

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 178



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The new Kustwacht / Coast Guard stand-by tug IEVOLI BLACK seen arriving in Den Helder for the first time last Friday.

Photo : Tom van Oossanen ©

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The **HOEGH TRADER** seen at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

Young CEDA delegates enjoy visit to Maasvlakte

On 9 June more than 100 young engineers, contractors, industry and governmental representatives from The Netherlands and Belgium visited the largest land reclamation and civil engineering project in the Netherlands of the past 50 years: Maasvlakte 2. The 1,000 hectare port expansion project is being built by a consortium of Dutch dredging contractors called PUMA in close cooperation with the client, the Port of Rotterdam.

The excursion was initiated by a combination of five different organizations with roots in coastal infrastructure projects, representing the Port of Rotterdam, Ministry for Public Works Directorate South Holland, Vereniging van Waterbouwers, PIANC and Young CEDA.

Said Young CEDA: "Thanks to the close involvement of the Port of Rotterdam and PUMA, we received a one-off inside look in the project. It started with a welcome by Ronald Paul, the director of the Maasvlakte 2 project and Frank Verhoeven, chairman of the Vereniging van Waterbouwers. Ronald Paul then gave a lengthy presentation on the particulars of the realization of the Maasvlakte followed by presentations on environmental monitoring by Tiedo Vellinga and the innovative contract choice and -management by Menno Steenman."

"After the presentations we were invited to visit the new land on a guided bus tour accompanied by lively commentary from Leonard Kok of PUMA. The enormous size of the project became clear when Leonard led us along a 4.5km road to see the dredging activity and construction of the first quay wall." **Source : Dredging News Online**



The **Sand Fulmar** arriving on 25-06-2010, to unload at Thames River, London UK, **Photo: Theo Wupkes ©**

New building orders keep on strong so far this year says Clarksons

Despite the recent demise of the dry bulk market, ship owners across all sector of the shipping business appear to be on the bright side, although the focus and discussion have now turned to how the second half of the year will evolve. In its latest weekly report, Clarksons said that "we have certainly seen yards and owners continuing to push forward over the last few weeks in all sectors - and we are likely to here confirmation of further contracts concluded over the forthcoming weeks before the summer holidays start proper" said the report.

It went to add that "with Korean yards now having concluded significant business so far this year and having booked so much forward capacity - the pressure to some extent is off and as a result we have seen values, particularly in Dry continue to firm across all the sectors. This is already started to stifle demand a little and arguably this will lead to the Wet sectors being the stellar story over the next few months or so. With a number of Suez and Afra contracts having already been inked and with values firming, it will be interesting to see if demand continues to remain resilient against continuing price escalation for this sector as well".

According to the report, on the dry side, Grieg Shipping have signed contracts with Hyundai Mipo, Korea for 6 option 4 open hatch 48K Bulklers basis deliveries commencing Aug 2012. In addition Hyundai Mipo followed this with the signing of 6 x 36,000dwt handys' from European owners at a reported price of USD 29 Mill each, with deliveries slated

for May 2013. Daewoo have also won 3 x 400k VLOC orders from Asian Owners for delivery beginning 2013. Finally for Korea, HHI have won an order from compatriot Hyundai Merchant Marine for one 180k Cape for delivery 2012. In China there was a continuation of the dry orders with Polish Steamship (Polsteam) signing at Tianjin Xingang for 4 X 38K Handys' with deliveries to start first half 2012. Dynacom signed with COSCO for an order of 3 X 57,000dwt Supramaxes with deliveries expected from end 2011 onwards. Lastly Xiamen S.B. won an order for one 57k Supramax with their compatriot Xiamen C&D to be delivered in 2011.

Meanwhile, Samsung Heavy Industries announced that during the recent Posidonia Exhibition in Athens, it won orders for five 158,000 tons SUEZMAX-class oil tankers in the final day of the event. In a press release the company said that "In 2009, there were orders for only 25 units of the contracted SUEZMAX-class oil tanker, but thanks to the recovery of the marine transportation market, there have been contracts for 24 such oil tankers so far this year. In addition, the ship price grew by about 10% compared to January of this year, to reach USD 68 million.

Samsung Heavy Industries has recorded a contracting amount of USD 3.3 billion this year, which is 2.4 times the previous year's amount of USD 1.4 billion. By winning this contract, the Company successfully won orders for a total of 197 units of ships (USD 40.5 billion), which guarantees revenues for the next 33 months. Hellas, the world's largest marine transportation powerhouse, placed orders for 50 units of ships in 2009, but the robust financial conditions of shippers and ship financing by international banks enabled the country to increase orders for ships.

Despite its national credit crisis, Hellas has already placed orders for 90 units of ships so far this year, doubling its orders of the previous year. Analysts with Samsung Heavy Industries believe that Hellas is able to increase its orders for ships because Hellenic shippers are not affected by the national financial crisis, as they do business primarily with US and European banks, while medium-sized Hellenic shippers are increasing the number of ships to respond to the full market recovery and join the top-tier shippers. CEO of Samsung Heavy Industries Roh In-Sik said, "This year's fair was characterized by active order placement by medium-sized shippers rather than large shippers. Major oil firms expressed high interest in our ships related to energy development, such as drill ships and LNG-FPSO", the statement ended **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Boycott by Kochi port unions to hit trade

The decision of the trade unions at the Kochi port to boycott Israeli ships and cargo, demanding that Israel end the embargo on Gaza and atrocities on Palestinian people, may affect Indo-Israeli trade.

The unions, comprising those affiliated to the Left parties, the Indian National Trade Union Congress and the Bharatiya Mazdoor Sangh, took the decision at a meeting on Wednesday. Members of the joint action committee of the port unions marched to the Kochi office of Zim Integrated Shipping Services, based in Haifa, Israel.

The boycott is a novel initiative by Indian workers for an international humanitarian cause.

However, exports and imports between the two countries may be affected. After India ended its long diplomatic freeze with Israel in the 1990s, trade has steadily increased between the two countries, making rapid strides over the past few years. The imports include machinery and engineering goods, solar equipment and raw materials used in tyre manufacture.

"We will boycott all Israeli vessels and Israeli cargo entering the port," said Charles George, convenor of the Trade Union Coordination Committee at the port, who also heads the Kerala State Motor Thozhilali Union, which is active among the workers handling cargo containers.

At the meeting, the union leaders condemned Israel's recent attack on an aid flotilla to Gaza, killing several activists. The attack at sea had drawn worldwide criticism, the speakers said. In a statement, they said Israel should lift the inhuman embargo and end the atrocities. **Source : The Hindu**

From the bridge of the Deltagracht (part 2)

By Els Kroon



After leaving the port of Palm Beach, Florida Spliethoff's **Deltagracht** set sail for the Panama Canal via the eastern route avoiding possible oil spills near the Gulf.



In three and a half days the breakwaters of Colon came in sight. After bunkering 500 tons and a half day waiting the pilot boarded at 19:00.

Unfortunately the night passage didn't provide any sight on the construction of the widening of the canal but provided nice night shots of the fully illuminated locks.



Sevenstar's delicate cargo, 30 yachts with destination Papeete and Newcastle, Australia passed the canal in less than eight hours, tightly fastened to the deck, providing a nice view for the Mitsubishi train drivers and other night workers in the canal. At three in the morning **Deltagracht** passed the bridge of

the Americas continuing her journey to Papeete via the north side of the Galapagos Islands, accompanied by numerous brown "Jan van Gents", birds that tend to fly as far as 500 miles away from their habitat, the Peninsula de Azuero of Panama.

In a few days **Deltagracht** will cross the Equator, a tense moment for third engineer **Anton** who'll experience the appearance of **Neptunus** for the first time. **Text / Photo's : Els Kroon ©**

Containerships demand to catch up with the industry supply in the next few years



The **TEXELBANK** seen assisting the **RIO DE LA PLATA** in Rotterdam - Photo : John van der Linden ©

Boxship supply will grow more slowly than expected, allowing demand to catch up with capacity by 2015 and support higher rates. So, the industry begins rebound from worst downturn ever, Journal of Commerce reports citing Paul Dowell, Director of Research and Consultancy at Howe Robinson Shipbrokers Research.

Cancellation and delay of vessel orders, scrapping of older ships and slow-steaming will reduce growth in capacity to manageable levels, Paul Dowell, director of research and consultancy at Howe Robinson Shipbrokers Research, told the annual Marine Money International conference in New York.

It was the latest in a string of optimistic forecasts about an industry that's beginning to rebound from its worst downturn ever. Container ship lines lost an estimated \$15 billion globally last year when the recession undercut trade volume just as shipowners were taking deliveries of scores of large, new ships ordered several years ago amid expectations of continued rapid growth in demand.

New ships are still coming out of shipyards but at a manageable rate, Dowell said. He said that at the start of this year, deliveries during 2010 are expected to total 1.5 million 20-foot equivalent units of capacity, for an 11 percent increase in capacity. He said about 530,000 TEUs of that will be delayed till 2011 or 2012 and that slow-steaming will soak up an additional 175,000 TEUs. Scrapping and a small number of order cancellations will reduce fleet expansion this year to about 750,000 TEUs or 5.6 percent growth, he said.

The last of the pre-recession orders for new ships are expected to be delivered by shipyards during the next couple of years, and shipowners are expected to be cautious about new orders. "We're looking for growth to average 5 or 6 percent for the next five years or so," Dowell said. "That is not a great burden on the industry."

Worldwide cargo demand, meanwhile, is expected to rise 9.3 percent this year and 7.6 percent in 2011, Dowell said. He forecast that containerized cargo volume will increase 9.3 percent in the trans-Pacific and 13.8 percent on Asia-Europe trades from last year's depressed levels. **Source:joc**

Baltic Dry Freight Index is down to 2502pts

Baltic Dry Freight Index lost just 13 points, during Thursday's trading session to settle at 2502 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**



The **SUMMER BAY** seen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Tanker rates dip a 4th straight day

The cost of shipping Middle East crude to Asia has fallen for a fourth consecutive day, the longest losing streak in almost a month, after an earlier surge in rates spurred charterers to delay bookings.

Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route fell 6.5 per cent to 93.91 Worldscale points, according to the London-based Baltic Exchange.

The 13 per cent retreat in the gauge over the past two sessions was the biggest two-day decline since February. Rates climbed 51 per cent in the month before the current retreat began. Returns from the voyage fell 11 per cent to US\$56,540 a day. Charterers have yet to assign cargoes for next month, said Halvor Ellefsen, a tanker broker at SeaLeague A/S in Oslo. 'We really haven't seen very much for July at all,' he said by phone yesterday. 'The bulk of July fixings have yet to be done.'

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect

changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch.

Daily returns from suezmax tankers that haul one million-barrel cargoes, half as much as VLCCs, slid for a ninth day, falling 1.7 per cent to US\$25,716, according to the Baltic Exchange. Returns from aframaxs that carry 650,000 barrels rose 2.2 per cent to US\$14,873 a day. **Source : Bloomberg**



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Greek company to pay \$1.3M in pollution case

A Greek shipping company has agreed to pay more than \$1 million in penalties and fines after one of its ships illegally discharged oil and failed to report it to authorities. Stanships Inc. of Athens, Greece, agreed to pay a \$700,000 criminal penalty, a \$525,000 fine and a \$125,000 community service payment after pleading guilty Wednesday to violating federal pollution laws. Federal prosecutors in New Orleans said crew members on one of the company's ships, the Doric Glory, knew it had an oil leak in its stern tube but didn't keep any records of the problem or report it to the Coast Guard. Prosecutors also said the ship's oily water separator wasn't functioning properly from December 2009 until May 2010. **Source: Associated Press**

La. gov, feds spar over dredging project

A dredging project favored by Gov. Bobby Jindal to block oil from the Louisiana coast was halted by federal authorities because it endangers long-term efforts to rebuild eroding barrier islands that provide natural hurricane protection for the state, an Interior Department official said Wednesday.

"You don't want to destroy the village to save the village," said Tom Strickland, Interior's assistant secretary for fish, wildlife and parks. Jindal has been championing construction of enormous sand berms east and west of the mouth of the Mississippi River in hopes of capturing oil from the BP spill before it reaches delicate marshlands. The sand to build those berms is dredged from the Gulf floor.

The problem, Strickland said, is that the state has been dredging in a particularly sensitive area of the Chandeleur Islands, possibly hastening the deterioration of the islands. Jindal and his coastal chief both said the area in question complies with their original federal permit and they dismissed the suggestion the dredging will hurt long-term restoration efforts.

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The Chandeleurs, in the Breton National Wildlife Refuge east of the Mississippi, are nesting grounds for species such as the brown pelican, and they are part of a diminishing natural hurricane barrier for Louisiana. Federal and state officials hope to someday fully restore the islands, which have been eroding for decades. Strickland said the berms are expected to last only about 90 days, maybe not even that long in an active hurricane season.

Federal officials permitted the project after the state agreed on May 14 to dredge sand from a less vulnerable area at the northern tip of the Chandeleurs, Strickland said. However, soon after dredging started on June 13, the state said it could not get a pipeline in place to draw the sand from that area, according to Strickland. Strickland said the state sought - and was granted - permission to temporarily draw sand from the more vulnerable area a couple of miles to the south. Strickland said the state asked for five days to get the pipeline placed. A week was granted but after that, "We told them enough's enough," Strickland said, adding that dredging is still being allowed on a related project west of the Mississippi.

Jindal's coastal restoration chief, Garrett Graves, had a different take on what happened. He stressed Wednesday that the area where the state has been dredging is within the original federal permit area at the north end of the Chandeleurs. The state agreed to move the dredges to another spot within that area at Interior's insistence earlier this month, Graves said, but want to continue dredging in the meantime. **Source : sunherald.com**

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The **Ontario Ministry of Natural Resources Fisheries Enforcement** Vessel "**Gilphie II**" seen on training exercises in Owen Sound Harbour, Georgian Bay, Lake Huron, Ontario, Canada. Recently repowered with twin 330HP Volvo Penta Diesel Engines the 32 foot vessel is now capable of more than 38 knots for use in commercial and sport fishery enforcement operations.

Photo : Lee Heard ©



NAVY NEWS



The 1968 built Kashin (Project 61) class **DDG 810 SMETLIVVY** ("Intelligent") seen moored in Sevastopol, The **SMETLIVVY** was in overhaul and modification 1987–96; after departing the yard, was briefly laid up for lack of funds to complete the final 5% of the overhaul, which included a new sonar suite, the addition of antiship missiles, and improved EW equipment. The destroyer is assigned to the Black Sea Fleet and was demoted from Bol'shoy Protivolodochnyy Korabl' (Large Antisubmarine Ship) to Storozhevoy Korabl' (Patrol Ship) in 1992.

Photo : Jan Steehouwer ©

Navy Christened USNS Howard O. Lorenzen

The Navy christened the missile range instrumentation ship **USNS Howard O. Lorenzen** yesterday (June 26, 2010), at VT Halter Marine in Pascagoula, Miss. The ship honors the late Naval Research Laboratory (NRL) electrical engineer who was instrumental in the creation of our nation's electronic intelligence capabilities. Vice Adm. David J. Dorsett, deputy chief of naval operations for information dominance, delivered the ceremony's principal address. Susan Lorenzen Black, daughter of the ship's namesake, was the sponsor, and in accordance with Navy tradition, broke the bottle of champagne across the bow to formally christen the ship.

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Considered by many to be the "Father of Electronic Warfare," Lorenzen's accomplishments include developments in radar, electronic countermeasures systems and intelligence satellite designs. Lorenzen led the Galactic Radiation and Background (GRAB) Program, the earliest successful reconnaissance satellite program and the first electronic intelligence satellite. NRL began the classified GRAB Program shortly after the U-2 incident of 1960 to obtain information on Soviet air defense radars that could not be observed by military aircraft.

Designated **T-AGM 25, Howard O. Lorenzen** will provide a platform for monitoring missile launches and collecting data that can be used to improve missile efficiency and accuracy. Like the Navy's two current missile range instrumentation ships, **USNS Observation Island (T-AGM-23)** and **USNS Invincible (T-AGM 24), Howard O. Lorenzen** will be operated by Military Sealift Command (MSC) and conduct missions sponsored by the Air Force.

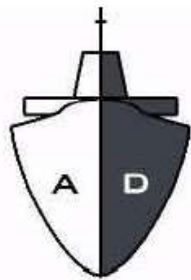
Built by VT Halter Marine Inc., in Pascagoula, the 12,575-ton ship is 534 feet in length, with a beam of 89 feet. As part of MSC's special mission program, **Howard O. Lorenzen** is designated as a U.S. naval ship and will have a combined crew of civilian mariners who will operate and navigate the ship, and military and civilian technicians from other government agencies who will operate shipboard monitoring equipment. **Source : US Navy**



The Republic of Singapore Navy Formidable-class frigate **RSS Supreme (73)** arrived June 23rd at Joint Base Pearl Harbor-Hickam to participate in Rim of the Pacific (RIMPAC) 2010. RIMPAC is a biennial, multinational exercise designed to strengthen regional partnerships and improve multinational interoperability. **Photo : U.S. Navy**

SHIPYARD NEWS

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Cutter suction dredger Fernão de Magalhães launched

On 24 June the cutter suction dredger **Fernão de Magalhães** was launched at Uljanik Brodogradiliste dd shipyard in Pula, Croatia. **Fernão de Magalhães** is a sister vessel to **Zheng He**, which was launched earlier this year and **Ibn Battuta**, which was delivered last month, by the same yard.

The same day the keel-laying of the fourth and last cutter in the series of four, **Niccolò Machiavelli** took place. The four identical cutter suction dredgers are part of Jan de Nul's 2007-2011 investment programme and have a total installed power of 23,250kW and a cutter power of 7,000kW **Source : Dredging News Online**

Korean shipbuilder hires 400 Pangasinan welders

Another batch of 421 newly-hired welders will soon start working at the shipyard of Hanjin Heavy Industries and Construction, Inc. (HHCI) in Subic, Zambales. Alex Ferrer, Provincial Employment Services Officer, said the new recruits were selected from 605 applicants during a special recruitment held for welders by HHCI through the PESO last June 18. More than a hundred welders were earlier hired during a jobs fair conducted at the PESO last May. HHCI, A Korean company which ranks 4th among the top shipbuilding companies in the world, needs for immediate hiring some 5,000 welders. Ferrer said the Korean shipbuilding company has been hiring applicants from Pangasinan since 2007 even as he noted Hanjin's preference for Pangasinense workers who he said are industrious and hardworking. The second batch this year of new recruits will undergo a 45-day training at the HHCI. As trainees, they will be receiving an allowance of P150 a day for only a half-day's work. Ferrer disclosed that on June 19, 32 Design Engineers passed the preliminary interview. Final interview will be on June 26.

Ferrer said that application for Design Engineers is still open. Those who wish to apply for the said position can join the other applicants in their trip on June 26. Other job openings have been scheduled--June 24 for factory workers in Taiwan and for skilled workers in the Middle East on June 25. **Source: PIA**

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A second life for shipyards

The global economic crisis has brought many businesses to a temporary halt, and none have suffered more than European shipyards. But rather than subsidize a faltering industry, Germany elected to refit its oldest shipyard at Emden into a wind farm, using the same employees who built every kind of vessel from battleships to cruiseships, to construct the country's first offshore windfarm in the North Sea. The shipyard workers built underwater foundations and platforms and the towers that house the wind turbines. Germany has been at the forefront of renewable energy production in Europe, and now produces 16 percent of its total energy needs through wind power and solar energy.

Offshore wind farms are expected to become a major industry in the coming years. Wind farms on land have been successful, but tests have proven that winds are stronger and blow more consistently on water than on land. Germany already employs 300,000 workers in renewable energy developments and expects the number to increase as they move into offshore farms. Wind energy, in which Germany is second only to the United States, also provides an opportunity to fight climate change by cutting back on greenhouse gas emissions. Germany's first offshore wind farm in the North Sea was switched on at the end of May. The turbines are expected to produce enough electricity to supply 50,000 households. Plans call for the construction of 29 more offshore wind farms. The United States first offshore windfarm will be built off the coast of Massachusetts. Both Britain and the United States are following the German example with plans to convert closed shipyards into the production of offshore wind energy. Shipyards are near the water, and also offer local skilled labor. Offshore wind farms are expected to be the fastest growing renewable energy source in Europe. A study released by Germany's Environment Ministry suggests that wind farms in the North and Baltic Seas will provide 25 percent of Germany's energy needs by 2050. **Source: Manila Bulletin**

ROUTE, PORTS & SERVICES

NOORDAM ARRIVED IN LE HAVRE



HAL's **NOORDAM** arrived in Le Havre last Sunday evening, and she is still remaining laid up in the harbor, reported to depart next Tuesday bound for Hamburg. She will be then dry docked. An active team of workers is currently aboard operating a maintenance and refurbishment program, since the ship last charter cancelled. In fact the Munich Based Moltke Production planned to use the ship in South Africa as a floating hotel during the Football world cup along her sister ship **WESTERDAM**.

Due to poor booking the charter collapsed few days before to depart. Holland America retained the agent deposit estimated over US 11M while the ship program has changed from her charter switching her next winter overhaul doing it now instead. The vessel will be operating later in the winter normally. Introduced in 2006, **NOORDAM** is the fourth of the original Vista/Signature class completed in Italy for HAL, she was later followed by the larger **EURODAM class**, which includes to the soon to be delivered **NIEUW AMSTERDAM**, which are in fact the same vessels sporting an extra cabins deck. **Photo : Philippe Pierre BREBANT - <http://www.madelikeinlehavre.fr/> ©**



Above seen the MPV "**Stemat Spirit**" beached in front of the coast of Heysham, UK. June 23rd 2010. The vessel is getting started with a cable laying project in the Irish Sea. The cable which is going to be layed is to connect an offshore windfarm.

Photo : Crew **STEMAT SPIRIT** ©

Kongsberg Maritime opens new jv in Dubai

Kongsberg Maritime has opened a new company based in Dubai: **Kongsberg Maritime Middle East DMCCO** in Dubai Investment Park, Falcon House this month. The subsidiary, which is a Dubai Maritime City Freezone company, is a joint venture and part owned by Unique Systems a long term partner in the Middle East. Kongsberg Maritime Middle East is a service, support and after sales company, established primarily for supporting vessels and yards in the Gulf

Co-operation Council (GCC) region. The company currently has thirty employees for support of products including advanced automation systems, alarm and monitoring systems, machinery control systems, dynamic positioning systems, navigation systems and hydro acoustic control systems including underwater navigation and seabed mapping systems.

"We are already a well established player in the Middle East since the mid 1970's. Our new company in Dubai has been set up to be closer to the customers in this busy and growing market. It is an integrated part of our global customer support network and will further improve both our presence and support to shipowners and yards in this region and world wide. Says Geir Håøy, Executive Vice President Global Customer Support Kongsberg Maritime maintains its close co-operation with Unique Systems, which is based in Sharjah, UAE. Unique Systems continues as the sales agent in Middle East for products provided by Kongsberg Maritime. Kongsberg Maritime Middle East's business within the GCC region will focus on offshore vessels, Merchant ships including LNG (Liquid Natural Gas) tankers and other specialized vessels operating in the GCC. The company will also focus on taking part in projects at shipyards for project engineering, installation, commissioning and sea trials. **Source: SeatradeAsia Online**

CNC Line continues its expansion on the intra-Asia trade

Cheng Lie Navigation CO., Ltd. (CNC), a specialist of Intra-Asia, the first market in the world for container shipping, is pleased to announce the reinforcement of its presence on this fast-growing market with the launch of three new services

- The NCX service between North China and Vietnam, starting 25th June:

Thanks to this new service, CNC will offer quick transit times for cargo moving between North China and Vietnam as well as full coverage of Pearl River Delta ports via Hong Kong.

Fleet: 3 vessels with a nominal capacity of 1,700 teus offering over 200 Reefer plugs per week

Rotation: Dalian, Xingang, Qingdao, Lianyungang, Hong Kong (HIT & MID), Shekou, Ho Chi Minh, Hong Kong (HIT & MID), Dalian.

- The CHT service linking Korea and China to Thailand, starting 26th June:

This new service will offer fast direct transit times from North China to Thailand and will complement CNC's existing CTS service thanks to the addition of new calls at Xiamen, Hong Kong HIT (Southbound) and Bangkok.

Fleet: 3 vessels with a nominal capacity of 1,700 teus

Rotation: Incheon, Qingdao, Shanghai, Hong Kong (HIT), Laem Chabang, Bangkok, Laem Chabang, Hong Kong (HIT), Xiamen, Incheon.

- The HBS service from North China to Malaysia, Singapore and Indonesia, starting 3rd July:

A new service that will provide CNC's customers with a direct connection and competitive transit times from North China to Indonesia and on the way back from Singapore/Port Kelang to North China.

Fleet: 4 vessels with a nominal capacity of 2,700 teus

Rotation: Dalian, Xingang, Qingdao, Shekou, Hong Kong (HIT), Jakarta, Port Kelang, Singapore, Tanjung Pelepas, Hong Kong, Shanghai, Dalian. In conjunction with the launch of these new services, CNC is upgrading its China 1 service linking China to South East Asia: This service will deploy 4 vessels with a nominal capacity of 2,700 teus – replacing the fleet's current 1,700 teus vessels – with the following rotation: Qingdao, Shanghai, Ningbo, Xiamen, Hong Kong, Manila (ATI & ICT), Jakarta, Surabaya, Hong Kong (MID & HIT), Qingdao. The deployment of bigger capacity vessels on this line will allow CNC to strengthen its presence on the market between China and South East Asia in response to strong customer demand in addition to benefiting from economies of scale.

"The enhancement of CNC's service network on the Intra Asia market meets the increasing demand from our customers on this expanding trade and will allow CNC to cope with further growth in volumes in the coming months. Thanks to this new portfolio of services, CNC will provide its customers with enhanced reefer service between North China and South East Asian ports" comments Robert Sallons, CNC Liner Department General Manager.

Source: CMA-CGM

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The **CHRISTIAN D** seen leaving the Terneuzen locks – Photo : Gunther Spruit ©

Turkey to meet oil majors on shipping bypass

Ankara also mulling creation of US\$20b accident fund

Turkey will meet western oil majors on July 1 to discuss options for bypassing its congested straits used by shippers to transport oil from the Black Sea to international markets, government officials said. The companies to discuss the bypass options include Chevron, Exxonmobil, BP, Total, ENI, and Russian and Kazakh firms. Turkey is also assessing the creation of a minimum US\$20 billion fund to be provided by companies that ship oil through the straits, the officials told Reuters on condition of anonymity late on Monday. Fearing a calamity like that of BP's oil spill in the Gulf of Mexico, the fund would be used to cover any potential accidents incurred by tankers that travel through the heavily populated straits. The government wants to reduce the amount of hazardous cargo that passes through its Bosphorus and Dardenelles straits, fearing an environmental disaster. About 140 million tonnes of crude oil and petroleum products cross the waterways every year, according to government figures.

'Rather than taking unilateral measures, Turkey plans on establishing voluntary principles through public and private sector cooperation,' said an official. A treaty from 1936 prevents Turkey from regulating navigation through the two

channels during peacetime. The Bosphorus Strait, which bisects Istanbul, a city of more than 15 million people, is the only maritime outlet for Black Sea states to the world's oceans. Turkey wants to construct pipelines, including one from the Black Sea port town of Samsun to Ceyhan on the Mediterranean, terminus of a BP-run link transporting Azeri crude. The companies to discuss the bypass options, including the planned Samsun-Ceyhan route, will be Chevron, Exxonmobil , BP, Total, ENI as well as Russian and Kazakh firms.

The proposed fund may emulate the US\$20 billion resource agreed to by BP to compensate those hit by the Gulf of Mexico spill, the officials also said. Turkey is also considering turning the straits into an emissions control area, which would require ships to reduce the sulphur in fuel they use to one per cent from a current 3 to 4 per cent, one of the officials said. 'This would bring about a serious additional cost, but we have to take this step,' he said. 'It's Turkey's natural right to seek reduced sulphur content in the fuel used by ships.' **Source : Reuters**

Rotterdam: Relative rise in container transshipment

In 2009, the share of container transshipment (1) in the port of Rotterdam rose from 28% to 30%. (2) Because the total throughput declined with 10%, to 9.7 million TEU, transshipment volume dropped 2% to 2.9 million TEU. The result corresponds with the expectations based on the stark rise in the number of feeder services in 2009. Especially to and from the Baltic, specialists such as Unifeeder and Team Lines expanded their Rotterdam volumes considerably. There was a southward move away from Hamburg, but on the other hand almost 140,000 TEU moved from Rotterdam to Felixstowe, Zeebrugge and Bremerhaven. The feeder business is and will continue to be fluid.

(1) Exchange of containers between large sea going vessels (up to 15,000 TEU) of the intercontinental routes and smaller sea going vessels (up to 1000 TEU although some shipping lines deploy larger units) on the European routes. In addition to this feeding, a number of services also carry intra-European boxes ('shortsea'). These are however not included the figures mentioned in this message. (2) Sea-sea transshipment is calculated as a percentage of total throughput. Then, its volume is deducted from total volume and the result is set on 100% again and used to calculate the modal split of hinterland transport. **Source: Port of Rotterdam**

SVITZER TUGS SEEN IN LIVERPOOL



Left seen the **ASHGARTH** and on the right the **THORNGARTH** and below the **SMIT SANDON** seen in Liverpool

Photo's : Ruud Kempe - www.andrekempe.nl ©

Dockwise secures US\$35 million worth of new work

Dockwise Ltd has announced that it has secured 10 awards for heavy transport projects and two for engineering assignments related to a float-over for CNOOC and to Wheatstone. Total revenues for these various commitments are expected to exceed US\$35 million.

The relationship between the China National Offshore Oil Corporation, (CNOOC) and Dockwise continues to grow. The remaining contracts relate to port and marine infrastructure whereby Dockwise is assisting in the transportation of barges (to the US, The Netherlands and Argentina) and dredging equipment (to The Netherlands and Columbia). All of the contracts are scheduled for execution in quarters two and three of 2010.

Other quarter three contract awards include transporting a semi-submersible rig from Dubai to Brazil and a jack-up rig from West Africa to The Netherlands. One contract relates to a change order on a project that is already in the backlog for 2013. **Source : Offshore News Online**



The **SMIT SANDON** seen in Liverpool - Photo : Ruud Kempe - www.andrekempe.nl ©

Two terminals to be launched at Ust-Luga port this year

The second-phase multipurpose transshipment complex (MTC), Yug-2 (Ust-Luga, Leningrad region) is scheduled to be launched by the end of this summer, Ust-Luga CEO Maksim Shirokov said in an interview with journalists. Besides, said Valery Izrailit, Chairman of the Board of Directors of Ust-Luga, another asset, a Gunvor's crude and petroleum products terminal is to start operating by the end of this year.

Ust-Luga Company" was established in 1992 for the construction of a new sea port in the Luga Bay of the Gulf of Finland. JSC Ust-Luga Company was established in 1992 for the construction of a new seaport in the Luga Bay of the Gulf of Finland. Port of Ust-Luga is located on Russia's border with the EU. A 3.7-km approach canal and 16-m deep harborage make the port of Ust-Luga the major Russian port on the Baltic Sea capable of accommodating ships with a capacity of over 150.000dwt. The port facilities allow handling 75.000-dwt bulkers and 120.000-dwt tankers. In 2009 the Ust Luga port handled 10.3 million tons of cargoes and 1.031 ships (517 inbound and 514 outbound).

The Gunvor's oil cargo terminal at the port of Ust-Luga is designed for shipment of outbound oil and MFO. The terminal's maximum throughput is projected to be 30 million tons of fuel oil and light oil a year. **Source : PortNews**



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Evergreen, China Shipping and CMA CGM join hands for Asia to Europe service



The **XIN HONG KONG** seen departing from Zeebrugge – **Photo : Iain Forsyth ©**

Evergreen Line, China Shipping and CMA CGM have announced that they are to work together to launch an upgraded Asia-Europe AEX7 service at the end of June. This is the first time that all three carriers have cooperated in the Asia-Europe trade. This new joint service provides greater frequency and meets requirements and expectations of customers, the companies said in a statement.

The three companies are to deploy a total of nine vessels of 8,000-9,250teu, with six CSCL vessels, two from Evergreen and one from CMA CGM. The port rotation is: Shanghai, Ningbo, Shekou, Hong Kong, Yantian, Port Kelang, Le Havre, Rotterdam, Hamburg, Zeebrugge, Port Kelang, Shanghai. **Source : Seatrade Asia**



The **NAUTICA** seen moored in the port of Odessa – **Photo : Jan Steehouwer ©**

NewLead Holdings Ltd. Announces \$148 Million Acquisition of Five Vessels

- Continues fleet expansion and extends newbuilding program**
- Secures right of first refusal for three newbuildings**

NewLead Holdings Ltd. announced June 25th it has signed a Letter of Intent for the dropdown of five dry bulk vessels, including two newbuildings, and the right of first refusal for three newbuildings from Grandunion Inc. ("Grandunion"). The transaction is expected to be concluded in the third quarter of 2010.

Total consideration for the dropdown of the five vessels is approximately \$148 million, which includes assumed debt and shipyard financing. NewLead also secured the right of first refusal for three 81,000 dwt Kamsarmaxes, being constructed at a first-class shipyard in Korea, scheduled for delivery in 2013 with long-term charters attached. As a result of this transaction, NewLead's fleet, including newbuildings, will consist of 24 vessels-nine product tankers and 15 dry bulk carriers.

Michael Zolotas, President and Chief Executive Officer stated, "NewLead continues to expand its fleet in line with its growth strategy. Since NewLead's recapitalization during the fourth quarter of 2009, the Company acquired 17 vessels, including five newbuildings, while divesting inefficient non-core vessels and exiting the container sector. By expanding and diversifying the fleet, NewLead has positioned itself to capture opportunities in the two segments in which it operates. We will continue to pursue our fleet growth strategy as we build the Company's competitive position."



The **JEWEL OF THE SEAS** seen moored in Harwich – Photo : Aat van de Vorle – SMIT BELUGA ©

Genco Shipping & Trading Limited Announces Agreement to Acquire 16 Supramax Vessels

Second Acquisition in Month of June Combines to Expand Modern Fleet by 31% on a Tonnage Basis to 53 Drybulk Vessels; Genco Shipping & Trading Limited announced that it has entered into an agreement with Bourbon SA to acquire 16 Supramax vessels, including two newbuildings, from Setaf SAS, a wholly owned subsidiary of Bourbon SA, for an aggregate purchase price of \$545 million. The acquisition is subject to the completion of customary documentation and closing conditions.

Genco intends to retain 13 of the vessels, 12 of which are expected to be delivered to Genco in the third quarter of 2010, with the remaining vessel scheduled to be delivered in the first quarter of 2011. Six of these 13 vessels are secured on time charters with remaining durations between approximately one month and 54 months. The transfer of these time charters to Genco is subject to the charterers' consent. Upon completion of the acquisition, and including the five Handysize vessels to be acquired from companies within the Metrostar group of companies announced on June 9, 2010, Genco's fleet will consist of 53 drybulk vessels with a total carrying capacity of approximately 3,813,000 dwt and an average age of approximately 6.4 years.

Genco plans to finance the acquisition of these vessels using bank debt for approximately 60% of the purchase price, cash on hand, and up to \$150 million of capital markets financing in the debt, equity-linked and equity markets, depending on which is more attractive at the time. If Genco does not obtain financing sufficient for the acquisition by July 13, 2010, Genco may cancel the acquisition.

Genco has determined not to retain three of the 16 Supramax vessels covered by the agreement, including one newbuilding. Therefore, upon delivery of these vessels, which is expected in the third and fourth quarters of 2010, Genco plans to immediately resell them at Genco's aggregate purchase price of approximately \$105 million to Maritime Equity Partners LLC, a company controlled by Genco's Chairman, Peter C. Georgiopoulos. An independent committee of Genco's board of directors reviewed and approved this transaction.

Robert Gerald Buchanan, President, commented, "We are pleased to enter into our second acquisition this month, as management has once again capitalized on an attractive growth opportunity for the benefit of the Company and its shareholders. Building upon the recent acquisition of five Handysize vessels, our agreement to acquire 13 Supramax vessels at a compelling valuation significantly strengthens Genco's industry leadership and enhances the age profile of the Company's modern fleet. As we continue to take advantage of the positive long-term demand for core commodities in China, India and other developing countries, we will maintain our focus on employing a large portion of our expanding fleet on favorable contracts with world-class charterers."

BOURBON 2015 Leadership Strategy: Introduction of a US\$2 Billion Vessel to Renew the old and Obsolete Continental Offshore Fleet and Meet Demand in Deep Water



"With this plan covering 2011 to 2015, BOURBON wants to achieve leadership under the flag of excellence," says Jacques de Chateauvieux, CEO of BOURBON, "It relies on innovative and cost-efficient vessels and above all, on the women and men who deliver BOURBON services every day, striving to achieve the highest safety and operations standards, personally committed and united to attain excellence."

The **BOURBON LIBERTY 222** seen anchored off Port Said

Photo : Capt. Hussein Elshazly ©

"**BOURBON 2015 Leadership Strategy**" consists in further investing in innovative and cost-effective vessels

to satisfy customers' increasing focus on safe and efficient vessels to support their offshore activities, and to enable them to reduce their overall operation costs. By adding 80 supply vessels and 64 crewboats through a 2 billion US\$ investment plan in new buildings, BOURBON will be operating a fleet of 600 vessels for deepwater and shallow water logistics services by 2015.

Fleet as of Horizon 2012 12.31.2009 Strategic Plan		BOURBON 2015 Leadership Strategy		2015
		Under construction	Newbuildings	Total number of vessels
Deep water	82	22	30	134
Shallow water	52	44	50	146
Total supply Vessels	134	66	80	280
Crewboats	223	33	64	320
Total fleet	357	99	144	600

"BOURBON 2015 Leadership Strategy" will be built on the success of its Bourbon Liberty series of vessels, to speed up the renewal of the old and obsolete existing shallow water fleet and on the proven expertise of its deepwater operations for exploration and production, including subsea activities.

"BOURBON 2015 Leadership Strategy" will also mean increasing efficiency and reducing BOURBON's operating costs. The target for vessel availability rate should reach 95% and running costs index should be reduced by 4% at constant rate by 2015.



Helicopter rescue exercises near Hol seen from the [Smit Tamar](#), in the background is seen the [Stena Adventurer](#)
Photo : Erik Matzinger ©

Bourbon Oceanteam 104 delivered

Oceanteam reports that [Bourbon Oceanteam 104](#) was delivered from Metalship & Drydocks in Vigo, Spain in May.

The vessel is a Sawicon design and is 136.6m x 27m. Later this summer, the vessel will be equipped with large cranes (1 x 250 tonne and 1 x 100 tonne) in Kristiansand, Norway enabling her to be utilized for field support, construction, installation and IMR.

[Bourbon Oceanteam 104](#) is currently uncommitted. **Source : Offshore Shipping Online**



The **WATERSTROOM** seen with the **WAGENBORG BARGE 5** loaded with one Rotorstar in the Eemshaven bound for the **BARD B01 Windmill park**

Photo : Marc Mazareeuw – Wagenborg Transport ©

OLDIE – FROM THE SHOEBOX



Above seen the "**Calandria**" of Hadley Shipping, at the Runcorn Docks on the Manchester Ship Canal 24/8/75

The vessel was built during 1970 by Bodewes, G.& H., Martenshoek, and measured 1477gt, she became in 1979 the **OUADAN** in 1986 the **FISKELA**, 1989 the **CALANDRIA** and during 1990 the **QIONG XI** and under this last name she is still in service at present !

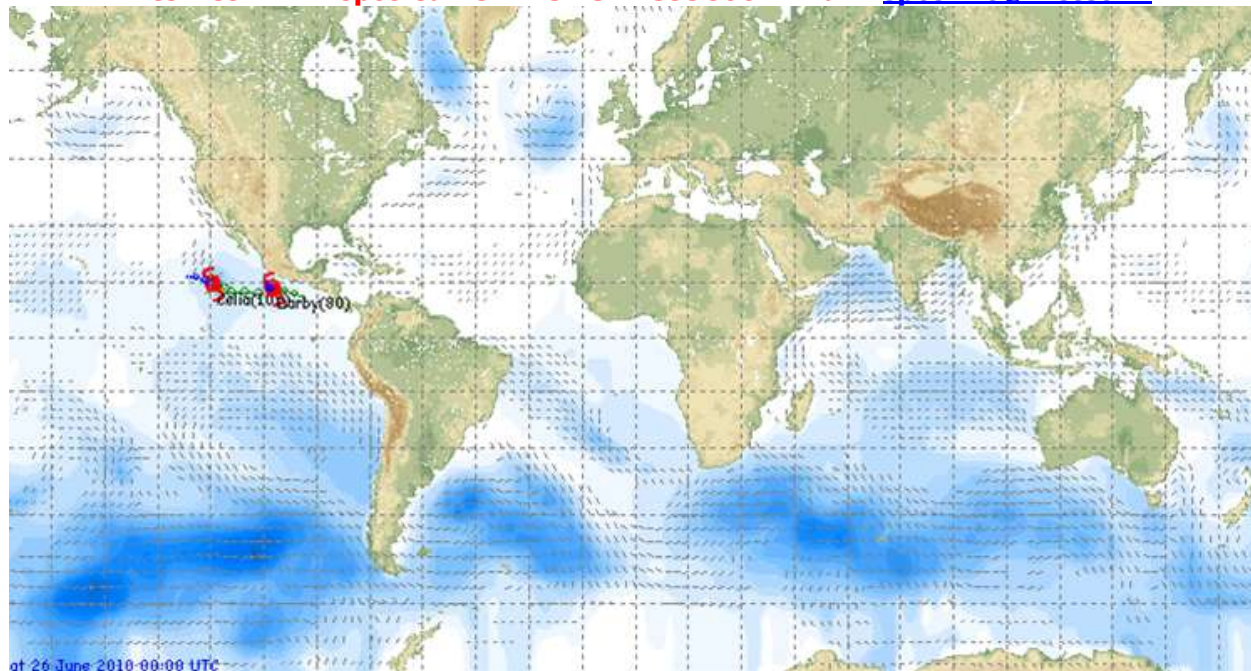
Photo : Derek Sands ©

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



Another photo of the MPV "**Stemat Spirit**" beached in front of the coast of Heysham, UK. June 23rd 2010.

Photo : Crew STEMAT SPIRIT ©

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