

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 175



**Number 175 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 24-06-2010**

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**Above seen the Officers & crew of the SMIT owned tug PENTOW SERVICE celebrating the Soccer World Cup presently held in their country. In the background is the Pentow Service & the Smit Madura**

**Photo : Capt Mike Skinner ©**

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The **SAIPEM 7000** seen moored at the Keppel-Verolme yard in Rotterdam - Photo : Thijs Vink ©



## ABS to class Compact Semi-Submersible

Classification society ABS says it is to class a new intervention vessel with a Compact Semi-Submersible (CSS) hullform which is on order from Hallin Marine and to be built at Drydocks World in Singapore with delivery expected in 2012.

**CSS Derwent** has a semi-submersible style hull to provide exceptional seakeeping characteristics while increased deck space provides improved project load carrying capacity.

The CSS concept represents a new subsea operations vessel capable of working in any water depth without the need to jack up or set anchors. The primary focus of the vessel will be light well intervention to provide repair and maintenance services to existing offshore wells and subsea oil production systems support.

The 84m, 8,200dwt **CSS Derwent** has 'big ship capability' with advanced station-keeping control, Class 3 DP, a 200 tonne multi-purpose tower, a 150 tonne active heave crane, both operational to depths of 3,000m, as well as two deepwater remotely operated vehicles.

**CSS Derwent** has accommodation for up to 152 people and is classed as a mobile offshore drilling unit (MODU) with the following notations: +A1, Mobile Offshore Drilling Unit, +AMS, (E), DPS-3, UWILD, Helideck. **Source : Offshore Shipping Online**



Above seen the **VOLSTAD VIKING** outbound from Aberdeen, Scotland - **Photo : Iain Forsyth ©**

## Maersk says more competitive than before crisis

Cost cuts at Danish shipping and oil group A.P. Moller-Maersk have made it more competitive than before the economic crisis began, its chief executive said in a company newsletter. "Rates have increased, but more importantly, we have taken out costs by, among other things, reducing fuel consumption through slow steaming and better planning," CEO Nils Smedegaard Andersen said in Maersk Post. "We are more competitive today than before the crisis," Andersen said, adding that cost cutting would continue across the group as competitors are doing likewise in the face of global market uncertainty in the second half of 2010 and beyond.

The global shipping industry is clawing back from a steep plunge in 2008-2009 as world trade recovers.

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The conglomerate's Maersk Line, which is the world's biggest container shipping company, dragged the A.P. Moller-Maersk group into the red last year, but increasing freight rates and volumes helped it back to profits in the first quarter of this year. "Only if we keep the momentum we have gained in the last 18 months will we be able to maintain the leadership positions we gained during 2009," Andersen said. Maersk Line chief Eivind Kolding told the magazine that the company is "out of the storm" and now aims to widen its gap to rivals by improving reliability of its service. "We can see there is huge potential for Maersk Line to perform better in terms of reliability," Kolding said. He said that Maersk Line aims to raise its on-time delivery performance to 95 percent from 70 percent now. "Such a dramatic increase in reliability would allow our customers to significantly reduce their inventory buffer and would increase our lead over our competitors," Kolding said. **Source: uk.reuters**



Above seen the **STEVE IRWIN** in international waters last Saturday 19th June 2010.

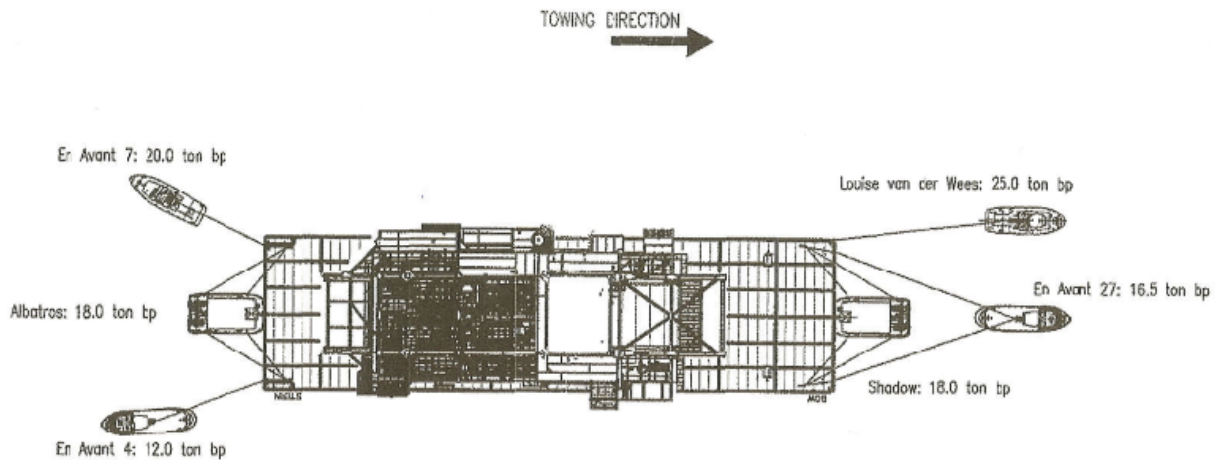
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MULTISHIP TOWAGE



## CASTORO XI FROM DORDRECHT TO SCHIEDAM



As reported earlier this week the loaded barge **CASTORO XI** was shifted from Dordrecht to Mammoet in Schiedam, the weather was fine. No wind and a little sunshine, the pilots **Rob Hes**, **Marijn van Hoorn** and the Muller Towmaster **Leo Blom** were onboard, the tugs assigned **En Avant 27**, **En Avant 4**, **En Avant 7** and **Louise van der Wees** and the pusher tugs **Shadow** and **Albatros** were assigned for the works



The **CASTORO XI** is having a length of 290 mtr , and the height of the transport was 44 mtr with a max width of 47.5 mtr, the draft during the transport was 7 meters.

The clearance when passing the Botlek bridge was on both sides 1.9 mtr and on the top 1,5 mtr

The transport departed at 05:30 from Dordrecht and was safely moored at 13:00 at the Mammoet premises in Schiedam V

The Pontoon with her cargo will stay approx 3 weeks with Mammoet where the module will be completed , afterwards the module will be installed at the Norwegian sector at the North Sea – **Photo's : Marijn van Hoorn ©**

## **Baltic Dry Freight Index down to 2601pts**

As of June 21st, Baltic Dry Freight Index lost 93 points from the previous trading session and dropped to 2601 points, the Exchange trading data said.

The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations. **Source : PortNews**

## **Idle box fleet down to 3.5%**



The **MOL PRECISION** seen departing Westbound last Monday from the Brani terminal in Singapore.

**Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click :

<http://www.flickr.com/photos/33438735@N08/show/>

As international shipping trade is picking up pace, the number of idle box ships is seen decreasing. The idle containership fleet has decreased by 66,000 TEU to 482,000 TEU, or 3.5%, of the existing cellular fleet, the lowest level of idling since December 2008. A total of 234 container vessels are currently idling, according to Alphaliner's latest survey, with only seven units above 5,000 TEU, compared to 533 idle vessels, including 52 ships of above 5,000 TEU in the same month last year. **Source : Seatrade Asia**

## **Maersk redeploys laid-up ships get empties where they're needed**

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DENMARK's shipping giant, Maersk Line, is deploying laid-up ships to reposition empties where they are needed - as well as ordering new boxes and leasing old ones, according to the UK's Handling Shipping Guide.



Photo : Tommy Bryceland Scotland ©

Maersk management board member Lars Reno Jakobsen said the company expects the equipment shortage to last through the third quarter of this year. "We are experiencing a demand surge in most trades, which is unprecedented and unexpected. The Asia-Europe trade is growing by 23 per cent compared to the market's single digit expectation six months ago. Therefore, we see a very tight equipment situation," Mr Jakobsen said.

"We have been working to minimise the inconvenience and shall continue to live up to commitments we make through the peak season when we expect an even more serious shortage," he said. **Source : Schednet**



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## Noose tightens round IRISL following new UN, US and EU sanctions

Islamic Republic of Iran Shipping Line (IRISL) director Mohammad-Hossein Daajmar says that IRISL will find ways to work around recently imposed UN sanctions on trading carried out by the state-owned shipping line. The UN Security Council introduced the sanctions following pressure from the United States and other nations, which accused IRISL of circumventing controls of weapons proliferation. The US says that Iran is using its state-owned shipping company, which it accuses of having created a number of shell companies, to move weapons and materials for weapons and



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nuclear development. Over the past 18 months or so IRISL has moved a significant number of its ships into these shell companies and has renamed 71 vessels and 27 new ships with western sounding names. This follows a listing of IRISL ships that were banned from operating to US and European ports.

"Sanctions can be initially costly because of the need to set up mechanisms (to get around them) but these structures quickly turn into norms and business goes back to normal. It is a struggle but we are ready to fight and get around sanctions through appropriate measures," Daajmar told the Financial Times. Hossein Ebrahimi, a member of the Iranian Parliament's National Security and Foreign Policy Commission warned last week that Iran will respond in kind even if one of its ships is stopped and searched. "We will act likewise and thoroughly inspect and ship (presumably of EU or US origin) passing through the Persian Gulf and the Strait of Hormuz," he told IRAN's state-run news agencies.

Last week the US moved to broaden its sanctions against IRISL. A Treasury Department official said the Iranian company was falsifying ship documents and renaming vessels which it then tries to hide in a series of front companies. The US Treasury added five Iranian-owned companies to the US sanctions list. They are Hafiz Darya Shipping (HDS, which it claims has taken over IRISL's container operations), Soroush Sarzamin Asatir Ship Management (said to have taken over IRISL's ship management), Safiran Payam Darya Shipping Co (SAPID, alleged to have taken over IRISL's bulk and general cargo operations), and two Hong Kong companies alleged to be affiliated with IRISL, Seibow Ltd and Seibow Logistics.

US individuals and companies are prohibited from any transactions involving sanctioned companies or ships.

On the same day last week, the European Union followed the US and UN lead by applying similar sanctions banning Iranian shipping and air cargo companies from operating in any EU state. Approving these sanctions, the EU states that it believes Teheran is attempting to develop nuclear weapons. Iran has denied this, saying its nuclear programme is aimed at producing energy. The new sanctions follow the fourth round of sanctions applied by the UN the previous week, which are aimed at curtailing Iran's nuclear programme.

The updated US sanctions list can be found at <http://www.ustreas.gov/press/releases/tg747.htm>

Source : ports.co.za

## Injury To Insult



A sailor on the hijacked Bulgarian-flagged ship MV **Panega**, which remains in the hands of the Somali pirates, has been wounded by a ricochet bullet during the attack. The

information was reported by the captain of the released ship "**Asian Glory**," Veliko Velikov, who gave an official press conference in the city of Veliko Tarnovo. The captain said the incident happened during the actual hijacking of **MV Panega**.

7 of the 8 Bulgarian sailors from the "**Asian Glory**" ship, who were released recently by the Somali pirates arrived in Bulgaria's Varna late Thursday. The other one is in Sofia. Velikov informs he had spoken twice to the **MV Panega** captain. During one of the conversations, the latter had asked how to find a doctor to take care of a wounded Bulgarian sailor. According to the "**Asian Glory**" captain, the sailor in question is in good condition. The Foreign Ministry spokesperson, Vesela Cherneva, who was at Varna's airport, says the information about the wounded sailor had not been reported over concerns for the safety of the crew. **MV Panega** was hijacked in the Gulf of Aden with 15 Bulgarian sailors on board on May 11.

After the release of the eight Bulgarian sailors from the UK-owned "**Asian Glory**," and the recent release of the St. James Park tanker, where 5 Bulgarians were held in captivity for more than four months, only the crew of the Bulgarian-flagged ship **MV Panega** remains in the hands of the Somali pirates.

Velikov confirmed reports of EUNAVFOR Somalia that the pirates used the **Asian Glory** as a mother ship for hijacking operations. 20 to 30 pirates kept an eye on the kidnapped sailors, rotating every 2 weeks, Velikov explained, adding the food had not been "that bad."



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In the beginning the pirates threatened the prisoners and fired shots in the air to scare them, the captain said, explaining the most difficult time for him, personally, had been from March 7 to April 16 when he had been separated from his crew. "I don't even want to tell you how hard, how terrible this was," Velikov, who is the only kidnapped sailor to give a press conference so far, said. "**Asian Glory**" was hijacked on January 1, 2010, almost 1 000 km off the coast of Somalia, with 10 Ukrainians, 8 Bulgarians, 5 Indians, and 2 Romanians on board. It was loaded with 2 405 cars from South Korean shipped from Singapore to Saudi Arabia. Source : [shiptalk.com](http://shiptalk.com)



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The **STENA JUTLANDICA** seen in Gotenborg seen from the **SCHIEBORG** – Photo : Jeremy Kok ©

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## CASUALTY REPORTING



### Grounded ship to return to port

A fully laden log carrier which hit rocks as it was leaving the Port of Tauranga Monday night would head back into the port today under its own power to be assessed for damage.

The Korean owned **Hanjin Bombay** went aground on rocks just outside the harbour at 8.05pm and was stuck for two hours before tugs arrived. Engineers on the ship restored power and it floated free using its own power and with the aid of two Port of Tauranga tugs just after 10pm.

Maritime New Zealand said there was no report of any oil or fuel leakage from the ship. Port of Tauranga operations manager Nigel Drake said the initial indications were that the ship lost power as it left the harbour and went aground. Engineers were believed to have restored power overnight and it would return to port under its own power although tugs would probably have lines aboard.

The ship remained at anchor about 1.5km outside the harbour with a pilot on board overnight.

"Everything is stabilised so we will bring it back in and the investigation will commence. Two tugs will meet it at the entrance and guide it back into port." Mr Drake said a pilot was on board when the fully laden ship left the port bound for an Asian destination. He said it appeared when the ship lost power there was nothing the crew could do to prevent the grounding.

Mr Drake said he could not comment on the risk the grounding posed. "Any ship grounding is a serious thing and one we try to avoid obviously." Maritime New Zealand said the grounding of the 167m ship would be investigated by Maritime New Zealand and the Transport Accident Investigation Commission. **Source : NzHerald**

## NAVY NEWS

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The German Border Police patrol vessel **BP 22 NEUSTRELITZ** seen in Kiel – Photo : Paul Struyf ©

## Yantar Shipyard to launch a warship, ordered by the Indian Navy, on June 23

The second frigate **Tarkash**, being constructed by Baltiysk Shipyard Yantar for the Indian Navy, is scheduled to be launched on June 23rd, the press service of the Armalit-1 St. Petersburg company reported. Armalit-1 supplied equipment for the warship.

Guided missile frigate of 11356 Project was designed for hunting and destroying submarines, ships and aircrafts. The 125-m long, 15-m wide warship with a displacement of 4,000 tons can carry the crew of 220, range autonomous navigation - 5.000 miles. The ship was designed by Northern Design Bureau.

According to the contract with the shipbuilder Armalit-1 company will supply ship fittings for the **Trikand**, a third frigate ordered by the Indian Navy at the Kaliningrad shipyard, which plans to deliver all three vessels in 2011-2012. Armalit-1 established in 1878 is a leading Russian company producing ship and industrial fittings, rubber-metallic shock-absorbers, die forgings, as well as castings made of grey high-strength heat-resistant cast irons and stainless steels, different kinds of bronze and brass. Armalit-1 is a supplier of more than seventy companies in Russian Federation in CIS countries.

Baltiysk Shipyard Yantar was founded in 1945 on the basis of Koenigsberg F. Schichau shipyard. The company specializes in ship repair and building of small and medium vessels for military and civil purposes, works. Throughout the years the Shipyard has built 154 warships and more than 500 civilian vessels. Currently, the major stakeholder of Baltiysk Shipyard Yantar is the state-owned Western Center of Shipbuilding, a subsidiary of United Shipbuilding Corporation. Source : PortNews

## Successful Sea Trials of Juan Carlos I LHD For The Spanish Navy



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From 24 May to 2 June in the waters off Ferrol in the north-east of the Iberian Peninsula, Navantia carried out the sea trials of the LHD class **Juan Carlos I (L-61)** that the company is building for the Spanish Navy.



According to the commander of the ship, captain Andrés Breijo, the ship's seakeeping has been excellent, obtaining a sustained speed more than a knot above that initially foreseen. The technicians taking part in the trials also underlined the ship's docile seakeeping and its great capacity for short distance turning thanks to its podded propulsion system.

The trials team was made up of 340 persons, 60 of them belonging to the shipbuilding crew: the chiefs, officers, petty officers and Spanish Navy specialists who will form the nucleus of the ship's crew when she is scheduled to be delivered at the end of June this year. A second trials group was made up of personnel from Ferrol Buildings Inspection (ICOFER), as well as Naval personnel devoted to the control of the building process and the delivery of new ships for the Navy. The rest, some 220 persons, are employees of Navantia or from companies responsible for the different systems that are integrated into the platform and from other subcontractor companies. All of them working together carry out the different trials according to a strict programme.

According to Fernando González-Valerio, chief engineer of the **Juan Carlos I**, during the trials carried out the ship surpassed the speed of 21 knots. González Valerio affirmed that the trials have fully validated the new propulsion system fitted on board this ship, which is COmbined Diesel-electric and Gas turbine (CODLAG). In this combined propulsion system, two MAN engines and a general electric gas turbine produce the

electrical power that feeds the propulsion systems.

The LHD **Juan Carlos I** has been designed to carry out amphibious missions, force deployment, humanitarian assistance and to act as an auxiliary aircraft carrier. She also has a large hospital capacity, which in addition to her cargo capacity make her ideal for deployment in disaster areas.

With a length overall of 230.82m (flight deck 202.3m.), 32m. beam and full load displacement of more than 27,500t, this will be the biggest ship ever made available to the Spanish Navy. She will also be the first of such a size with podded electrical propulsion. Highly automated, her crew will consist of just 247 persons. **Source : naval-technology**

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### Kvichak completes RBM-C for NYPD

Kvichak Marine Industries, of Seattle, WA, has delivered a 44.5 ft X 13.7 ft Response Boat Medium D C for operation by the New York City Police Harbor Unit.

The vessel is a sistership to the highly successful USCG Response Boat Medium, however it has been customized to meet the Harbor Unit's counter terrorism, law enforcement and search and rescue missions. It has a forward cabin that includes a refrigerator, microwave, table and head, making it more accommodating for longer missions.



The all-aluminum vessel is designed by Camarc Design, U.K. and powered by tier II compliant twin Detroit Diesel 60 series engines rated for 825 BHP each, giving it a top speed of around 40 knots. It will be the first vessel in the police fleet with Rolls Royce Kamewa FF375S waterjets for propulsion. **Source : MarineLog**

### UIC to continue talks to sell its shipbuilding assets

Negotiations on the sale of United Industrial Corporation's shipbuilding assets - Baltiysk Plant and Northern Shipyard - will continue in the upcoming week, PortNews IAA reports citing the UIC press office commenting on today's statement of Igor Ryabov, spokesman for the USC, who said USC would not purchase the shipbuilding assets of UIC.

Dmitry Morochenko spokesman for UIC reported that Igor Sechin, Vice-Premier and the Chairman of USC Board and Sergei Pugachev, who owns UIC Shipbuilding had a talks over the deal. They decided to continue negotiations, the UIC spokesman said.

Earlier reports said the shipyards' sale transaction might be closed early as 20 June 2010.

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Shipbuilding Plant Severnaya Verf OJSC (Northern Shipyard) is one of the leading enterprises of the Russian Defense industry. Since 2004, the shipyard has been part of the United Industrial Corporation (Moscow). The plant specializes in building surface warships and commercial vessels for various purposes.

Baltic Shipyard OJSC is one of the largest enterprises in the shipbuilding industry of Russia (part of United Industrial Corporation). The company builds nuclear-powered and diesel icebreakers and Ice Class ships, large-capacity cargo carriers and military ships, manufactures a wide range of engineering, energy equipment, is a supplier of non-ferrous and steel cast works.

United Shipbuilding Corporation JSC was founded in 2007. The corporation consists of three regional shipbuilding centers: Western Shipbuilding Center (St. Petersburg), The Northern Center of Shipbuilding and Ship Repair OJSC (Severodvinsk), Far Eastern Center of Shipbuilding and Repair OJSC (Vladivostok), several project and design offices.

Source : PortNews



Above seen the Erection subsea module at G1 Floating dock onto Pacific Drilling ultra deepwater drill ship " **Pacific Scirocco**" at Samsung Heavy Industry, Geoje island, South Korea

## Sembcorp Marine breaks ground on mega-yard

**Sembcorp Marine** has broken ground on its new integrated yard in Singapore. The Singapore yard group is building a 206-hectare yard in Tuas, in the west of Singapore. The first phase of 73.3 hectares is being built at a cost of S\$750m and will include four very large crude carriers drydocks. Partial operations are expected to start in the second half of 2012. "Boosting productivity levels will be a key factor in ensuring that our marine and offshore industry continues to grow and achieve long term sustainable competitiveness," said Lim Hng Kiang, Singapore's Minister for Trade and Industry. When fully completed, the 206-hectare custom-designed, purpose-built yard will boost Sembcorp Marine's total dock capacity by 62% to 3,075,000 dwt. Source : **Seatrade Asia**





The **GOLDEN IRIS** seen moored in Malta – Photo : **Gejtu Spiteri** ©

## IHC Merwede secures new orders worth more than half-a-billion Euros

IHC Merwede is pleased to announce that it has recently secured assignments for dredging and offshore vessels and equipment to the value of more than €500 million. This reinforces the group's belief that there will be continued demand for its innovative vessels, advanced equipment and life-cycle support.

The latest projects agreed and confirmed by IHC Merwede include three trailing suction hopper dredgers (TSHD), one self-propelled cutter suction dredger and four large IHC Beaver® cutter dredgers. Furthermore, orders were received by: IHC Hydrohammer® for six large Hydrohammers; IHC Handling Systems for various Internal Lifting Tools and an external pile gripper tool; IHC Hytop for the supply of several hydraulic jacking systems and system packages; and IHC Deep Sea Dredging & Mining for a deep sea fall pipe.

IHC Merwede's President Govert Hamers says, "These valuable new projects are in line with IHC Merwede's outlook for 2010. The market which we operate in is showing clear signs of recovery. In such a climate, it is reassuring to know that IHC Merwede's reputation as the technology innovator remains intact and our customers recognise the reliability and efficiency of our products and services. With these assignments, IHC Merwede has a strong work occupancy until 2012 and our flexibility allows us to take on even more work during that period." Trailing suction hopper dredgers IHC Dredgers has acquired an assignment for two trailing suction hopper dredgers with a hopper capacity of 5,500m<sup>3</sup> from the Dredging Corporation of India (DCI). The contract was signed on 29 April 2010 in New Delhi, India and it is effective in the meantime. These vessels will be designed to withstand the toughest possible working conditions in this region, offer an outstanding level of performance and work on a wide range of operations. The TSHDs will be built at one of IHC Merwede's shipyards in The Netherlands and the first vessel is scheduled for completion in 2012.

In addition, IHC Dredgers has recently received a commitment from DEME (Belgium) for one 11,650m<sup>3</sup> trailing suction hopper dredger. The new vessel, named **Breughel**, will be particularly suited for work in shallow water, as well as for maintaining harbours, coastal protection and land reclamation projects. The vessel will also be built at one of IHC Merwede's shipyards in The Netherlands and is scheduled for completion in 2011. **Source : IHC-Merwede**

### Self-propelled cutter suction dredger

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DEME also placed an order with IHC Dredgers for one jumbo self-propelled cutter suction dredger. This new vessel, named **Ambiorix**, will be able to dredge to a water depth of approximately 35 metres. The Ambiorix will be one of the most powerful cutter suction dredgers in the world and is suitable for heavy soil and rock. The vessel is equipped with two inboard dredge pumps and one submerged dredge pump on the cutter ladder. Furthermore, this cutter suction dredger has a barge-loading system, which can load barges moored alongside the dredger. The flexible spud carrier includes a buffer system – and other equipment – which enables dredging under unfavourable weather conditions. The dredger will be built at one of IHC Merwede's shipyards in The Netherlands and is scheduled for completion in 2012.

### CASCOLAUNCHINGDIANA417

Project name	:	DIANA 417.
Delivery date	:	2012.
Naval Architecture	:	Diana Yacht Design.
Exterior styling	:	Reymond Langton Design.
Builder	:	Hakvoort Shipyard Monnickendam.
Interior	:	Reymond Langton Design.



Friday June 11th 2010, Hakvoort launched the hull of project 417 at casco builder/shipyard Made in Moerdijk. With over one year to go before the final launch, the casco will now be towed to shipyard Hakvoort in Monnickendam where she will be finished. Naval architecture is done by Diana Yacht Design.

This stylish yacht can accommodate 10 guests in 5 staterooms, 4 crew members in double cabins each with private bathroom and a captains cabin. She comprises a master stateroom with panoramic view, a sky lounge, Jacuzzi, bbq and bar. And not to forget a folding out swimming platform.

#### Specifications:

Length over all	:	39.7 m
Beam over all	:	8,0 m
Draft	:	2,55 m
Main engines 2 x C18DITA 500 kW at 1800 rpm		
Speed approx. 12.7 knots.		

<http://www.dianayachtdesign.com/yachts/currentprojects/diana417>

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The **ARCADIA** seen departing from Amsterdam – Photo : Joop Marechal ©

## CNOOC Building Ship for Oil Exploitation in South China Sea

**China National Offshore Oil Corporation (CNOOC)**, one of the major oil producers in China, is building a big oil ship with a total investment of CNY 3 billion. The oil tanker is scheduled to serve its turn at the end of this year. CNOOC will use the ship to pave oil pipes 3,000 meters under the sea to transfer crude oil and natural gas in the South China Sea. The operation of the ship will signal the establishment of a full-fledged deep-sea fleet.

Wu Shicun, director at the South China Sea Ocean Institute under the Chinese Academy of Sciences, discloses that almost all the 380 oil and gas fields in the South China Sea are 500 to 200 meters under the sea. CNOOC is stepping up its long-term deepwater oil exploration plans with a close eye on the South China Sea. The state-controlled oil company has exclusive rights to develop China's offshore resources and has plans to start exploring the South China Sea with nine new projects this year. **Source: 163**

## Cash injection for Turkish ports



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Turkey is about to receive a US\$1 billion injection from the private sector to revamp seaport projects over the next five years. According to Baird Maritime, quoting reports from Turkish media, the plan involves the construction of more than 10 new seaport terminals in three years.

The overall cargo handling capacity in Turkey reached 350 million tonnes this year, which is increasingly important in a country where sea transport accounts for 87 per cent of foreign trade.

Operating more than 67 per cent of the 160 seaports in Turkey, domestic and international companies plan to invest further, including DP World, which announced that it is getting ready to invest US\$107 million in a seaport in Yarimca.

Yilport, a container terminal and port operating company, on the other hand, aims to invest US\$500 million in 2016 for seaport projects. **Source : Dredging News Online**



The **MSC TOKYO** seen at the Westerscheldt River – Photo : Alain Doods – [www.tugspotters.com](http://www.tugspotters.com) ©

## Bahamas shipping charms global event

The Bahamas has taken the shipping world by storm after a warm welcome back to one of the biggest international industry conferences after an absence of six years. The nation has one of the largest shipping registries in the world, and stands at the brink of billions more in revenue and the potential for hundreds more jobs with opportunities such as the planned yacht registry and maritime arbitration. And so this year a delegation from The Bahamas traveled to the globally important Posidonia five-day shipping conference near Athens, Greece. There The Bahamas put on a united front at its stand with representatives from the Bahamas Maritime Authority, the Attorney General John Delaney, the Bahamas Financial Services Board, the Ministry of Tourism, Freeport and its drydock facilities and Bahamian law firm Lennox Paton. And the \$30,000 joint investment in the trip paid off, said Ian Fair, chairman of the Bahamas Maritime Authority, after The Bahamas attracted the attention of Greek Minister of Shipping Louka Katseli and praise during a top-level meeting with the Union of Greek Shipowners.

Fair said: "I think this is the first time there has been such a joint effort at the conference and it was a huge success. "The best thing is that we picked up business, people were telling us they had just registered their vessels.

"But more than that this conference was huge, there were around 1,800 exhibitors from every section of the shipping industry, it was networking on the grandest scale. "As soon as the (Greek) minister of shipping saw that we were The Bahamas she came straight over, she was so interested. We also had a meeting with the Union of Greek Shipowners which went exceptionally well and we each came away with a clear understanding of the issues facing the maritime

sectors. "This event attracted thousands and thousands of people. When you think that 90 per cent of the world's trade moves around the world by boat it is easy to see why this is such an important event to be at. "What was interesting was that unlike previous years this year was all about business, this wasn't an event to catch up with old friends, this was an opportunity to do some commerce.

"We've already got our place booked for the next one." Attorney General John Delaney said: "What I took away from it was a realization of what a fantastic opportunity shipping represents, and indeed what it could become.

"It gave me a sense that the Bahamas is scratching the surface of what is possible as there are so many different aspects and so many different industries connected. "The Bahamas has excelled in building a global reputation for its shipping register but there are even more opportunities, particularly in representing and meeting the needs of ship-owners. "Having had an excellent meeting with the Union of Greek Shipowners, I believe that could be an excellent commercial pursuit for The Bahamas." **Source: The Nassau Guardian**

## Container shipments continue to rise at Hampton Roads

Continuing a trend that began in January, the number TEUs handled at the port of Hampton Roads rose to 161,535, up 14.2 percent in May from the same month last year, the Virginian-Pilot reported. For the first five months of the year, the number of TEUs crossing the port increased 12.5 percent from the same period in 2009, growing to 779,969 containers. "This trend of our cargo getting better is in keeping with what we're seeing around the nation; the cargo is slowly coming back," said Joe Harris, spokesman for the Virginia Port Authority.

"The numbers are improving; everybody is real hesitant to say we're out of the woods, but it gives you reason to be optimistic." While the numbers are improved from 2009, they're still below the volumes seen in 2008, before the global recession kicked in. The port handled 175,503 TEUs in May 2008 and 873,065 for the first five months of that year.

**Source: CargonewsAsia**



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## Gulf Navigation in the market for new vessels following SLS refund

Gulf Navigation Holding is expected to use the \$70m plus payout from SLS Shipbuilding for new vessel purchases at current market rates. The payout is a refund, including interest, for two tanker newbuilds that the South Korean yard was unable to deliver on time as per the contractual agreement.

This week Gulf Navigation took receipt of the last payment, said to be in excess of \$35m, for cancellation of a 44,000 dwt product/chemical tanker. The company is expected to use the funds for vessel purchases in the near future, as the vessels "Now having received its full payment with interest for both vessels, the company is in a strong position to execute new purchases at current market rates significantly lower than before," it said. "The refund of the interest-bearing instalments will have a positive effect on the company's result, and increase its cash reserves to help with future acquisitions." **Source : Seatrade Asia**

## BUSY DAY IN VENICE



Left the **THOMSON SPIRIT** seen departing

Below the seen the **WIND SURF**



Left the **MSC ARMONIA**

Below the ferry **EUROPA PALACE**

Photo's : Simon Westall – o/b Queen Victoria ©





## Indian port capacity to reach 1.2 billion tonnes by 2012

The Indian government says the capacity of ports in the country is likely to reach 1.2 billion tonnes over the next two years, with major expansion programmes already underway in the shipping sector.

"We plan to raise the ports capacity in the country to 1,200 million tonnes by March, 2012," Shipping Secretary K Mohandas said while addressing a meet on "Challenges and Vision for Shipping Sector in India", organised by the Standing Conference of Public Enterprises.

According to Business-Standard, the capacity development programme is underway and the government has invited bids for 25 port projects worth Rs 25,000 crore to be built under a public-private partnership (PPP) model. Schemes worth Rs 6,500 crore are under implementation, Mohandas said.

India has 13 major ports, which are governed by the Centre, besides 200 other ports, including some governed by state governments and the private sector. "Lots of investment is needed for enhancement of port capacity, including creation of additional berths, mechanisation and dredging," he said. **Source : Dredging News Online**



The **BOURBON LIBERTY 225** seen anchored off Singapore – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click : <http://www.flickr.com/photos/33438735@N08/show/>

## 10pc sale in Shipping Corp likely

"The government in their list has included Shipping Corporation (SCI) for disinvestment in this fiscal. It is likely to happen. Disinvestment could be up to 10 per cent," SCI chairman and managing director S Hajara said here on the sidelines a SCOPE conference today.

The government currently holds 80.12 per cent in SCI, while over 10 per cent is held by LIC. The remaining 3.15 per cent is already with the public. Asked if the company could issue fresh equity, he said, "we don't know. Discussions are on...there could be some possibility but no decision has been taken as yet." Shipping secretary K Mohandas had said last month that the government was looking at various proposals for SCI, including a follow-on-public offer.

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Hajara said a part of the disinvestment proceeds will be utilised for further acquisition. Asked how much SCI plans to raise from divestment, Hajara said it will depend on the market condition.

SCI scrips today closed at Rs 165.50 per share, up 0.88 per cent from on the Bombay Stock Exchange.

SCI at present owns 76 ships of 5.1 million DWT (deadweight tonnage) and has interests in all segments of shipping trade. In addition, it mans and manages 60 vessels of 0.2 million tonnes DWT. DWT is the total weight of the ship including the cargo, crew, fuel etc. SCI selloff is part of the government's plans to raise up to Rs 40,000 crore this fiscal through disinvestment. Besides SCI, the government is looking at divesting its stake in three shipping-related companies--Cochin Shipyard and Dredging Corp of India. The government had raised about Rs 25,000 crore last fiscal by divesting its stakes in NHPC, Oil India, NTPC, Rural Electrification Corp. **Source: Indiatimes**



Above and below seen the 600m<sup>3</sup> Split barges **B60** and **B61** build in 2006 operating behind the central station of Amsterdam. The barges are loading sand and water out of the newly drilled tunnels for the North/South line subway in Amsterdam. After loading the barges they navigate over "het IJ" of Amsterdam to the "Houthaven" to unload their cargo.

**Photo : Baars Charter - Arné van der Wiel ©**



## APL's May volume up 34 percent

The volume of containers transported by APL in May rose 34 percent from a year earlier, as its average revenue per 40-foot container climbed 19 percent, which reflected the start of annual increases in trans-Pacific contract rates. Neptune Orient Lines said Monday that in the four weeks from May 1 to May 28, APL carried 212,600 FEUs, up 34 percent from 159,100 in the same period last year.

NOL attributed the increase to higher volume carried from the Intra-Asia and trans-Pacific trade lanes. The increase in volume was exactly the same as the increase in the period from April 3 to April 30.

In the year to date, APL carried 1,125,500 FEUs, an increase of 41 percent from 798,400 FEUs in the same period last year.

Average revenue per FEU in the May period was \$2,768, compared to \$2,326 a year earlier. But it was up only 3.7 percent from \$2,669 in the April period, when NOL reported higher charges for bunker fuel.

NOL said in last month's operational update for APL that the average revenue figures for May would reflect higher annual contract rates on the trans-Pacific trade. APL's average year-to-date revenue per FEU was \$2,594, up 7 percent from the same period last year. **Source:** [joc.com](#)

## 'K' Line-MOL Far East-US loop calls at Jaxport via Suez

THE Jacksonville Port Authority has welcomed the maiden call of the 5,610-TEU Suez Canal Bridge, one ship in the new rotation of weekly calls at the TraPac Container Terminal at Dames Point.

The new all-water service, jointly operated by TraPac parent MOL and "K" Line, will move cargo from Asia to the US east coast, including Jacksonville, via the Suez Canal, reported American Shipper.

The South China-Vietnam-US East Coast Service (SVE) deploys two MOL ships and seven "K" Line vessels each averaging 5,500-TEUs. "The arrival of this service is a positive sign of the growth to come," said Roy Schleicher, the port's chief marketing officer. "With the addition of these welcome new partners, Jaxport will have eight carriers offering direct service to the Far East."

According to the Journal of Commerce's PIERS data, the proportion of cargo routed from Asia to the US via all-water services (Panama and Suez) reached 29 per cent last year. This was up on the 28 per cent reached in 2008 and the 25.7 per cent total of 2007. In 2003, just 21 per cent of cargo moved this way.

MOL's alliance partners Hyundai Merchant Marine and APL and K Line's CKYH partners Cosco, Hanjin and Yang Ming will charter slots on the service. This is the third regular Far East weekly service to use MOL's wholly owned TraPac terminal, which opened in January 2009. **Source :** [Schednet](#)

## MOL and Coscon take deliveries of newbuildings

MITSUI-OSK Lines (MOL) has taken delivery of the [MOL Maxim](#), one of ten 6,724-TEU ships ordered from Mitsubishi in two stages in October 2006 and October 2007.

The [MOL Maxim](#) is the fifth ship to be built in the series since March 2009, after the [MOL Maestro](#), [MOL Magnificence](#), [MOL Matrix](#) and the [MOL Majesty](#).



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The **MOL Maxim** is destined to join the New World Alliance Asia-Europe JEX loop, which calls at ports in Japan and North Europe. In a separate development, Cosco Container Lines has taken delivery of the Tianjin He, the eighth of twelve 5,100-TEU container ships ordered from Jiangnan Changxing in two phases in April 2006 and February 2007.

The newbuilding has joined the China-Australia joint service operated by Cosco and PIL (CAS), with Gold Star Line, NYK, MOL and "K" Line taking slots on the service, reports Alphaliner. **Source : Schednet**



The **ENA PHOENIX** seen approaching Batam island – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click :

<http://www.flickr.com/photos/33438735@N08/show/>

## INCHCAPE SHIPPING SERVICES OPENS IN NAMIBIA

Inchcape Shipping Services has opened an office in Walvis Bay, Namibia thereby further expanding its presence in Africa.



"The opening of the Namibia office gives ISS an important foothold on the southwestern seaboard of the continent," said **Allan Vermaak**, Senior Vice President for Africa. "The office is already serving our customers in the port of Walvis Bay and the wider hinterland."

The office is managed by **Reinhardt Küsters**. Reinhardt completed his apprenticeship in shipping, airfreight and logistics in Hamburg before returning to Namibia to pursue a career in the airline and tourism industry. He later moved into the ship agency sector with King & Sons and was also appointed Managing Director of Erundu Stevedoring before joining ISS as General Manager, Namibia. He was Chairman of the Container Liner

Operators Forum in Namibia, a member of the Port Advisory Committee and to this day is Chairman of the Ombili Foundation, a community based project in the northern regions of Namibia.

Terry Gidlow, FICS, Executive Vice President Group Strategy at ISS, added: "The entry into Namibia is in line with our 2015 Strategy Plan by expanding our presence and globalising the range of services we offer through our network, as an integral part of our unique Enterprise Value Proposition. The entry into Namibia follows on closely after our acquisition of Global Marine Travel during May of this year." **Source : ISS**

## **FUTURE PIPE INDUSTRIES CERTIFIES ITS ABU DHABI PLANT**

**FOR THE PRODUCTION OF THE GROUP'S MARINE PIPE SYSTEMS**



Future Pipe Industries in Abu Dhabi to start production of the Group's marine glass fiber reinforced epoxy pipe systems after receiving international type approvals. Dubai, June 2010: Future Pipe Industries Group (FPI), the global leader in the fiberglass pipe industry, has announced that it has certified its manufacturing facility in Abu Dhabi in the United Arab Emirates to produce the Group's marine Glassfiber Reinforced Epoxy (GRE) pipe systems.

This news comes after inspectors from Lloyd's Register, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd and ABS have surveyed the plant and issued their type approvals.

Marc Groenewoud, Unit Manager Shipbuilding of FPI said: "The marine industry is an increasingly important

market segment for us and we continue to see strong demand for our fiberglass reinforced epoxy pipe systems for marine applications". He added: "Prior to receiving these important international type approvals for our plant in Abu Dhabi, the production of our marine pipe systems was exclusive to our factory in The Netherlands. Having a second plant producing this application for the marine market will without a doubt help us to further position fiberglass as the material of choice and will give us the opportunity to further improve our services to our customers' ships calling on ports in these markets."

## **Stena to charter space on DFDS routes**

For many years, Norfolkline has chartered some of DFDS freight capacity on DFDS Esbjerg-Immingham/Harwich routes. In connection with DFDS' acquisition of Norfolkline, the EU Commission has requested, that the capacity continues to be available for charter by a third party.

Consequently, DFDS has entered into an agreement with Stena Line which, from 1 September, will charter some of our capacity with the aim of selling it to their customers. "We're pleased about the new arrangement with Stena Line which replaces a long-standing agreement with Norfolkline", says DFDS CEO Niels Smedegaard. **Source: DFDS Weekly / maritimedanmark.dk**

## **OLDIE – FROM THE SHOEBOX**

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The 1945 built **RIVER MURRAY** - Photo : Unknown – Coll. Gordy Ross

Lbd: 449'2" x 56'8" x 24'7". Built by BHP Ltd., shipyard, Whyalla for the the Australian Government with Huddart Parker Ltd as managers. Oct 1947 transferred to the Australian Shipping Board. March 1957 transferred to ANL. August 1959 sold to Albert Sims Ltd., Australia with registry taken in Hong Kong.

July 1959 transferred to Hang Fung Shipping & Trading Co Ltd of Hong Kong. December 1959 demolition at Osaka began.

"Life is eternal; and love is immortal; and death is only a horizon; and a horizon is nothing save the limit of our sight"  
**R. W Raymond**

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



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The **JAYA CAVALIER** was recently launched at the Jaya yard in Singapore - Photo : Piet Sinke ©

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