanjin Heavy Industries and Construction Co. Ltd as Manager. Höegh LNG will charter this vessel for a three year period from 3rd quarter this year.

Says Sveinung J. Støhle, President & CEO of Höegh LNG: "The 1st of June 2010 is really a first for Höegh LNG, since we took delivery of two newbuilt vessels on this day. The two vessels are naturally very different, since one is our second SRV and the other is a standard LNG carrier, but they both underscore what we as Höegh LNG is all about: Technical innovation and the ability to add value through the services we provide to our customers."



Spotted on the Northsea on 11-05-2020, STS operations between the MT **Ocana** and the MT **Megalonissos**.
Photo : Julian Jager (c)

USCGC Mackinaw SNAME Ship of the Month

SNAME announced that the **USCGC Mackinaw (WLBB-30)**, a 240-ft vessel designed and built by Marinette Marine Corporation (a FINCANTIERI company), has been designated the SNAME Ship of the Month for June, 2010.

The **USCGC Mackinaw** is a heavy icebreaker operating in the North American Great Lakes for the United States Coast Guard. She should not be confused with her predecessor, **USCGC Mackinaw (WAGB-83)**, which was decommissioned on June 10, 2006. **Mackinaw** was delivered to the Coast Guard on November 18, 2005 and commissioned on June 10, 2006. In addition to her ice-breaking duties, the Mackinaw also serves as an Aids to Navigation platform, performing the same duties as the Seagoing Buoy Tenders (WLB) of the Coast Guard fleet. Mackinaw's other roles include Marine Environmental Protection and Search and Rescue.

One of the **Mackinaw's** many unique features is the use of two azimuthing ABB Azipods for main propulsion. These podded propulsor units coupled with a bow thruster make the ship exceptionally maneuverable.

Numerous SNAME members contributed to the Design and Construction of the **USCGC Mackinaw, WLBB-30**. Marinette Marine Corporation, based in Marinette, Wisconsin, employs well over a dozen SNAME Members.

Source : MarineLink

Floating dock ASABA GE



Readers will recall the events involving the floating dock that broke in half in the Mozambique Channel, leading to fears of 'toxic pollution' by Mozambique authorities. The stern section that broke away is still aground near Vilanculos where **Svitzer Salvage** is endeavouring to recover it and bring it to Cape Town for a possible reunion with the main dock. In the above picture the front section of the dock is seen arriving in Cape Town harbour.



A close-up view of the stern section where a large portion of the floating dock broke off and drifted away. It appears likely that even if the stern section is recovered, the dock is going to be a little shorter when repaired than when it first set off from China some weeks ago. **Photo's : Aad Noorland (c)**

Source : ports.co.za

Maersk launches priority upgrades for urgent cargo

Maersk Line has launched an innovative upgrade option that enables customers to get urgent cargo on board a ship. The new service known as Priority Product Upgrade, will be introduced on selected services on June 1 and will be implemented on majority of Maersk Line's services during the month of June. Priority Product Upgrade is available only at the time of booking and only for vessels where the market demand is greater than the capacity available.

The upgrade option provides customers with the choice to adjust Maersk Line's service to their supply chain. So, when a booking rejection or a delayed shipment would normally be the only other alternatives, Maersk Line will now offer its customers the choice of upgrading their booking. As part of this enhanced service, a limited space on the vessel for Priority Product will be earmarked while anticipating high demand. The Priority Product Upgrade is not available for a fixed fee, but is priced dynamically and will vary depending on vessel space availability and market demand.

Source: [cargonewsasia](http://cargonewsasia.com)



Further to the photo of **ALIDA SMITS** last week above seen another former Smits vessel now named the **NIMEH-1** (originally **ANDREA SMITS**) in Istanbul anchorage last Sunday.

Photo : Simon Smith

Stealth secures another resale from Samsung

Stealth Maritime of Greece reports that it has purchased a second 115,000dwt tanker under construction at Samsung HI from Turkey's Cucurova Group controlled by the Karamehmet family. Like the other aframax bought from the same owner/yard it will be fixed back to Cucurova company Geden Lines for five years upon delivery in August. Stealth has also fixed to Geden two more aframaxes, namely the **CV Stealth** and **CS Stealth**, which are finishing a long term contract to a subsidiary of Petronas the state oil company of Malaysia. The total amount of charter hire to be received for all four ships from Geden for the next five years is approx \$88m. Stealth's tanker fleet now numbers 21 virtually new product and crude units with an average age of about two years. The latest deal is described as further solidifying "the already excellent relationship between the Vafias and Karamehmet (family) groups".

Source: **SeatradAsia-Online**

Baltic countries mull new shipping traffic control system

European Commission President Jose Manuel Barroso said in Vilnius Wednesday that countries in northern Europe needed to consider how they can cope with a major environmental disaster such as the oil leak in the Gulf of Mexico. "What will happen if we have this sort of environmental disaster we have seen in the Gulf of Mexico but in the Baltic Sea?" Barroso asked a panel at the Baltic Development Forum in the Lithuanian capital.

Panel representatives included the prime ministers of Lithuania, Latvia, Norway, Finland and Estonia.

Finnish Prime Minister Matti Vanhanen responded by calling for action on developing an airline-style control system for ships operating in Baltic waters to ensure higher levels of safety.

"If we get a massive accident of oil or chemicals we don't have enough capacity to collect the spill," Vanhanen said.

"Many of our countries are building capacity, but it will take years, so it is even more important to build a system that can prevent these accidents."

At the Baltic Sea States Summit taking place a few minutes later at another location in Vilnius, Vanhanen suggested that all ships operating in the Baltic should be tracked just as airliners are overseen by air traffic control.

"All the big vessels should somehow inform and plan with a coordinated system because around half of all accidents happen as a result of human mistakes," Vanhanen said. The technology already exists to implement a Baltic-wide tracking system, and a time frame of "around two years" to set it up is realistic, Vanhanen told the German news agency dpa. Other topics discussed at the Baltic Sea States Summit included the need to link the region's energy networks and economic recovery strategies in the wake of the global economic downturn. **Source: dpa.de**



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MARINE & TRANSPORT SERVICES



SALES & RENTAL



REPAIR & MAINTENANCE

CMA CGM develops its activity in South Africa

CMA CGM is pleased to announce the addition, on June 11th, first day of the 2010 FIFA World Cup in South Africa, of a new call in Durban on its WAX service (West Africa Express) linking Asia to West Africa. This new weekly call will allow CMA CGM to directly connect South Africa to Asia (Eastbound and Westbound) and thus respond to the expanding trade from China to South Africa and to the growing demand from South African exporters towards Asia.

WAX service, which deploys 11 vessels of 2,600 teu capacity, will offer worldwide connections to CMA CGM services from Durban, in addition to those already available from Port Kelang or Colombo.



The new rotation will be as follows:

Qingdao, Shanghai, Ningbo, Fuqing, Chiwan, Port Kelang, Durban, Walvis Bay, Tema, Apapa, Lome, Abidjan, Durban, Colombo, Port Kelang, Qingdao

"This new call will meet the strong customer demand for a direct service between Asia and South Africa. It reflects the determination of CMA CGM to complement the meshing of its 3 dedicated services between Asia and Africa and create synergy on this fast growing market" comments Stéphane Courquin, Deputy Vice-President Africa, Indian Ocean, Oceania Lines. This new call comes at the same time as the upgrading of the Group's AFEX service that directly connects, since May 15th, North and Central China to Cameroon, Benin and Nigeria and whose stop in Maputo (Mozambique) on the way back to Asia completes the interconnection of CMA CGM services to Asia. Thanks to these developments, CMA CGM offers its clients 3 direct weekly services from Asia to Africa, an enhanced port coverage including 11 ports in Asia, 13 ports in West and South Africa and competitive transit times. **Source: CMA CGM**



Above seen one of the Airport Emergency Services **Griffion 083** Hovercraft's of the CAAS in Singapore operating near Changi Airport, CAAS is responsible for the coordination of SAR operations within the Singapore Search and Rescue Region which is contiguous with the Singapore Flight Information Region (FIR).

Additional maritime cover is provided by vessels from **Police Coast Guard** and **MPA**.

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

STX Pan Ocean awards US\$50m contract for 2 container vessels to Chinese shipyard

Mainboard-listed STX Pan Ocean said it has awarded a contract to a Chinese shipyard to build two container ships for about US\$50 million or some S\$70 million. But in its stock exchange filing, STX did not name the shipyard involved. STX said the contract is not expected to have a material impact on its earnings for the current financial year ending December 31. STX last announced a new shipbuilding contract on June 1, worth at least US\$40 million or S\$56.6 million **Source: CAN**

Five-month throughput of Klaipeda port up 15.8%, to 12,5m tons

Freight traffic volume passing through Klaipeda port (Lithuania) in January-May rose by 15.8% compared with that of 2009, to 12,251,500 tons, the Port Authority statistics said. The port reported a significant gain in loose, bulked cargo and general cargo. In May the port handled 2,584,070.4 tons of cargo, or 11.5% more than in May 2009.

The Port Authority said there was a 39.2-percent growth in loose and bulked cargo this May (900,037.9 tons), 819,416.8 tons of general cargo (+30.9%) 864,615.6 tons of liquid goods.

Container trade in May rose by 19.2%, to 25,425 TEUs. This May crude volume via Butinge terminal fell 12.1% to 705,000 tons. Ro-ro cargo volume was up 35.2%, to 19,669 units. State-run Port of Klaipeda, the northernmost ice-free port on the East coast of the Baltic Sea, is the largest Lithuanian transport hub, connecting sea and inland traffic lanes. Currently, there are 17 stevedoring operators, shipyards, other companies at the port providing ranged forwarding and logistics services. Trade flows via Klaipeda port in 2009 fell by 6.3%, to 27,866 million tons **Source : Port News**



The **TROMS FJORD** seen alongside the **SEAFOX 2** waiting to deliver supplies
Photo : Capt. Ronald R. Jansen ©

OLDIE – FROM THE SHOEBOX



Above seen the **EMPIRE WINDRUSH** – Photo : Coll. Gordon Ross

The MV **Empire Windrush** was a ship that is an important part of multiracialism in the United Kingdom. The **Empire Windrush** arrived at Tilbury on 22 June 1948, carrying 492 passengers from Jamaica wishing to start a new life in the United Kingdom. The passengers were the first large group of West Indian immigrants to the UK after the Second World War. The arrival of the passengers, and the image of the Caribbean passengers filing off the vessel's gang plank, has become an important landmark in the history of modern Britain, symbolising the beginning of modern multicultural relations which were to change British society significantly over the following years. In 1998, an area of

public open space in Brixton was renamed **Windrush Square** to commemorate the fiftieth anniversary of the arrival of the West Indians.

Before 1948, the ship had been used for cruises in pre-war Germany, and then as a German troopship and prisoner transport ship, before being captured by the British and taken as a war prize. She continued to be used as a British troopship after 1948, She set off in February 1954 on what proved to be her final voyage, sailing from Yokohama and Kure to the United Kingdom with approx 1,500 recovering wounded United Nations veterans of the Korean War, including soldiers from the Duke of Wellington's Regiment wounded at the Third Battle of the Hook in May 1953. The voyage was plagued with engine breakdowns and other defects, taking ten weeks to reach Port Said, from where the ship sailed for the last time.

An inquiry later found that an engine room fire began after a fall of soot from the funnel fractured oil-fuel supply pipes. The subsequent explosion and fierce oil-fed fire killed four members of the engine room crew. The fire could not be fought because of a lack of electrical power for the pumps because the back-up generators were also not in working order, and the ship did not have a sprinkler system. The lack of electrical power also prevented many lifeboats from being launched and the remainder were unable to accommodate all the survivors, who were mostly clad in their nightclothes. Many were in the water for up to six hours before rescue vessels appeared to take them to Algiers, where they were cared for by the municipal authority and the French Army.

Assistance was given by **MV Mentor**, **MV Socotra**, **SS Hemsefjell** and **SS Taigete**. A Shackleton from 224 Squadron, Royal Air Force assisted in the rescue. The burned-out hulk of **Empire Windrush** was taken in tow by the destroyer **HMS Saintes** of the Royal Navy's Mediterranean Fleet, 32 miles northwest of Cape Caxine. **HMS Saintes** attempted to tow the ship to Gibraltar in worsening weather, but **Empire Windrush** sank before first light the following morning, Monday 30 March 1954.

.... PHOTO OF THE DAY



The **LYUBOV ORLOVA** for a haircut and shave at the Astican Shipyard in Las Palmas Cran Canaria (Spain)

Photo : George de Haas ©

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