

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 179



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Above seen the tugs Pannawonica and Oita working at Cape Lambert, North Western Australia last Friday in a good easterly breeze, just before letting go of MS Cape Daisy and her start of another journey to China with iron ore.

Photo : Carl Jernert ©

EVENTS, INCIDENTS & OPERATIONS

NEW ETV IEVOLI BLACK HANDED OVER IN DEN HELDER



Photo top : Ron Damman ©



As reported yesterday, last Friday the Remontowa Yard (Poland) built, Svitzer operated **IEVOLI BLACK** arrived in Den Helder and was officially handed over and commenced her duties as the ETV for the Dutch coast guard as replacement for the **Waker**

Photo left : Wouter van der Veen © below : Tjaltje Plug ©



Photo left : Nico Kemps ©

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Maasdam marks 100th visit to Charlottetown

By : DAVE STEWART



Capt. Henk Draper beamed as he gazed out at the city of Charlottetown last Wednesday from the bridge of the Holland America cruise ship **Maasdam**. There is nothing quite as majestic as staring out over the city, sun glistening off the water, 10 storeys above the ground.

Photo : Dave Stewart

The **Maasdam** has been in Charlottetown before, 99 times before to be exact. This visit was the historic 100th visit and politicians from all three levels of government and the Charlottetown Harbour Authority turned out to mark the occasion with gifts and kind words during a gala ceremony. Draper then approaches the Guardian reporter and Beth Johnston, who handles communications for the City of Charlottetown, asking if they'd be interested in a personal tour of the ship. Walking through the

Maasdam was literally like walking into another world — one of luxury, one where everyone is spoiled equally. Everything anyone would ever want is on board — a movie theatre, spa, countless dining rooms, a piano bar, casino, pools, hot tubs, etc.

Holland America began visiting Charlottetown in 1999. Draper was on the first ship that came, the **Maasdam**, as first officer. During the guided tour of his vessel, Draper talked about Charlottetown in glowing terms. It is one of his favourite ports. He likes the size of the Halifax port and how easy it is to guide the vessel in and manoeuvre it.

"With Charlottetown, it's the people. I love Charlottetown because the people are so very nice," Draper said.



Since he's the captain, Draper said he hasn't had much of a chance to explore the city but he makes sure he gets to the Water Prince Corner Shop, located at the corner of Water and Prince streets (the one with the fisherman's boots hanging out of the barrel) for a helping of mussels. Charlottetown has 44 scheduled cruise ships this year and is one of the top-ranking ports on the Canada/New England itinerary.

"Charlottetown consistently ranks among the top three ports of call for the Canada/New England itinerary," said Stan MacPherson, chair of the board of directors for the Charlottetown Harbour Authority. "Holland America represents approximately 50 per cent of our calls to Charlottetown which has a significant impact on our season." This fall will see the arrival of the **Eurodam**, one of Holland America's larger ships, carrying 2,044 passengers and 929 crew members. A total of 20 scheduled calls from Holland America this season represents a total economic impact of just over \$2.1 million. **Source : The Guardian**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**



Seaboard's **OBERON** seen approaching Willemstad (Curacao)

Photo : Kees Bustraen – <http://community.webshots.com/user/cornelis224> (c)

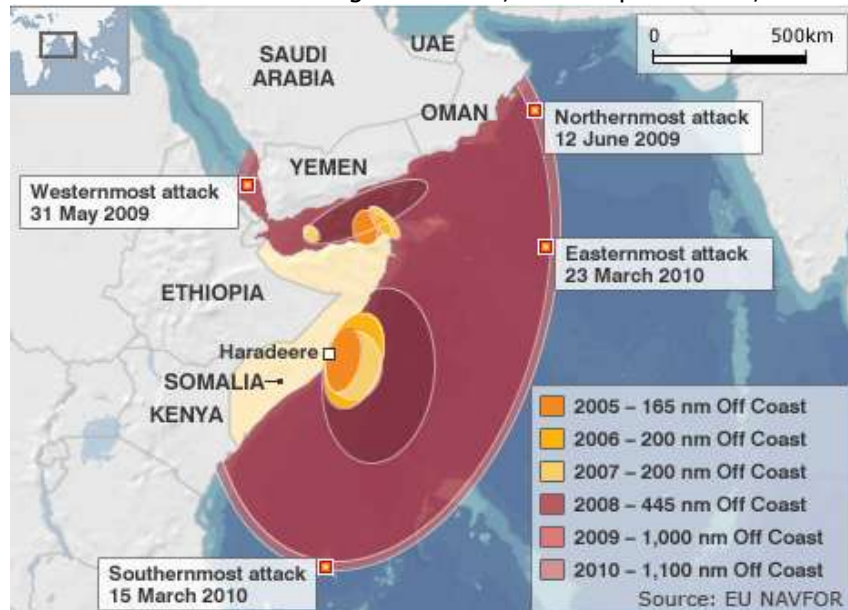
Kenya opens fast-track piracy court in Mombasa

Some 100 alleged pirates are already in Kenya A court to mainly try suspected pirates has opened in the Kenyan port of Mombasa, funded by international donors. Pirates based in neighbouring Somalia have made the Gulf of Aden one of the world's most dangerous shipping lanes.

Warships from several world powers now patrol the Indian Ocean but there has been confusion about where those arrested should face justice. Some 100 suspects are in Kenya and 18 pirates have already been convicted.

Earlier this year, Kenya said it would stop prosecuting piracy cases unless other countries agreed to share the "burden". Several suspected pirates detained by naval patrols on the high seas were released because of a lack of clarity about where and how to prosecute them. The BBC's Jamhuri Mwavymbo in Mombasa says the new courtroom at Shimo la Tewa prison was opened to much fanfare with top government officials and diplomats in attendance. Kenya's Justice Minister Mutula Kilonzo sought to reassure the more than 100 pirate suspects also at the ceremony that they would get a fair trial in Kenya.

Visitors were also shown a holding room where evidence - like an attack boat and rusty arms and ammunition - was being stored, our reporter says. The court is being funded to the tune of \$5m (£3.3m) by several donors, including the United Nations Office on Drugs and Crime, the European Union, Australia and Canada.



It opens a month after the EU's top diplomat, Catherine Ashton, went on a tour of East Africa to help drum up support for tackling the pirates. The EU's representative in Kenya Eric van der Linden told the BBC the money has also been used to refurbish the prison and support the prosecutor's office in Mombasa to speed up the cases.

"I'm not a pirate. I'm a fisherman - still two years I am here," one of the suspects complained to the BBC at the court opening.

Analysts say the court is a significant step forward in the fight against piracy although, officially, it will also be used for other serious criminal cases. It appears Kenya's strategy of threatening to stop putting pirate suspects

on trial has paid off, although Mr Kilonzo warned more donor funding was still needed or it would stop its co-operation.

"I'm certainly not satisfied... that's why the government has given a six-month notice of its intention to stop unilaterally, all alone facing this challenge of piracy. But negotiations are ongoing," he said. Any pirates convicted by the new Shimo la Tewa will also serve their sentences at the prison, joining those already found guilty. Lawyers for pirate suspects have argued, unsuccessfully, that Kenya does not have the jurisdiction to try their clients. In the first case of its kind to come to trial in Europe a Dutch court last week sentenced five Somali men to five years in prison for attacking a Dutch Antilles-flagged cargo ship in the Gulf of Aden in 2009. Other Somali piracy suspects are being held in France, Spain, Germany and the US. **Source : BBC**

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Consumer sentiment highest since Jan 2008

Consumer sentiment rose in June to its highest since January 2008 while reports of job losses were down sharply from a year ago, a survey showed on Friday. A gauge of current economic conditions also rose to its highest since January 2008, according to the Thomson Reuters/University of Michigan's Surveys of Consumers. The final June reading on the overall index on consumer sentiment rose to 76 from 73.6 in May. The figure was above the median forecast of 75.5 among economists polled by Reuters, which was also the reading in early June. Reports of job losses fell by half since last June, from 65 percent of respondents to 29 percent, the survey showed. "The June 2010 survey recorded the most favorable news heard by consumers about jobs in five years," Richard Curtin, director of the surveys, said in a statement.

"Unfortunately consumers do not anticipate significant declines in unemployment during the year ahead."

The surveys' barometer of current economic conditions was at 85.6, its highest since January 2008, and also above the 82.9 reading in early June. This compared with 81.0 in May and economist expectations of 82.9. The index of consumer expectations rose more modestly to 69.8 from 68.8 in May. Economists expected a reading of 70.9.

Consumer sentiment is seen as a proxy for consumer spending, which fuels around 70 percent of the U.S. economy.

Source: Reuters



The **GRACEFUL MADONNA** seen at Maas Pilot Station

Photo : Fred van der Spek ©

NEW STANDARDS

With the advent of the rainy and typhoon season, the Philippine Coast Guard (PCG) has cited anew the need to review domestic policies on ship crew competence. In a recent report submitted by Commander Allan dela Vega of the PCG's Maritime Safety Office, the Coast Guard Command Center recorded cases of grounding incidents involving seven passenger and cargo vessels during the months of May and June alone.

The vessels involved were **M/V Pacific Cruiser**, **M/Y Nomad Korea**, **M/V Ivatan**, **M/V Tong Shun**, **M/V Sta. Filomena**, **M/V Super Shuttle Ferry**, and **M/V Filipina Ozamiz**.

On the other hand, **M/V Sycamore Global** rammed the pier of the Toledo Power Corp. in Cebu.

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Initial reports pointed to the human factor as possible cause of the incidents. Due to the increasing cases of vessel groundings, Admiral Wilfredo D Tamayo, PCG commandant, is recommending for the joint review of domestic crew competence standards and training policies, as well as sanctions to negligent ship officers and crew, by the Professional Regulation Commission (PRC), Technical Education and Skills Development Authority (TESDA), Maritime Industry Authority (MARINA) and the PCG.

The PRC issues the Competency Certificate for all ship officers; TESDA, the Rating Certificate for non-officers; and MARINA, the Qualification Document Certificate for both officers and crew. Tamayo noted that the human element plays a vital role in ensuring the safety of vessels, its passengers and the protection of the marine environment.

The said grounding incidents have alarmed the PCG and triggered calls for cognizant government agencies to immediately review existing policies and sanctions to erring ship officers and crew. It was noted that most of the grounding incidents happened in clear visibility, fair weather condition and in an area where appropriate aids to navigation were in place. Further, most of the vessels involved have been on their regular routes where the ships' masters supposedly have familiarity of the area.

Tamayo said that accidents arising from human error may be attributed to either: error of judgment, complacency, and incompetence, or when the personnel performing the job has no knowledge nor experience in the task that is being done.

Further, lack of sleep or stress also affects a person's decision-making that results to near misses or accidents, he added. As worldwide statistics point to 80 percent of accidents are caused by human factor, several international conventions have been adopted to address these problems which include the International Safety Management (ISM) Code, the ILO's Maritime Labor Convention (MLC) 2006 and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 78/95.

Incidentally, the STCW is being amended in a Diplomatic Conference hosted by the Philippines from June 21 to 25, 2010 at the Philippine International Convention Center (PICC) and participated in by more or less 650 delegates from around the world.

According to Tamayo, the PCG will strongly recommend to PRC, TESDA and MARINA for the regular review of domestic seafarer competency standard and will push for rigid sanctions for erring crew, that may range from reprimand to suspension and revocation of licenses, when proven negligent or irresponsible.

Meanwhile, as per statistics of the CG Command Center, 41 vessels encountered engine breakdowns or derangements at sea since March of this year. To minimize, if not prevent such incidents, the Coast Guard also enjoins shipowners to observe strict implementation of maintenance schedules to guarantee the reliability of their vessels' machineries or engines. Tamayo said that with the start of the typhoon season and La Nia where rough sea conditions will become prevalent, engine derangements could unduly place the vessel and its passengers at risk as it would prevent a vessel's capability to safely maneuver at sea.

Tamayo likewise cited the need to add more Vessel Traffic Management System (VTMS) facilities, considering that the Philippines, being a maritime or archipelagic country of more than 7,000 islands, has only three VTMS facilities located in Manila, Corregidor, and Cagayan de Oro.

More VTMS facilities have to be installed in busier ports around the country to safely guide mariners as in the airport towers in the airline industry, he said. **Source : ShipTalk**



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Boskalis fights for class

Dutch dredging outfit Boskalis has less than a day to postpone a drydock deadline for a ship involved in BP's Gulf Coast oil spill operation. The US Coast Guard (USCG) says the 8,400-gt trailing suction hopper dredger **Stuyvesant** (built 1981) has outstanding Coast Guard deficiencies that need to be repaired in dry dock.



File photo of the **TSHD STUYVESANT** - Photo : J van Rees ©

But while the USCG has given the vessel another three months to fall in line, the ship is yet to score an extension from its classification society, the American Bureau of Shipping (ABS). "Classification is part of what is used to underwrite insurance for vessels, to be in compliance with the ABS, the **Stuyvesant** is required to dry dock by 26 June 2010 or face the possibility of having its class suspended," the USCG wrote in a recent statement.

"If the vessel's class is suspended or revoked, the **Stuyvesant's** owner can require the vessel to cease **Deepwater Horizon** dredging operations until the deficiencies are cleared," officials added. While sources at the USCG would not elaborate on the ship's deficiencies, they did say that the vessel does not pose an "unacceptable risk" to its crew or the environment. As TradeWinds has reported, the **Stuyvesant** had been hired to deliver sand to the US Gulf to protect the Louisiana coast from oil that is leaking from the wreckage of the **Deepwater Horizon**.

The shipowner and its classification society could not be immediately reached for comment Friday. **Source :** **Tradewinds**



The **CSCL AFRICA** seen arriving in the port of Zeebrugge - Photo : Pieter Neels ©



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Zeilschip uit 1928 in haven



Een bijzonder schip heeft Bonaire aangedaan; zeilboot '**Picton Castle**' – gebouwd in 1928 – is net begonnen aan een reis rond de wereld als 'trainingschip'. De bemanning bestaat uit jongeren die betalen om de vaardigheden van zeilen en navigeren onder de knie te krijgen.

Zij zeilen dertien maanden onder leiding van eerste stuurman Mike Moreland. Een paar weken geleden vertrok de '**Picton Castle**' uit Nova Scotia in Canada richting Anguilla, Bonaire en het schip zet daarna koers richting Panama. De driemaster heeft een totaal zeiloppervlak van 1.160 vierkante meter maar ook een dieselmotor van 690 pk om een haven in te varen of voor het

geval de wind het af laat weten. Het schip is 55 meter lang en heeft plaats voor twaalf bemanningsleden en veertig leerlingen. Het schip is oorspronkelijk als vissersboot gebouwd in 1928, met nog vier boten van hetzelfde type. In 1939 eiste de Britse regering het op voor gebruik tijdens de Tweede Wereldoorlog. Na de oorlog werd het gebruikt als

vrachtschip in de Noordzee en Baltische Zee onder de naam 'Dolmar'. In de jaren negentig kocht Daniel Moreland het zeilschip. **Bron : Amigoe**

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NAVY NEWS

Future USNS Charles Drew Completes Trials



Following three days underway, the future **USNS Charles Drew (T-AKE 10)** completed acceptance trials, June 19, departing from and returning to the General Dynamics NASSCO shipyard in San Diego. **Charles Drew** is the 10th **Lewis and Clark-class** dry cargo/ammunition ship to be presented to the Navy's Board of Inspection and Survey (INSURV). Completion of acceptance trials

is the final major milestone prior to delivery to the Navy. During Acceptance Trials, the ship successfully demonstrated a variety of systems including main propulsion, engineering, ship control systems, and crew support.

"The success of these trials is a credit to the Navy-NASSCO team's continued focus on affordability and quality," said Frank McCarthy, the Auxiliary Ships, Small Boats and Craft program manager for the Navy's Program Executive Office (PEO) Ships. "We're still seeing continuous improvement in the construction of these ships even after nine ships have been delivered."

NASSCO is under contract for the construction of the entire T-AKE class, a total of 14 ships. The most recent, **USNS Matthew Perry (T-AKE 9)**, was delivered Feb. 24. PEO Ships is taking advantage of this successful program by applying lessons learned from this class to other programs.

As a Combat Logistics Force ship, **USNS Charles Drew** will help the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel, and other dry cargo to U.S. and allied ships at sea. The ship is designed to operate independently for extended periods at sea and can carry and support two helicopters to conduct vertical replenishment. The class is providing effective fleet underway replenishment capability at a low life cycle cost compared to the auxiliary ships they are replacing.

Source : MarineLink



Details of New Japanese 'Helicopter Destroyer'

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Rumors that the Japan Maritime Self-Defense Force's third "aircraft carrying destroyer" would mark a major improvement in size and capability over the Hyuga class ships now entering service have been confirmed.



The new 22DDH will be 248 meters long and 39 meters in beam, and displace more than 24,000 tons. This makes her almost 50 percent larger than the Hyuga class and places an unbearable semantic strain on the use of the term "destroyer" to describe these ships. To put the size of the ship into context, she is comparable with a World War II Essex-class fleet carrier.

Illustrations of the 22DDH show her to be a full-fledged helicopter carrier with no real destroyer characteristics.

The superstructure is very similar to that of the Hyuga class with the difference that the 01 deck is extended forward, probably to accommodate a vertical launch silo for air defense missiles. The point defenses of the new ships are more than doubled, with three Phalanx Mk 15 mountings and two RAM launchers replacing the pair of Phalanx mounts on the older ship. Significantly, while one of the Phalanx mounts on the Hyuga is situated forward on the flight deck, and thus obstructs fixed-wing operations, the 22DDH has all of its mounts located on sponsons clear of the flight deck itself.

The flight deck layout on the 22DDH differs significantly from that of the Hyuga class. One of the lifts has been moved from the centerline to the deck-edge position. The added width of the flight deck has been used to shift the axis of air operations clear of the remaining centerline elevator. The number of munitions elevators feeding the flight deck has been increased from two to four.

A vertical launch silo built into the rear of the flight deck on the Hyuga has been removed, once again reducing obstructions to flight operations. Flight deck operations capacity has been increased from two to seven helicopters.

Japanese accounts suggest that one of the reasons for the drastic increase in size of the 22DDH design is a planned shift to the V-22 Osprey as the primary air group element for these ships. It is not clear whether these would be replacements for or supplemental to the SH-60Ks that equip the **Hyuga class**. These accounts also make it clear that the F-35B short takeoff and vertical landing variant of the Joint Strike Fighter is seen as a key system for these ships. Apparently, provision for the operation of UAVs is being included within the design. **Source : Defense Talk**



Rear Adm. Douglas McAneny, commander of Submarine Force, U.S. Pacific Fleet, salutes June 25th for the Admiral's March and 13-gun salute, during the arrival of the official party for the decommissioning ceremony of the Los Angeles-class attack submarine **USS Philadelphia (SSN 690)** at Naval Submarine Base New London.

McAneny was the seventh commanding officer of Philadelphia.

Photo : U.S. Navy ©



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The littoral combat ship **USS Freedom (LCS 1)** arrived 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 multi-national interoperability. **Photo : U.S. Navy ©**

Japanese ships mark 50th anniversary of treaty

Three Japanese ships pulled into the port of San Diego Friday and prepared to help commemorate the 50th anniversary of the treaty that established the U.S. military presence in Japan.

The destroyer Sawayuki and training vessels Kashima and Yamagiri pulled into a pier in downtown San Diego for a weekend visit that will include public tours of the Japan Maritime Self-Defense Force ships.

On Saturday morning, Rear Adm. William French, who commands Navy Region Southwest in San Diego, will lead a ceremony aboard the USS Midway Museum celebrating the signing of the 1960 U.S.-Japan Treaty of Mutual

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Cooperation and Security. The ships are berthed the B Street pier near the carrier Midway, which sits at Navy Pier across from the Southwest region's headquarters.

The visit comes days after the Japanese ships, part of a training squadron, stopped in San Francisco during a six-month around-the-world cruise. **Source : NavyTimes**



Spotted last week in Sevastopol (Black Sea) three Russian (non operational) **Natya-I (Akvmarin)-class** fleet minesweepers, (part of a class of 16 units), above are seen from the left the **MSF 913 – NAVODCHIK** (ex-Kurskiy Komsomolets, ex-Navodchik) **MSF 911 – RADIST** (ex-Kharkovskiy Komsomolet) and the **MSF 912 TURBINIST**

Photo : Jan Steehouwer ©

TECHNICAL DETAILS NATYA-I class

D: Project 266M: 715 tons light, 735–750 tons std., 804–812 tons normal—Project 266ME: 745 tons (804 fl; 873 max.)

S: 17.6 kts (16 sust.)

Dim: 61.00 (57.60 wl; 56.00 pp) × 10.20 (9.80 wl) × 2.98 (hull; 3.60 max.)

A: Project 266M: 2 twin 30-mm 65-cal. AK-230M AA; 2 twin 25-mm 80-cal. 2M-3M AA; 2 4-round Fasta-4M (SA-N-8) SAM syst. (16 Strela or 20 Igla-M/Gremlin missiles); 2 5-round RBU-1200M ASW RL (30 RGB-12 projectiles); 1 mine rail (7 KMD-100 mines or 32 BB-1 d.c.)—Project 264ME: 2 single 30-mm 54-cal. AK-306 gatling AA; 2 4-round Fasta-4M (SA-N-8) SAM syst. (20 Strela-3 or Igla-M/Gremlin missiles); 2 5-round RBU-1200M ASW RL (30 RGB-12 projectiles); 1 mine rail (7 KMD-100 mines or 32 BB-1 d.c.)

Electronics:

Radar: 1 or 2 Don-MN (Don-2) nav.—Project 266M only: 1 MR-104 Rys' (Drum Tilt) f.c.

Sonar: Project 266M: MG-69 Lan' or MG-79 Mizen' search; MG-26 underwater telephone—Project 266ME: MG-89 minehunting; MG-35 underwater telephone; NEL-MZB echo sounder

M: 2 M-503B-3E diesels; 2 shrouded CP props; 5,000 bhp

Electric: 600 kw tot. (3 × 200-kw DGR-200/1500 diesel sets; 380 V, 50 Hz a.c.)

Range: 1,800/16; 2,700/12; 5,200/10 Fuel: 48 tons normal, 87 tons max.

Endurance: Project 266M: 10 days—Project 266ME: 15 days

Crew: 6 officers, 8 warrant officers, 54 enlisted

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MS. Marietje Marsilla te water gelaten



Bij BARKMEIJER SHIPYARDS te Stroobos is vrijdag 25 juni 2010 om 14.00 uur met goed gevolg de 8300 tons coaster "**Marietje Marsilla**" te water gelaten. Na een korte doopceremonie is het schip gedoopt als **MARIETJE MARSILLA**.

Het schip is gebouwd in opdracht van **Wagenborg Shipping** in combinatie met de **familie H.J. Danser** uit Delfzijl. De "**Marietje Marsilla**" heeft als thuishaven Delfzijl. Het schip kan wereldwijd worden ingezet voor het vervoer van alle soorten droge lading. Tevens is het schip geschikt voor het vervoer van containers. Voor de vaart in ijs is het schip voorzien van een versterkte constructie in de zijden en voor- en achterschip. De toekomstige bevrachting van deze multi-purpose coaster zal plaatsvinden door **Wagenborg Shipping BV**. De doop is verricht door mejuffrouw Manon de Haan, partner van Andries Danser.

Enkele belangrijke technische gegevens van deze coaster zijn:

Lengte over alles : 126,13m.

Lengte loodlijnen	:	120,26m.
Breedte (volgens mal)	:	15,20 m.
Holte	:	9,50 m.
Ontwerpdiepgang	:	6,50 m.
Maximum diepgang	:	6,99 m.
Draagvermogen op max. diepgang	:	8300 ton
Inhoud ruimen	:	345.000 cbft
Hoofdmotor	:	2999 kW
Dienstsnelheid	:	14 knopen

De voortstuwing van het schip wordt verzorgd door een hoofdmotor van het fabrikaat MAN Diesel, type 9L27/38 met een vermogen van 2999 kW bij 750 rpm. Via de tandwielreductiekast wordt de verstelbare schroef met een diameter van 3 400 mm. aangedreven. De schroef draait in een straalbuis om de stuwkracht in ijs en bij slechte weersomstandigheden op open water te verhogen. Als brandstof voor de hoofdmotor wordt "zware olie" (HFO 380 cSt.) en voor de hulpmotoren en de thermische olietel wordt gasolie verstoekt.

Dit is de tweede in een serie van een nieuw scheepstype dat door **Barkmeijer Shipyards** is ontwikkeld. Dit scheepstype kenmerkt zich doordat het een uitermate efficiënte rompvorm heeft die relatief een laag brandstofverbruik vraagt per tonmijl. Het schip heeft twee ruimen, een van 21 meter en het achterste ruim van 68 meter. Dit achterste ruim is mede door het toepassen van tussendekluiken/graanschotten uitermate geschikt voor lange projectladingen zoals windmolens, grote constructies voor de offshore industrie, kranen etc. wat tegemoet komt aan de actuele vraag in de markt waarin deze schepen varen.

De ruimen van het schip zijn "box shaped" en zijn voorzien enkel langs en dwarsscheeps geplaatste schotten. De tussendekluiken zijn tevens te gebruiken als graanschotten voor het vervoer van gecombineerde droge ladingsoorten.

Het schip is gebouwd volgens de geldende voorschriften onder Nederlandse vlag en van Bureau Veritas. Het schip krijgt van Bureau Veritas de volgende notatie: I ☐ HULL ☐ MACH general cargo ship Unrestricted navigation ☐ AUT-UMS MON-SHAFT ICE CLASS 1A Heavy Cargo

De **Marietje Marsilla** zal naar verwachting medio november 2010 worden opgeleverd en is de tweede in een serie van vier schepen voor Wagenborg in combinatie met de familie Danser. Naast de **Marietje Marsilla** wordt momenteel de laatste hand gelegd aan een 2300 m3 onderhoudsbaggerschip voor UKD uit Cardiff in Wales. Dit baggerschip zal in juli worden opgeleverd. **Bron : BARKMEIJER SHIPYARDS**

Gazprom: big deals ahead for shipbuilders

When developing the offshore shelf, Gazprom will seek to replace foreign-made equipment with analogues from Russian yards, company leaders told Russian shipbuilders. In a meeting in the Gazprom headquarters last week, company Deputy Aleksandr Ananikov stressed that the company's development of the shelf, as well as the production and transport of LNG, requires a massive development of new vessels and offshore installations. According to Gazprom, the company needs more than ten rigs and platforms, more than 60 various ships and several tens of LNG carriers by year 2030, a press release from the company reads.

Gazprom will do its utmost to use the capacities of Russian shipbuilders and considers to replace foreign-made equipment with Russian analogues, Ananikov confirmed. -This opens up major perspectives for the modernization of equipment and the introduction of new technology, and provides the yards with a real chance of reaching a qualitatively new level of production, he told the shipbuilders.

Present at the meeting were representatives of the Baltic Yard, the Vyborg Yard, the Northern Yard, the Krylov Shipbuilding Research Institute, as well as several Gazprom subsidiaries. **Source : BarentsObserver**



Seen last Sunday afternoon mt **DUTCH EMERALD** from messrs Essberger, Dordrecht for underwater maintenance at dry-dock Repair Yard Scheldepoort - Vlissingen .

Photo : **Daniella Vermeer** ©

Layoffs planned for Aker Philadelphia Shipyard employees

Pink slips will go out soon at Aker Philadelphia Shipyard to an undisclosed number of workers because the shipbuilder does not have new orders or enough work to keep 1,000 people busy all the time Aker has three product tankers in various stages of production, all of which have been sold. The last tanker is scheduled for completion in 2012.

Aker has ordered parts for two additional tankers but still does not have financing or buyers. With credit tight and the economy crimping demand for petroleum products, offshore drilling, and new ship orders, Aker chief executive officer Jim Miller met with union leaders and employees this week and said there would be layoffs at the South Philadelphia yard. "We continue our efforts to either secure buyers and/or financing to continue building new ships into the future," Miller said in a written statement. "In the meantime, we are reducing our workforce in line with our current backlog."

Aker is the second-largest U.S. commercial shipbuilder behind General Dynamics Nassco, of San Diego. The layoffs do not come as a total surprise. In September, Gov. Rendell wrote Vice President Biden that without short-term credit help, the Philadelphia shipyard was "in danger of beginning the systematic closure of its operation in March 2010."

Financing is needed to build the two future tankers after the current backlog of three. Aker tried to get a \$150 million loan from the Maritime Administration of the U.S. Department of Transportation. To secure the loan, an additional \$15 million was needed. The money was supposed to come from an existing maritime appropriation for a FastShip Inc. project in Philadelphia that was never spent. However, legislation was required in Congress to "reprogram" the grant, and that did not happen. Aker has not said how many will be laid off. "Our labor agreement is clear - all the subcontractor employees have to go first, before regular Aker employees are laid off," said Gary Gaydos, president of the Philadelphia Metal Trades Council, which represents 11 affiliated unions. Aker employs 643 union and nonunion shipyard employees, and an additional 500 subcontractors at the Navy Yard. The total workforce is more than 1,000. On Tuesday, Miller met with employees. "He said that they tried to get money from the federal government for a bridge loan, and that didn't pan out," Gaydos said. "They are trying to secure work, and trying some other avenues for financing, but until that happens, there are going to be rolling furloughs throughout the shipyard." Gaydos plans to meet with Aker officials Tuesday.

U.S. Rep. Bob Brady (D., Phila.), whose district includes the Aker yard, said: "We are trying to get a bridge loan to get them by. It's not done yet, but we're still trying." Sen. Arlen Specter (D., Pa.) said: "We have a number of irons we are looking at for Aker." The atmosphere in Washington is "gridlock" and "generally nothing is happening on anything," Specter said, adding that the shipyard told his office the furloughs "will be on contract workers first, and not regular Aker employees." Manuel "Manny" Stamatakis, chairman of the Philadelphia Shipyard Development Corp., said the global economic crisis had devastated ship orders. "There's a state of uncertainty," he said. "The BP oil spill isn't helping. People say they are going to stop drilling - that doesn't help," Stamatakis said. "All of a sudden, somebody who was getting ready to buy a tanker to distribute oil says, 'Maybe I'll wait.' " "It's hard to get financing without a buyer," Stamatakis said. "It's doable - they are trying to do it. They are looking at ways to finance the ships on spec." It takes Aker about 16 months, and costs about \$100 million, to build a 10,000-ton tanker.

Aker, a unit of Norway-based Aker ASA, builds ships under the U.S. Jones Act, a 93-year-old law intended to protect national security and U.S. shipbuilding by allowing only U.S.-made vessels to carry cargo between U.S. ports. In 2000, Aker took over the predecessor Kvaerner Philadelphia Shipyard, which got started with a \$429 million taxpayer-funded shipbuilding subsidy in the 1990s. Aker sees the current challenge as short-term. By 2015, many older tankers at sea must be replaced because of a law that single-hull ships must have double-hulls - an additional layer between the oil tank and the ocean - to comply with an oil-pollution act passed after the [Exxon Valdez](#) oil spill. "There are ships out there that are going to need to be replaced between now and 2015," Stamatakis said. "The question is, how long will it take for things to turn so they can start building ships. I know Aker is working on alternatives." **Source: Phillynews**

Shin Yang to invest RM45mil in UAE shipyard

Shin Yang Shipping Corp Bhd will use part of the proceeds raised from its initial public offering (IPO) to set up a shipyard in the United Arab Emirates (UAE) to cater to the increase in shipping operations there, said financial controller and company secretary Richard Ling "We see growing demand for medium-sized vessels there. That is why we are constructing a shipyard (in the UAE to tap the potential)," he said at the company's listing ceremony yesterday. According to Ling, the RM190mil raised from the listing exercise would be for capital expenditure and to finance the construction of seven new vessels, and shipyard expansion and construction. "We are expanding our shipyard in Miri, Sarawak and building a new one in the UAE. We currently have 54 vessels operating in the Gulf. That's why we need a new shipyard there," he said. Shin Yang is investing RM45mil and RM120mil for the shipyards in the UAE and Sarawak respectively. "The shipyard in the UAE will be operational by the fourth quarter of this year while the one in Miri will be ready by the first quarter of 2011," said Ling.

He also said three of the seven vessels would be completed this year. About 63% of Shin Yang's revenue comes from its shipping services, 24% from shipbuilding and the balance 13% from ship repair and metal fabrication. Ling said the company forecast a 10% to 15% higher revenue for its financial year ending June 30, 2011 (FY11). He said the forecast was made on the back of the completion of the seven new vessels, the expansion of its existing shipyard and the setting up of a new one in the UAE. He also said the company was confident of growth in its FY10 financial results. Shin Yang registered a pre-tax profit of RM101.7mil on revenue of RM673.5mil for FY09. Shin Yang debuted on the

Bursa Malaysia main market at a one sen discount of RM1.09 against its IPO price of RM1.10. It closed at RM1.11 with 47.9 million shares traded. **Source: The Star**



Left (with coffee) seen **Capt. Gerrit Verschoor** which was going on leave from Svitzers tug **SINGAPORE** in Curacao whilst **Capt Bas van Veghel** (seen on the right) joined the vessel, as can be seen on the table, besides the latest Dutch newspapers Bas brought also the latest Playboy ☺ with him, in the middle with the cap is seen newsclippings contributor **Kees Bustraan**

Photo : Cor Blok ©

Korea's shipbuilding: becoming safer and healthier

The shipbuilding industry in Korea has been in a poor safety and health situation with the number of accident victims continuing to grow over the past three years and the accident rate more than double the average for all industries. So the government has implemented a plan to reform the industrial accident prevention project for the shipbuilding industry. The plan aims to greatly reduce industrial accidents in the shipbuilding industry, the world's number one in terms of order and production volume. The plan is meant to help the shipbuilding industry raise its status and make itself worthy of its global standing by lowering its accident rate from 1.41% in 2009 to 1.2% (down by 14.9%p) by 2012 and thus creating a safe and healthy workplace. The main features of the reform plan include strengthening tailored support reflecting differences in type of production system and size of enterprise; making institutional improvements with a focus on production sites to enhance the effectiveness of safety and health regulations; and strengthening cooperation on accident prevention activities to ensure the efficiency of such activities.

For a start, the government will strengthen tailored support different according to type of production system and size of enterprise. For large-scale shipyards (workplaces with 200 workers or more), the government will disseminate the shipbuilding safety and health management system that reflects the characteristics of the shipbuilding industry, such as complexity and mobility, and the production system in which one primary contractor and 100-odd suppliers work simultaneously. The government will continue to increase technical support for medium-sized shipyards (workplaces with 50~200 workers) and expand the scope of small workplaces (those with less than 50 workers) subject to intensive management. Second, the government will make institutional improvements with a focus on production sites so that they can reflect the characteristics of the shipbuilding industry. Specifically, the Enforcement Regulations of the

Occupational Safety and Health Act will be amended to differentiate the number of safety managers according to size of subcontractor. In the case of workplaces with 500 workers or more, two safety managers should be assigned regardless of their size. An additional safety manager should be assigned every time the number of workers increases by a certain percentage. To ensure the safety of temporary equipment and structures, such as platforms, hanging scaffolding, and guard rail stanchions, the government will set criteria for certification of their safety and continue to provide guidance on their usage. The government will revise the rules on occupational safety standards in consideration of the characteristics of the shipbuilding industry, conduct a survey to find out about the costs of occupational safety management, and pursue changing the way suppliers join industrial accident compensation insurance.

Along with this, in order to spread accident prevention across the shipbuilding industry, the government will strengthen cooperation on accident prevention activities. The government will set up a safety and health leadership group for the shipbuilding industry, consisting of the employers of the nine major shipbuilders, the president of the Korea Occupational Safety and Health Agency, and a government representative (Jun. 12) to create a wider consensus on accident prevention. Daewoo Shipbuilding & Marine Engineering Co., Ltd., which suffered a series of serious accidents earlier this year, will sign an agreement with the Korea Occupational Safety and Health Agency (Jun. 12) to develop and apply new temporary equipment and structures and introduce a safety and health management system for shipbuilding. Yun Yang-bae, Director of the Safety and Health Inspection Division, Ministry of Labor, said, "I hope the plan will provide an opportunity to raise awareness of workers' health and safety in Korea's shipbuilding industry, the world's number one in terms of order and production volume, and as a result, the industry, not content to remain as a big industry, will establish itself as a great industry that can boost the self-esteem of workers and the general public." **Source: The Republic of Korea**



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Worker dies in forklift accident in Turkey's Tuzla shipyards

One worker has died after a work-related accident in Istanbul's Tuzla shipyards, an area notorious for workplace fatalities, daily Radikal reported Wednesday. Sixty-year-old Mehmet Tağrikulu, who was seriously injured June 14 when he was buried under tons of material in a forklift accident in the private Selay Shipyard, has died in the hospital, Radikal said. The Shipyard Workers Association, or TİBDER, claimed the injured worker was first taken to a state hospital, but later sent to a private hospital in Istanbul because the state hospital did not have enough room in its intensive-care unit. Tağrikulu is the 135th worker to have died in accidents in Tuzla since the 1980s. Worker deaths in shipyards have caused public outrage over the past few years. A parliamentary commission on human rights prepared a report earlier this year about the accidents.

The widespread practice of subcontracting has been blamed as the cause of many of the accidents in the Tuzla shipyards, where production levels have decreased dramatically as a result of the economic crisis. According to the parliamentary commission's report, the practice results in workers failing to receive adequate safety training. Accusations have also been made that firms in the Tuzla shipyards paid the families of deceased workers to keep them from holding the companies legally accountable, saving them from having to make potentially larger compensation payments. **Source: Hurriyet Daily News**

Krasnoye Sormovo launches the Thetys, a tanker built for the Cyprus Moorpark

Krasnoye (Red) Sormovo Shipyard (Nizhny Novgorod, of the MNP Group) launched the fourth tanker, of the crude carriers series ordered by Moorpark Ltd. (Cyprus) and being built at the Nizhny Novgorod shipyard. The tanker was named Thetys, the MNP Group statement said.

The three-tanker contract was signed in April 2008, option for a fourth ship was confirmed later. The Cyprus company took delivery of the Titan tanker in October 2009. The Enceladus and Japetus will be delivered according to contract term. According to Group's CEO Vadim Malov, all four tankers meet the latest requirements for safe navigation and environmental protection.

Tanker of Project 19614 is designed to transport crude oil and petroleum products and chemical goods in accordance with the class: KM Ice1 R2-RSN AUT3 VCS Oil tanker / Chemical tanker type 2 (vegetable oil) (ESP), and belongs to the river- sea going vessel Class. Specifications: LOA - 141 m, beam - 16,9 m, depth - 6,1 m, draft - 3,73 / 3,60 m, capacity - 5530/5030, the volume of cargo tanks - 6720 cub. m, maximum speed - not less than 10 knots, the crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and non-Arctic areas in accordance with the ship's class.

These tankers differ from those built earlier, tailored to the needs of the shipping company.

Red Sormovo "- one of the oldest Russian shipbuilding enterprises, founded in 1849. Group of companies "Sea and oil and gas projects" owned 52.33% of ordinary shares in the company, JSC "Western Center of Shipbuilding - 44.58%. Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849 and is part of MNP Group (Sea, Oil & Gas Projects). The MNP Group holds a 52.33-percent stake in the Shipyard, Western Center of Shipbuilding – 44.58% of common stock. MNP Group is the Company Manager of shipbuilding projects. The Group is comprised of Krasnoye (Red) Sormovo Plant in Nizhny Novgorod, Sormovskoe (Sormovo) Engineering and the Volga-Caspian Design Bureau in Nizhny Novgorod. **Source : PortNews**

Brazil's Rio State May Consider License For OSX Shipyard

Brazil's Rio de Janeiro state may consider granting an environmental license to billionaire Eike Batista's OSX shipyard project after a southern Brazil state turned it down, a Rio state official said. Batista's OSX, projected to build drill rigs and ships for Brazil's burgeoning oil industry, will be able to set up operations in Acu port in Rio de Janeiro state if it presents an environmental study that meets state approval, said Julio Bueno, Rio state economic development secretary.

"We were recently sounded out by OSX on this possibility and this possibility does exist," Bueno said in a statement issued by his press office. "We don't know when the company will start its environmental-impact study." EBX, the parent company for OSX, didn't immediately comment when contacted by Dow Jones. OSX is the youngest sibling of Batista's mining, ports and energy empire. Plans to site the shipyard in Santa Catarina state in southern Brazil on lands purchased by the company failed after local authorities refused an environmental license. Acu, where OSX may now move, is a deepwater port being built by LLX Logistica SA (LLXL3.BR), another EBX company. The port may also accommodate one or two new steelworks which are still at the planning stage. **Source: Dow Jones**

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Vancouver Container Imports Hit 20-Month High

Containerized imports at Canada's Port Metro Vancouver grew 41.4 percent in May to the highest level in 20 months, according to the Vancouver Fraser Port Authority. The expansion in May over the same month a year ago marked Vancouver's sharpest growth since February, when the Winter Olympics helped push a 43 percent surge in goods coming into the port.

But the May expansion came amid a broader improvement in shipping demand that helped Vancouver to its busiest month for container trade since the economic downturn. Containerized imports grew 9.3 percent above the level Vancouver reported in April, and the 108,666 laden imported TEUs were the most Canada's largest port has handled since September 2008. Export trade also reached its highest level in a year even though containerized exports fell on a year-over-year basis 4.4 percent, the fifth straight monthly decline compared to last year. But the exports grew on a sequential basis 10.3 percent and the 85,548 TEUs marked the highest number Vancouver has seen since May 2009.

Source: Journal of Commerce

Wilhelmsen dips on debut

Shares in Wilh Wilhelmsen ASA slipped below the company's IPO price on its Oslo Stock Exchange debut Thursday. WW stock slumped as much as 6% in early trading following the recent trend for newly listed shipping companies.

Analysts say the share was responding to falls in stock markets across Europe. At the time of writing WW was trading at NOK 23.00 per share, having hit a low of 22.60 per share this morning.

As TradeWinds has reported the Norwegian shipowner has raised NOK 1.45bn (\$228.12m) from a global offering ahead of a fresh listing for its shipping and logistics divisions. It sold 60 million shares at NOK 24.20 each in an issue which closed last week.

Wilh Wilhelmsen Holding, which took over the old WW listing yesterday, was up 1.32% at NOK 115 per share this morning. It owns nearly 73% of Wilh Wilhelmsen ASA and 100% of Wilhelmsen Maritime Services. **Source :** TradeWinds

APM Terminals sees 2010 container port volume growth

APM Terminals, the port operating arm of Danish shipping and oil conglomerate A.P. Moller-Maersk, sees global

container port volumes growing again in 2010 after a steep drop in 2009 "I would expect a 5 to 10 percent annual growth in volumes in 2010 following a 10 percent decline in 2009," Christian Laursen, APM Terminals Chief Financial Officer, told Reuters on the sidelines of the Transfin 2010 conference in Barcelona.

Left : The **MAERSK KALMAR** seen assisted by the **ZP MONTELENA** arriving at the APM terminal in Rotterdam-Europoort
Photo : Jan Oosterboer ©



The global shipping industry is clawing back from a steep plunge in 2008-2009 as world trade recovers. Increasing freight rates and volumes helped A.P. Moller-Maersk back to profits in the first quarter of this year. "When you have an industry that is planning for a 10 to 15 percent growth (as seen in the years before) and then you see a drop

of 10 percent, then suddenly you free up quite a bit of capacity," Laursen said. "We believe that trade will be more balanced going forward, that the strong imbalances in the world economy that we saw leading up to the crisis in 2009 will now need to be corrected to some extent." APM, which competes with PSA International [PSAIN.UL], Hutchison and DP World, operates a network of 50 ports in 34 countries.

In 2009, it generated 37 percent of its revenues in emerging markets in Asia, India, Africa and Brazil, tapping on opportunities associated with the upgrading of outdated port infrastructure. "We have seen quite a number of terminal and port projects being either cancelled or deferred or rescheduled over the last couple of years and that should mean that the difference between supply and demand can be resolved relatively quickly," Laursen said. "A return to the very high growth rates of the past may not happen," he added. **Source: Reuters**



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SCI to acquire 60 ships by 2015 for Rs 20K cr

State-owned Shipping Corporation of India (SCI) said it will acquire 60 vessels by March, 2015, entailing an investment of about Rs 20,000 crore. The company also plans to diversify and enter into areas like ship-building to become a full-fledged maritime player from a shipping company at present "We have 30 odd vessels on order for \$2 billion (Rs 9,150 crore). We will order more for over \$2 billion (over Rs 9,150 crore). The vessels will be delivered by 2014-15," SCI Chairman and Managing Director S Hajara said here on the sidelines of a SCOPE conference.

SCI at present owns 76 ships of 5.1 million Deadweight Tonnage (DWT) and mans 60 vessels of 0.2 million tonnes DWT. It plans to take its capacity to 12 million DWT by March, 2015, by acquiring these 60 vessels. DWT is the total weight of the ship, including the cargo, crew and fuel.

Hajara had said last month that there was a likelihood of these ships being built in South Korea and China. The company had planned to acquire 62 ships during the XI Five-Year Plan.

On the company's diversification plans, Hajara said SCI plans to become a global maritime player instead of a mere shipping company and will enter the ship-building segment. "We are looking at shipbuilding also. It is a backward integration for a shipping company. We will be doing it in partnership either with an Indian or foreign company," he said. He, however, did not give any timeframe for this. SCI recently concluded a joint venture with the country's largest steel maker, SAIL, for the import of coking coal and is holding discussions to form a JV with Shipping Corporation of South Africa for transportation of minerals. It is also in talks with ONGC for supporting the oil and gas firm's offshore activities. "We are in discussion with National Shipping Corporation of South Africa. We will be looking at primarily targeting the South African market. South Africa is very rich for minerals and raw material. This shipping company is supposed to benewbuildings getting some preference for movement of South African minerals," Hajara said.

"JV with SAIL is final," he said, adding that SCI will use its vessels to import coking coal on behalf of SAIL. Initially, SCI will import about one million tonnes of coking coal, which will later go up to six million tonnes. "SAIL is going to require substantial increase in import of coking coal as they are expanding their capacity phenomenally," he said. Steel Authority of India Ltd (SAIL) requires coking coal to fuel its Rs 70,000 crore expansion plans to enhance its capacity to 23 million tonnes in the next two years. **Source: Business-Standard**



The two KTK newbuildings **KTK BARAKUDA** and **KTK TRIBON**, enroute from Galati to Panama made a (fuel) stopover in Las Palmas

Photo : Capt. Bram van der Hout ©

PILOT PROBLEMS

There aren't enough pilots in the world to put one on every bulk carrier using the shipping lanes in the Great Barrier Marine Park according to the Australian Federal Government. But that hasn't stopped Mayor Brad Carter's safety campaign gaining momentum.

It's now official policy of the Australian Local Government Association – which represents more than 600 local councils nationwide – after delegates voted overwhelmingly to back the Rockhampton Regional Council proposal.

Cr Carter said the association's national general assembly in Canberra didn't need much persuading to throw its weight behind the proposal. "There wasn't much debate because it's a common-sense measure aimed at protecting our reef and the coastline," he said.

The resolution adopted by the assembly calls for the Federal Government to expand the coverage of vessel monitoring to cover all bulk carrier shipping lanes, with the Great Barrier Reef a priority. It also calls for a full review of deterrent penalties for captains who do not comply with environmental and maritime laws in relation to bulk carrier activities.

And it asks the government to demand all ships using the Great Barrier Reef Marine Park area have pilots on board.

Cr Carter believes pilots are the only way to guarantee there will be no repeat of the environmental damage caused in April when the Chinese coal carrier **Shen Neng 1** ran aground on Douglas Shoal off Yeppoon, hours after leaving Gladstone.

"I would hope that the government will take note of what we are seeking, but I am disappointed in my discussions with Transport Minister Anthony Albanese," he said **Source : ShipTalk**

Sea ports of Russia ship over 8.6 mln tonnes of grains in 2010

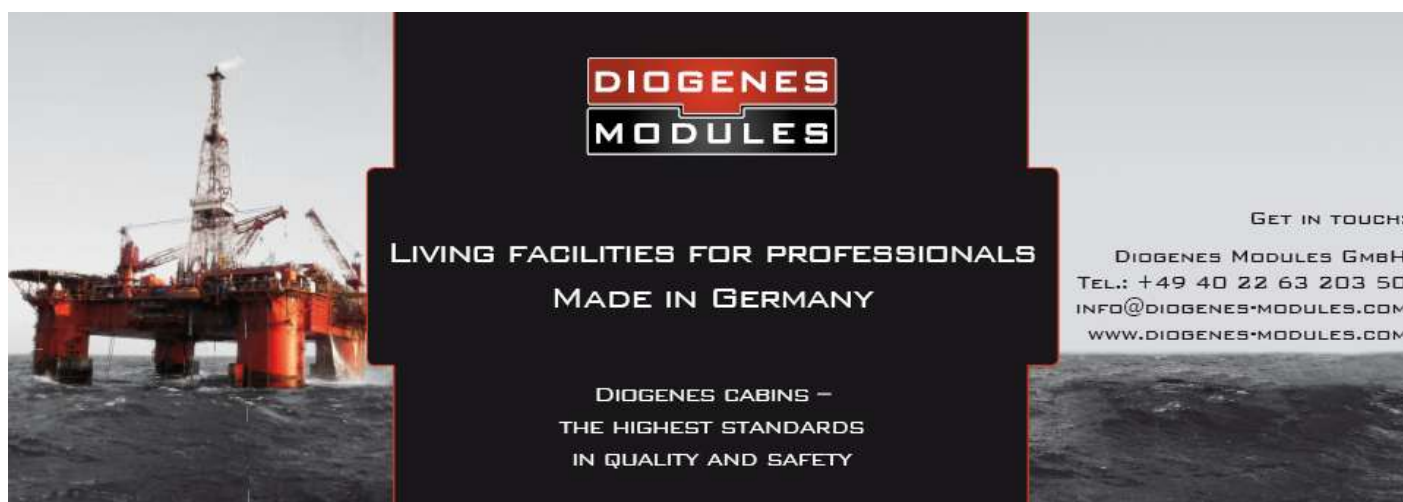
During five months of 2010, the cargo outflow of the sea ports of Russia increased by 10.9% compared to the same period of the previous year, to 214.18 MMT. Dry cargoes shipments totaled 84.94 MMT (up 14.4%), including 8.6 MMT of grains (up 1%), 4.79 MMT of mineral fertilizers (up 32.7%). Bulk cargoes shipments totaled 129.24 MMT, declared

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 179

the Association of sea trading ports of the Russian Federation. Shipments of export cargoes increased by 11.7% compared to the same period of the last year, to the level of 167.3 MMT.

Cargo shipment in the sea ports of the North-Western basin totaled 91.56 MMT (up 4.8% compared to five months of the previous year). Dry cargoes shipments totaled 32.9 MMT (up 13.2%), bulk cargoes - 58.7 MMT (up 0.6%).

The Southern basin ports shipped 75.28 MMT of cargoes (up 3.3%), including dry cargoes - 26.5 MMT (up 8.1%), bulk - 48.7 MMT (up 0.8%). Operators of the sea terminals of the port Tuapse shipped 8.22 MMT (up 12.1% compared to the same period of 2009), the port Kavkaz - 3.59 MMT (up 22.6%), the port Rostov - 2.87 MMT (up 63.4%), the port Azov - 1.89 MMT (up 11.4%). Novorossiysk port showed the same cargo shipments compared to the previous year (51.2 MMT). The Far East basin ports processed 47.34 MMT (up 43.8%), including dry cargoes - 25.5 MMT (up 23.7%), bulk - 21.9 MMT (up 180%). **Source: UKrAgroConsult**



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The **SVENDBORG MAERSK** assisted by KOTUG' s **RT ROB** arriving in Hamburg – **Photo : Capt. Hans Schaefer ©**

Fairstar banks \$33m

Dutch heavy-lift outfit Fairstar Heavy Transport has pocketed NOK 213m (\$32.97m) from its latest share issue.

The Oslo-listed shipowner says Norwegian and international investors grabbed 25 million new shares at NOK 8.50 a piece. Fairstar's private placement, its second this year, took less than a day to tie-up.

"Access to capital markets will continue to be a critical factor to remain competitive in our industry," Fairstar's finance man Mark de Haas said in a statement issued Friday. Chief executive Philip Adkins added: "In the next three to five years there will be a shortage of modern, true open stern semi-submersible heavy transport ships.

"We believe our strategy to expand our fleet will reward our stakeholders handsomely for many years to come."

Fairstar says it will issue up to 3 million new shares at a rate of NOK 8.50 for investors that weren't offered a chance to take a bite of the private placement. Only shareholders on record as of 25 June will make the cut.

Source : Tradewinds

.... PHOTO OF THE DAY



Jumbo Shipping's Heavy Lift Vessel **Stellanova** (500 t lifting capacity) delivering offshore equipment to the second largest crane vessel in the world, the **Saipem 7000** (14.000 t lifting capacity) in Rotterdam

Photo : Danny Cornelissen, Port Pictures ©

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