

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 189



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The tugs SINGAPORE and DE ZHOU at berth/leaving Curacao to an offshore location of New Orleans from where to tow Diamond Drilling semi-sub "Ocean Confidence" from GOM to Pte.Noire

Photo : SVITZER Ocean Towage (c)

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DC Vlaanderen 3000 just arrived at 'Visart' locks Zeebrugge and bound for high seas

Photo : Luc de Schutter ©

Sri Lanka maritime cadets training onboard APL vessels

APL has begun training cadets at sea in an effort to tap into the strong pool of graduates from Sri Lanka's top maritime training academies. APL said that three navigational cadets from Mercantile Marine Management are already sailing on APL ships, and will soon be joined by six more. Nine engineering cadets from Colombo International Nautical & Engineering College are currently in the final phase of class room-based training before taking up onboard posts. In addition to taking graduates from leading private colleges, APL is, exploring opportunities with top government establishments such as the Mahopola Training Institute. According to statistics provided by the Director of Merchant Shipping, Sri Lanka has more than 300 cadets graduating from its institutions every year. However, opportunities for essential onboard training have until now been limited. APL has been operating in Sri Lanka since the 1980s. Today, it offers five weekly services touching global trade lanes and a wide range of value add logistics services.

Source: WWShipper



The **XIN LOS ANGELES** seen in Zeebrugge – Photo : Muhlis Cakir ©

New pipeline affecting tanker markets

The completion of the first stage of the East Siberia Pacific Ocean (ESPO) pipeline in late 2009, together with the launch of the Kozmino port of the Sea of Japan marked the opening of the new, strategically important Russian crude export route to the Pacific Ocean. As a result, with shipments already running from late December of the previous year, during the first five months of the year, exports of the ESPO blend averaged around 275,000 b/d, rising sharply during January and February, and then stabilising around 300,000 b/d, according to a report by London-based shipbrokers Gibson. "Interestingly, during the same period of time, total FSU crude exports increased by just 200,000 b/d year-on-year, with rising crude exports to Kozmino being at least partially offset by the decline in shipments to Black Sea ports. FSU crude exports via the Black Sea averaged 2.15 million b/d between January and May 2010, down by 100,000 b/d compared to the same period last year" the broker said.

So, what does that mean for the tanker markets? Well, although the factors driving the FSU crude export flows are far more complex, those developments highlight the increasing pressure on the existing westbound export volumes, as a result of the opening of the new route in the East. According to Gibsons, "in the short term, export shipments to the West will be further tested, when the 300,000 b/d pipeline spur from Skovorodino (the end point of the 1st stage of the ESPO line) to Daqing, China comes on stream next year. The risks are even greater in the longer term, as the capacity of the ESPO is planned to reach 1.6 million b/d, when the 2nd stage of the project is completed in 2014. With FSU crude exports expected to rise by only 0.2-0.3 million b/d by 2015, large-scale increases in crude exports to Asia Pacific would significantly reduce export flows to Western customers. According to the IEA, FSU crude exports to OECD Europe may decline by around 0.6 million b/d to 4.4 million b/d by 2015.

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Keeping all things equal, the forecast increases in eastbound FSU crude exports will boost Aframax demand in the northern Pacific, but will pose a significant threat to short haul tanker demand in the Baltic/NW Europe and the Black Sea/Med. Yet, at the same time any drop in FSU crude exports to Western markets will have to be replaced by shipments from further away, supporting growth in larger crude tanker segments” the report stated.

Meanwhile, during the course of the previous week, VLCC rates declined more, as limited cargo enquiry and an over abundance in available tonnage ensured Charterers continue to hold the upper hand. Although it is generally being felt that rates are nearing the bottom Charterers remain patient giving no encouragement to Owners looking for a quick recovery. Present levels for Eastern destinations are around WS 65 and last fixed to the West was seen at WS 45. AG suezmaxes followed suit alongside their larger cousins and are now feeling the pressure with rates now likely to be around 130 x WS 87.5 with little chance of any change in direction for the coming week. Similarly, Aframaxes are being kept on a tight leash with 80 x WS 120 being the conference rate with some believing that less can potentially be achieved. Suezmax Owners in West Africa have seen sparse enquiry and with tonnage building rate levels have eroded to 130,000 by WS 75 for discharge U.K. The US 4th of July holidays didn't change the market early this week. Similarly VLCC's not being shown any love either as only a handful of cargoes to the East have been fixed with levels gradually being chipped away. Present theoretical levels to the West are somewhere in the low to mid WS 70's and the last achieved rate to the East Coast of India was USD 3.55 million. Mediterranean aframaxs came off last week's levels as enquiry slowed and eager tonnage emerged. The tonnage list has not exactly been awash with prompt/early tonnage but a relative dearth of early July enquiry prompted

those units into accepting levels in the low WS 100's. "Activity got much busier once the new low had been established but by then stem dates had moved onto end first decade/early second decade, bringing more tonnage into the fray and thus a momentum was never allowed to build. Rates for cross-Mediterranean are at the bottom, around WS 102.5-105 level and likely to stay there for the near future. In spite of a fairly steady flow of Suezmax cargoes from Black Sea rates have gradually slid from WS 100+ to WS 80. Although this has cleared up the prompter tonnage rates are not expected to increase just yet. Several Mediterranean/transatlantic cargoes also covered in low WS 70's have at least helped Owners ballast down to West Africa which has also seen falls" Gibsons concludes.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The crew of the TSHD **CRESTWAY** supports the Dutch Soccer team in the finals HOLLAND<>SPAIN which will be held this weekend

Narco sub could have submerged to 65 ft

Up until now, so-called "narco subs" used by drug smugglers have, in fact, been semi-submersibles - fast boats that operated with most of their hulls submerged inches below the water. Now, though, Ecuador Anti-Narcotics Police Forces and Ecuador Military authorities have - with the assistance of the U.S DEA - seized what is described as a fully-operational submarine built for the primary purpose of transporting multi-ton quantities of cocaine.



The investigation of the captured submarine and those responsible for its construction is ongoing. One person has been taken into custody by Ecuadorian authorities at the site of the seizure.

According to the DEA, the twin-screw, diesel electric-powered submarine is about 30 meters long and about nine feet high from the deck plates to the ceiling. The sophisticated vessel also has a conning tower, periscope and air conditioning system. In a report in the LA Times from Bogota, Colombia, Chris Kraul provides some further details:

He writes that the fiberglass hulled vessel also had "scrubbers" to purify the air, and bunks for a maximum crew of six. But what set the craft apart from semi-submersible craft, he says, was a complex ballast system that would have enabled it to dive as deep as 65 feet before surfacing.

See also : http://www.youtube.com/watch?v=9u4CZczumAA&feature=player_embedded#!

DEA Andean Regional Director Jay Bergman stated: "Traffickers historically employed slow moving fishing boats, sail boats, pleasure craft and subsequently go-fasts. Eventually, when speed no longer won the day, traffickers to avoid detection, turned to parasitic devices on the bottom of ship hulls, towed array devices and ultimately low profile vessels and semi-submersible boats. The advent of the narco-submarine presents new detection challenges for maritime interdiction forces. The submarine's nautical range, payload capacity and quantum leap in stealth have raised the stakes for the counter-drug forces and the national security community alike."

DEA says the submarine was constructed in a remote jungle environment in an effort to elude law enforcement or military interdiction, and is currently located near a tributary close to the Ecuador/Colombia border. As a result of DEA intelligence, Ecuadorian authorities were able to seize the vessel before it was able to make its maiden voyage. This is the first seizure of a clandestinely constructed fully operational submarine built to facilitate trans-oceanic drug trafficking, says DEA. **Source : MarineLog**

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From the bridge of MV Deltagracht (6)

Tahiti, here we come

By Els Kroon



At sunrise on July 3rd **Deltagracht** entered the port of Papeete on South Sea's Paradise Tahiti for the first time. **Captain Verschoor** and crew got a hearty welcome from Port Autonome Papeete's tug boat Aito Nui, spouting water from it's fire engine at the port's entrance.



While Sevenstar's load master Tom Wylie and the vessel's crew started preparations for discharging two big yachts with destination Papeete, a welcome ceremony took place in the ship's office. In the presence of two local photo journalists harbor master Francois Chaumette and port manager Patrick Bordet presented a beautiful plaque, made of wood native to Tahiti, decorated with the island's famous engraved mother-of-pearl, commemorating **Deltagracht's** first visit to French Polynesia.

We were also honored with leis, made of Tahiti's sweet-smelling Tiare flowers. Being a visitor, the captain and I each received two leis, one to keep, a second one to throw into the sea when leaving the island, an old tradition which assures the visitor of a comeback.



The ceremony was organized by port agents Pascal Bredin and Vaea Olanda of Tahiti Yacht Services, both local Tahitians, knowing their way around in the business. Thanks to the agents I was able to visit Taina Marina, the biggest yacht club of the island during my very short time on the island. In the next clippings more about our visit to the Polynesian Paradise

US faults safety at Puerto Rico shipping terminal

U.S. regulators have found safety violations for a second time at a Horizon Lines Inc. shipping terminal in Puerto Rico. The Occupational Safety and Health Administration says inspectors found a number of potential dangers to dock workers in San Juan. The violations include such things as trucks with no backup alarms and exposed electrical parts in a crane. OSHA's statement Tuesday says the citations carry potential fines of up to \$72,500. A Horizon spokesman declines comment. The Charlotte, North Carolina-based company has 15 days to respond to OSHA. The agency found some of the same violations in an October 2006 inspection of the company's San Juan terminal. **Source: Associated Press**

Party bosses to punish Vinashin chief

The Commission for Inspection of the Communist Party of Vietnam Central Committee announced on July 5 that several Party organizations and members will be punished for serious violations of the Party rules.

Among them is Pham Thanh Binh, Secretary of the Vietnam Shipbuilding Industry Group (Vinashin)'s Party Committee and Chairman of the Vinashin Management Board. According to state controlled broadcaster Voice of Vietnam, "the

commission concluded that his wrongdoings called for disciplinary actions as he had been irresponsible in the mobilization, management and use of the state capital, pushing Vinashin to the brink of bankruptcy. It decided to start the process of criticizing and punishing towards Binh."

At the same time, the commission asked the government to inquire into the responsibility of related ministries and agencies for Vinashin's violations. According to an Agence France Presse report, Vinashin has debts of \$4.3 billion.

Now Vinashin is undergoing a major restructuring. Tien Phong newspaper says it will be divided into three parts by September 30. A rump group will remain managed by Vinashin., but PetroVietnam will take charge of the Lai Vu Shipbuilding Complex (Hai Duong), Nghi Son Shipbuilding IZ (Thanh Hoa), Nhon Trach Specialized Shipbuilding and Equipment Manufacturing Plant (Dong Nai), the Dung Quat Shipyard (Quang Ngai), Soai Rap Shipbuilding Industrial Zone (Tien Giang), Vinashin's share in the Hoang Anh Shipbuilding JS Company (Nam Dinh) and other Vinashin investments.

Vinalines will take over the Hai Ha Seaport IZ (Quang Ninh), Dinh Vu Port (Hai Phong), Hau Giang IZ and Shipyard (Hau Giang), Nam Can Shipyard and Port (Ca Mau), the East Sea Marine Transport Company, the Vien Duong Transport Company, and Vinashin's share in other marine transport companies. **Source : MarineLog**



Above seen the general cargo vessel **BOE OCEAN** (IMO 8602385) on Monday the 6th of July whilst she was moored at Dunkirk. **Photo : Graham Prosser ©**

Bulk shipping groups fear fall in profitability

Owners of dry bulk ships and tankers face sharp falls in profitability after rates for the largest ships at least halved since May on fears about ship oversupply and weak global demand. The fall-off could revive fears about the finances of the weakest companies, some of which are struggling to finance significant orders of new ships. **Source : ft.com**



Above seen the 1999 built offshore tug/supply ship **ASSO VENTIDUE** towing the 1988 built ABS Class jack up oil rig **GSP SATURN** escorted by the 2009 built ITA flag tug **CITTA DI MILAZZO** in a position of 75 nautical miles east off Malta on Wednesday 7th July 2010.

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

Cunard's Queen Elizabeth cruise liner nears completion

Queen Elizabeth's maiden voyage to the Canary Islands is sold out

Cunard's new cruise liner **Queen Elizabeth** is nearing completion at an Italian shipyard ahead of its naming ceremony in Southampton in October. Its predecessor **Queen Elizabeth 2 (QE2)** ended its life as an ocean liner in November 2008 and sold to Dubai-based property developers Nakheel.

From the outside **Queen Elizabeth** looks largely complete. The trademark Cunard red and black funnel is in place, the black and white hull marks out this ship as a cut above the typical white floating block of flats that so many of the current cruise ships resemble. It has taken 18 months to get this far. But step inside this gigantic building site and you discover 2,000 people working flat out to get the £400m ship ready. The new ship is expected to be the last new cruise ship for the British market for years to come.

Wires trail everywhere, welders create showers of sparks, craftsmen piece together marble floors and lay gold leaf on the art deco adornments in the big public rooms. "It must be ready," says Jolette Vincenzi, a technician at the Fincantieri shipyard. "We have got no choice. In two months the ship will make sea trials. In three months it will carry passengers." Miles of cables stretch between banks of state-of-the-art machines, as electricians crawl around.

The deputy captain, Hamish Sunter, is one of five ship's officers who are already working on board. He's been here since April. He was previously on **QE2**, which the new ship effectively replaces. "**QE2** was a venerable old lady," he says. "Very fast in a straight line. This one is better at manoeuvring sideways. But in style they have a lot in common."

"Think of one year of a ship's life being like two years of a human life. "So in our terms **QE2** was like an 80-year-old lady, and bits of her weren't quite what they once were. This one is brand new." Queen Elizabeth - or just QE as the ship is already being called - is one foot longer and one foot wider than the QE2. But with 16 decks, she is much taller.

Linda and Ken Hindle from Southampton are regular cruisers, racking up 14 voyages on **QE2**. "We were devoted to that ship," says Mr Hindle. "So as soon as we heard a new queen was being built we tried to book the maiden voyage." They were lucky to get on the list. The trip from Southampton to the Canary Islands sold out in less than half an hour. The ship looks a lot like her sister, **Queen Victoria**, but is more than a third smaller than Cunard's other liner, the **Queen Mary 2**. It will be named in Southampton on 11 October. **QE** will be the third new cruise ship to be named in the city this year but will be the last for years to come with no other ships on order for the British market.

Source : BBC

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Analysis: BP clean-up leaves U.S. vulnerable to another spill

The Obama administration may succeed in pushing through its offshore drilling ban, despite fierce resistance from the oil industry, since a piece of machinery in short supply has left oil companies and the environment glaringly vulnerable to another oil spill. The offshore skimming devices -- seagoing vessels that suck up spilled crude -- are the first line of defense in the contingency plans that big oil companies are required to submit when they drill in the deep waters of the U.S. Gulf of Mexico. But the vast majority of skimming capacity listed in "worst case scenario" plans to combat major Gulf spills is already deployed to clean up BP's leak, according to copies of the plans made public by Congress and lists of vessels active in the cleanup that were obtained by Reuters.

With few skimmers in reserve, any new spill could be harder to fight, including one caused by a hurricane during the Atlantic storm season that forecasters say could be one of the most intense on record. That may give U.S. Interior Secretary Ken Salazar the justification he needs to quickly issue a new deepwater drilling ban after a district court struck a first one down.

"We are working hard to issue a new moratorium in the coming days," Interior Department spokeswoman Kendra Barkoff said, without offering further details. BP, Exxon Mobil Corp. and Shell Oil Co, among the biggest operators in the Gulf, would rely largely on the same armada of skimmers, according to contingency plans that were released by lawmakers investigating the BP blow-out.

Many of those vessels are among the 58 largest skimmers already cleaning up the biggest Gulf spill ever, one that has forced the closure of more than 80,000 square miles of fishing area and put the future of U.S. offshore drilling in doubt. For instance, 84 percent of the skimming capacity Shell lists in its Eastern Gulf "worst case scenario" spill contingency plan is engaged in the BP effort, according to an equipment manifest given to Reuters. Two big spill response firms told Reuters that over 90 percent of their resources are already at work on BP's spill. The bulk of skimmers listed in oil companies' contingency plans are controlled by a single spill response firm, Virginia-based Marine Spill Response Corp. (MSRC), formed and funded collectively by big oil companies after Alaska's Valdez spill in 1989 and run by a former BP executive.

With BP's blow-out still gushing up to 60,000 barrels per day, the Gulf clean-up effort may drag on for months or years, even if BP can plug its blown-out well in August as planned. Following the Valdez spill, offshore skimming vessels remained in action for more than a year. "If you don't have the equipment to respond to a spill, you can't be allowed to drill," said Dan Lawn, a former oil safety inspector for Alaska's Department of Environmental Conservation.

"The contingency plans should be revoked because they are worthless right now." The U.S. Coast Guard, charged with overseeing offshore spill response, did not respond to requests for comment. U.S. District Judge Martin Feldman of New Orleans last month struck down the Obama administration's first moratorium issued in May -- which halted drilling in waters deeper than 500 feet for six months. Feldman ruled it "arbitrary and capricious."

While any ban is controversial since U.S. Gulf oil projects account for a third of the country's oil production and thousands of jobs, Salazar pledged to press ahead regardless.

Grilled on Wednesday by a Congressman who said a ban would bring irreparable harm to Louisiana's offshore industry, Salazar said: "The greater irreparable harm would be if there was another blowout, when there is not the oil response capability to even deal with the current Horizon event."

FEW SKIMMERS IN RESERVE

More than 7,000 U.S. Gulf-based spill response vessels -- including skimming units -- and around 50,000 people are involved in the Horizon cleanup, the largest and most complex spill response ever. The vessels have recovered more than 28 million gallons of oil-water mixture so far.

The deployment of skimmers at BP's spill has expanded more than fivefold since early June, and 550 skimmers were at work as of Friday, according to a release from spill responders. They expected 750 skimmers in action by August.

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In preparation for offshore disasters, scores of skimming vessels are usually kept at staging areas in the Gulf Coast, but few are idle now. BP's Gulf contingency plans call for racing skimmers to a Gulf spill in as little as 6.5 hours.

A contingency plan for Shell, the No. 2 Gulf producer, shows it could race 24 skimmers with capacity to suck up 162,752 of oil per day to a potential blow-out. At least 16 of the skimmers, and all of the largest ones, are engaged. Those that may still be available could collect less than 25,818 barrels, the vessel lists showed.

Shell declined comment on its Gulf contingency plans. A person close to the company said Shell's contingency plan for the Gulf envisages an unlikely scenario with multiple spills. There is a "considerable amount" of safety equipment available still available, the person said, and Shell would still rely on a Gulf-based fleet of skimmers.

In addition, Shell could quickly import more boom, dispersant and other safety gear from Europe, the person said.

To be sure, skimmers are no silver bullet. They often collect less than 20 percent of oil that reaches the sea surface, experts say. But used with barges, tugs, absorbent booms and dispersants, skimmers play a major part in keeping oil from fouling beaches, especially if they are deployed fast. Some support is already arriving from abroad. One Taiwanese vessel that arrived this week, the so-called A Whale, is a converted supertanker with capacity to process up to 500,000 barrels per day of oil and water mix. It may gain Coast Guard approval to operate this weekend. But the bulk of the world's offshore skimmers are on standby for spill responses elsewhere. Only 15 foreign response vessels were at work on the Gulf spill last week.

And even the A Whale is unlikely to free up other U.S. skimmers from their ongoing work, since an aggressive spill response requires up to hundreds of agile skimmers to cover the rapidly-expanding area of oil slicks, experts say. BP's spill is no longer a single slick but a "massive collection of smaller patches of oil," response commanders wrote on Friday.

STORM RISK

Hurricanes bring more risk for oil companies in the Gulf, often requiring the deployment of skimmers after they pass.

In 2005, Katrina ravaged the region, laying waste to several drilling platforms and causing spills of at least 6.5 million gallons, more than half of the Valdez spill volume. After the Valdez disaster, MSRC deployed seven of its largest, 'responder-class' skimmers during the 2005 storm season. Today, 12 of the firm's 15 responder-class vessels are dedicated to BP's spill, MSRC spokeswoman Judith Roos said. The firm also operates dozens of smaller skimmers. "Should another event occur, the Coast Guard has the authority to determine where to direct our resources," Roos said. Shell, BP and Exxon Mobil's contingency plans all call for relying heavily on MSRC skimmers.

Employees at National Response Corp. and Ampol, the two other response firms listed in all three companies' Gulf response plans, told Reuters they have deployed more than 90 percent of the equipment they had available in the Gulf. **Source : reuters**



The **MSC LEA** seen enroute Antwerp – **Photo : Henk de Winde (c)**

Oil trade between Angola and China attracts investors to companies owning tankers

Sales of Angolan oil to China are stimulating investment in companies holding tankers and in fleet owners, the American website Bullmarket.com recently reported. Investment in oil tankers and related companies is a niche market recording strong growth, which analysts are beginning to recommend. It has gained popularity as Angola is increasingly replacing Saudi Arabia as China's biggest oil supplier.

"The longer the voyage, the more profitable it is for the oil tanker industry," says Tony Daltorio, an analyst for Investment U. A cargo trip between Saudi Arabia and China lasts 21 days on average, while the route between Angola and China averages 33 days.

Prices charged by tankers plying the route between Japan and Saudi Arabia reached as high as US\$177,000 per day several years ago.

The financial crisis caused the tankers' dayrate to collapse to US\$1,246 in September 2009. However, tanker rates are going up again, last week rising above US\$70,000 per day. According to the Bullmarket investment services company, they may soon top US\$100,000, the highest in the last two years.

"More Chinese demand, combined with longer voyages, translates into good news for oil tanker operators that have resorted to using their massive ships as glorified storage facilities during the prolonged slump caused by the recession," states the Bullmarket.com analysis.

With the 31 percent rise in Chinese oil imports in April, trips by oil tankers increased to nearly 1.13 million nautical miles, 284,000 nautical miles more than in the same month of the previous year.

"China's demand for crude oil means oil tankers have had to traverse the globe 11 extra times in a typical month," indicates the Bullmarket.com study.

Rikard Vabo, an analyst with Fearnley Fonds, said the dayrate for an oil tanker should hit US\$100,000 in December, up 43 percent over the US\$70,025 charged on 11 June. International Energy Agency forecasts estimate a rise in Chinese oil consumption on the order of 669,000 barrels per day in 2010. They also indicate rising demand for oil tankers, as the forecasted increase implies nearly two more supertankers each week. **Source: Macauihub**



The **MAERSK KITHIRA** – Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

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Australia plans to ship refugees to Timor

Australia's new prime minister Julia Gillard Tuesday pledged to "wreck" people-smuggling by setting up a regional asylum processing centre in East Timor, tackling a key issue ahead of polls. Gillard said the centre, which has initial support from East Timor and New Zealand, would slash the number of migrants arriving in rickety boats which have caused headaches for successive governments.

"The purpose would be to ensure that people-smugglers have no product to sell. Arriving by boat would just be a ticket back to the regional processing centre," she told the Lowy Institute think-tank in Sydney. She said the aim was to "wreck the people-smuggling trade by removing the incentive for boats to leave their port of origin in the first place; to remove both the profitability of the trade and the danger of the voyage".

Gillard, who ousted Kevin Rudd in a party coup and is facing elections this year, also ended a three-month freeze on processing Sri Lankan asylum claims and said a similar bar on Afghan claimants was under review. The Welsh-born leader, whose parents emigrated to Australia in 1966, has made immigration her top priority after defusing a mining tax row which helped bring down Rudd.

She slammed criticism that she was encouraging "rednecks" by calling for an end to "political correctness" in the long-running debate, and denied a return to the tough Pacific Solution pursued by conservative ex-leader John Howard.

"It is wrong to label people who have concerns about unauthorised arrivals as 'rednecks'," she said. Gillard said she has discussed the new centre with East Timor's President Jose Ramos Horta, New Zealand Prime Minister John Key and the United Nations High Commissioner For Refugees, Antonio Guterres.

"I told the High Commissioner that my government is not interested in pursuing a new Pacific Solution," she said.

Australia currently sends asylum-seekers to its Indian Ocean processing centre on Christmas Island, after Rudd scrapped Howard's Pacific Solution of shipping them to far-flung neighbouring countries.

Gillard said Australia received just 0.6 percent of the world's asylum-seekers, making up less than eight percent of its migrants, but stressed that those who arrive must behave. "That means... they accept their responsibilities as members of the community -- to learn English, get a job, and send their kids to school like everyone else," she said.

She also pledged to work for measured population growth in the vast but sparsely inhabited country, rejecting Rudd's "Big Australia" vision which embraced a 60 percent boom in numbers by 2050.

"We are very roughly the same size as America and we are a great country like America -- but we are not America," she said. "We do not have the inland sprawling plains, fertile soils and cities for that kind of population."

Immigration and population growth are likely to be hot issues in the elections, which will be held before the end of the year. **Source : google.com**

Dmitry Medvedev signs a law ratifying the Russia-Greece merchant shipping agreement

Russian President Dmitry Medvedev has signed the Federal law "On Ratification of Agreement Between the Government of the Russian Federation and the Government of the Hellenic Republic on Commercial Shipping, the

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Kremlin's press service said. The Federal law passed by the State Duma on June 11, 2010 and approved by the Federation Council on June 23, 2010. The Federal law provides for the ratification of the agreement between Russia and Greece on the merchant shipping, signed in Athens on Dec. 6, 2001.

The agreement is aimed at regulating the issues of shipping policies, establishing mechanisms of cooperation of the competent authorities responsible for implementing the Agreement, as well as to determine the regime of the ship, crew and cargo staying on the territories of the parties.

The Agreement provides for certain restrictions on the exercise of criminal and civil jurisdiction of the States parties in respect of crew members of the other party of the Agreement (articles 14 and 15). **Source: PortNews**



www.mammoetsalvage.com



The work boat AMS-23 loaded to **MV LENA** at Dampier at June 27, arrival Kaohsiung port at July 5 , Delivery to new owner " **Seegreen Marine Service Co, Ltd**". for offshore works In Taiwanese water

Photo : Peter Lee ©

Shipping companies accused of cartel

The manufacturers think they have found a cartel and have asked Antitrust Commissioner Ronit Kan to investigate it: namely, the maritime shipping companies. It seems seven major companies - in other words, most of them - raised their rates one after the other over the course of two weeks. The rates at issue are port fees they charge importers and exporters.

The Manufacturers Association therefore petitioned Kan over the weekend.

The companies raised the fees they charge for every shipping container by between 10% and 100%, which comes to anywhere from \$10 to \$75. While their rates did not change by the same amount, they all made the announcement at around the same time, the manufacturers argued, and all the new rates will take effect during the same brief period, between the beginning and the middle of July.

Moreover, at a conference in May, the president of Israel's Chamber of Shipping mentioned that fees would be increasing, further backing the suspicions of a cartel, they said. **Source: Haaretz.com**

CASUALTY REPORTING



Firefighters battle blaze aboard cargo ship at port

Large plumes of smoke tore through the Beirut skyline Tuesday lunchtime, after a cargo ship unexpectedly caught fire in the Port of Beirut. The **Almahmoud 2**, a Panama-registered ship, which has been docked in Beirut since February, burned for approximately 40 minutes as six fire crews battled to put out the flames.

The cause of the fire which originated in dock 9 has not been confirmed, but firefighters and army personnel at the scene attributed the blast to an overheating generator, which was reportedly left next to a full tank of diesel. But well-informed security sources have blamed the blaze on the ship's gasoline reservoir. The reservoir ignited when it came into contact with red-hot sparks emanating from a blowtorch, they told The Daily Star. The ship, which was traditionally designed to ferry motor vehicles, had been undergoing a process of conversion into a livestock carrier for the transportation of sheep and cattle and was being adapted to house livestock feed when it caught fire.

The incident is not being regarded as suspicious and has been dismissed as human or technical error by port authorities who have declined to comment publicly on the blast. A United Nations Interim Force in Lebanon (UNIFIL) boat was docked at a nearby dock at the time but was in no way affected by the fire. The rear of the 6,100 ton freighter, built in 1986, was left charred by the blast, while the smoke forced its way to the front of the vessel, blowing out windows.

The predominantly Lebanese crew was evacuated and allowed back on board after little more than an hour, while fire crews continuing to douse the hull. Although ambulance crews were called to the scene, no casualties were reported.

Source : dailystar.com.lb



The **PACIFIC GUARDIAN** seen in the port of Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

NAVY NEWS

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Two Russian ships arrive in South Korea for tactical exercises

As RIA Novosti reports, two Russian vessels from the Russian Far Eastern regions of Primorye and Sakhalin arrived to South Korea on Tuesday to take part in tactical exercises.

The Russian FSB patrol ship **Herluf Bidstrup** with a Ka-27 helicopter on board and the **Boug** Coast Guard ship will take part in a joint exercise on July 7 in the Sea of Japan to train anti-piracy, anti-smuggling, and anti-terror efforts near the Mukho harbor in South Korea's Donghae City.

"A welcoming ceremony was held in the port of Mukho where the Russian ships arrived," the regional Russian Federal Security Service (FSB) border guards department spokesman said.

Two Russian and three South Korean ships, two helicopters from the Russian FSB and South Korean National Marine Police Agency, two boats and a group of special forces from both sides will participate in the exercises held on July 6-9.

The participants will train how to cooperate in combating against illegal activities at sea, such as searching for, trailing and detaining a ship seized by terrorists, disarming criminals and freeing hostages, as well as rescuing people at sea and extinguishing fires on board caused by a bomb blast.

The Russian delegation is led by the head of the FSB's Coast Guard department, Col. Gen. Viktor Trufanov. **Source :** **RIA Novosti - defpro**

GD Electric Boat to Maintain US Navy Submarines

The US Navy has awarded a contract to General Dynamics Electric Boat to carry out post-shakedown availability (PSA) maintenance on the nuclear submarine **USS New Mexico**. Under the \$51.8m contract, the company will perform PSA services including maintenance, repairs, alterations and testing of the vessel's equipment.

The 377ft-long, 34ft-wide **USS New Mexico** is the sixth Virginia Class submarine, and has a submerged displacement capacity of 7,835t.

With an accommodation of 134 crew and a maximum speed in excess of 25kt, the submarine will undertake operations including anti-submarine, anti-surface warfare, covert precision strike, and intelligence, surveillance and reconnaissance operations. Work will be carried out at the company's facility in Groton and is expected to be complete by July 2011.

Electric Boat, together with Northrop Grumman Shipbuilding, has received contracts to produce a total of 18 Virginia Class submarines of the US Navy's plan for 30 vessels. **Source : naval-technology**

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BIW gets \$105.4 million more for Zumwalts

The U. S. Navy has awarded Bath Iron Works, a subsidiary of General Dynamics, a \$105.4 million modification to a previously awarded contract for procurement of long-lead-time material and engineering, production and support services associated with the construction of DDG 1001, and for long-lead-time material procurement associated with DDG 1002. The original contract was awarded in February 2008. Work encompassed by this modification is expected to be completed by February 2011.

Jeff Geiger, president of Bath Iron Works, said, "We see this award as yet another expression of the Navy's confidence in our ability to efficiently construct and deliver all three ships of the Zumwalt class. We're making good progress building the lead ship, DDG 1000, building momentum as we ramp up our construction efforts. This award will allow us to maintain progress on our DDG 1001 start-up and initiate timely procurement of key long-lead material items to support the DDG 1002 construction schedule."

Bath Iron Works employs approximately 5,700 people. Since 1991, the shipbuilder has manufactured and delivered 32-Arleigh Burke (DDG 51) class destroyers to the U.S. Navy. Two additional ships are currently under construction for delivery in 2011. In addition, BIW is the lead designer and builder for the Navy's Zumwalt (DDG 1000) class program.

Source : MarineLog

Kleven Maritime books PSV contracts

Norway's Kleven Maritime has won platform supply vessel contracts from Eidesvik Offshore and from Meling Supply AS.

The Eidesvik order covers the delivery of an advanced PSV of VS 489 LNG design for delivery in the first quarter of 2012, with an option for a second vessel for fourth quarter 2012. The order for Meling is for one multifunctional PSV of the VS 485 design for delivery February 28, 2011. This is the third VS 485 contract won by Kleven Maritime within a month .

The Eidesvik vessels are to be outfitted at Kleven Verft in Ulsteinvik. They represent a new generation of environmentally friendly platform service vessels with great emphasis on fuel economy, low emissions and large capacities both below and on deck. Light ice class (ICE C) makes them suitable for northern waters. Sophisticated equipment for oil recovery (OIL REC NOFO 2009) and capacity for standby vessel further increases their market value.



Deadweight is 6 500 tons, length 90 meters, beam 21 meters, deck space more than 1 050 sq.m. Four LNG dual fuel engines ensure low NOX emissions (85% reduction) and significantly reduce CO2 emissions (25% reduction).

A new state of the art system for purifying ballast water is installed, a requirement to be implemented for vessels of this kind.

The contract value is NOK 440 million for the first vessel. The VS 485 for Meling Supply AS will be outfitted at

Kleven Maritime's Myklebust shipyard in Gursken, Norway.

Again, this is a new generation PSV with a design emphasis on low emissions, fuel economy and optimized cargo capacity both above and below deck. Ice class ICE C makes the vessel suitable for operations in the north, and oil recovery equipment (OIL REC) adds further value to the vessel in the market. Deadweight is around 4 500 tons, loa 88 meters, beam 20 meters, deck space about 1 000 sq.m. The vessel has accommodations and certification for 64 persons. The hull is prepared for installation of crane and helicopter deck.

The contract value is approx. NOK 375 million. Kleven Maritime now has an order book of 11 vessels at a total value of NOK 5.3 billion.

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The **CROWN PRINCESS** seen departing from a rainy Stavanger
Photo : Anders Bohn Hansen (c)

Coastal and flood protection scheme soon to get underway off Lincolnshire coast

Preparations have begun for the continuation of a multi-million pound project to reduce the risk of tidal flooding and maintain beaches on the Lincolnshire coast on the east coast of the UK.

The Environment Agency has set up the compound for its Lincshore beach re-nourishment project. Lincshore aims to combat the decrease in sand levels and increased risk of flooding caused by coastal erosion.

Dredging for Lincshore 2010 will begin in the middle of July and is expected to finish at the end of September. It will see 400,000 cubic metres of sand pumped onto 20km of beach, including Trusthorpe, Boygrift, Trunch Lane, Chapel Six Marshes and Moggs Eye, at a cost of £6 million.

The mammoth scheme helps to prevent flooding on the Lincolnshire coast and maintains protection against a one in 200 year flood (0.5 per cent) for 30,000 properties and 35,000 hectares of land. In addition, the work also helps maintain the beaches as tourist attractions – without it there would be little sand.

Mike Dugher, Environment Agency Area Coastal Manager, said: "Increasing the level of the beach reduces the risk of waves reaching the main defences and going over the seawalls. It protects the clay foreshore against further erosion and prevents rapid deterioration of the defences.

"If the defences along the beaches which rely on the Lincshore project failed, there could be extensive damage to property and distress and disruption among local communities. Tens of thousands of homes would be at severe risk of flooding, along with commercial and industrial properties. A number of important environmental sites would also be affected.

"During the works, there will be some unavoidable disruption to people in the area but we will make every effort to reduce this as much as possible. We hope they will understand the importance of carrying out this work to ensure properties and business along the Lincolnshire coast remain protected against tidal flooding and the area can look forward to a vibrant economic future."

The Lincshore re-nourishment scheme began in 1994 and covers beaches from Mablethorpe to Skegness. Each year, sand is dredged from licensed sites offshore and pumped onto beaches to replace material lost to erosion over winter. The project is reviewed every five years to ensure it remains the best option for protecting homes and businesses from flooding. A review last year concluded it was and this year marks the start of another five-year programme which will see £30 million spent protecting the coastline. **Source : Dredging News Online**



The Damen built **AL JAROOF** seen passing Spijkenisse – **Photo : Lia Mets (c)**

Danaos Corporation Adds One More Newly Built Vessel to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on July 2, 2010, it took delivery of one newly built containership, the **CMA CGM RABELAIS**, expanding its operational fleet to a total of 46 containerships aggregating 200,129 TEU. The **CMA CGM RABELAIS**, built at Sungdong Shipbuilding & Marine Engineering, has a carrying capacity of 6,500 TEU, is 300 meters long, 40 meters wide and has a speed of 25.60

knots. The **CMA CGM RABELAIS** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery.

Danaos Corporation is an international owner of containerships, chartering its vessels to many of the world's largest liner companies. Our current fleet of 46 containerships aggregating 200,129 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Danaos is one of the largest US listed containership companies based on fleet size. Furthermore, the company has a contracted fleet of 19 additional containerships aggregating 162,550 TEU with scheduled deliveries up to 2012. **Source: Danaos Corporation**



The **HARMONY ACE** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

SCI Hikes India-Europe Rates

The Shipping Corporation of India will apply a new general rate increase on cargo moving on its Indian subcontinent-Europe Service (ISES), effective July 11. The national carrier will increase rates by \$300 per 20-foot equivalent unit on all westbound shipments from the Indian subcontinent to North Europe, the United Kingdom, the Mediterranean and Black Sea ports.

This is the fourth GRI that SCI has announced this year on the ISES, operated jointly with Mediterranean Shipping Company. It applied increases of \$200 per TEU and \$400 per FEU as of May 15. The company, India's largest shipping line in terms of fleet size, said the increases are necessary to cover soaring operational costs, and to be able to provide reliable services to customers. SCI's move follows similar GRI and peak-season surcharge announcements by other major operators covering the same trade lane, including Hapag-Lloyd, CMA CGM, Zim Integrated Shipping Services, MSC, CSAV Norasia, Evergreen Line, United Arab Shipping Company, and Cosco Container Lines.

Separately, Geneva-based MSC announced plans to apply a GRI on all cargo from Southeast Asia, China, Taiwan and Korea to the Middle East and the Indian subcontinent. Effective July 15, the increase will be \$300 per TEU.

Source: Journal of Commerce

Irish port volumes fall 18 per cent in 2009

The volume of goods handled at Irish ports fell 18 per cent last year, according to the Central Statistics Office. Almost 42 million tonnes of goods went through the ports in 2009, compared with just over 51 million in 2008. The volume of goods received fell 19.5 per cent, while goods being forwarded through the port decreased 14.5 per cent.

The number of vessels arriving at the ports also fell during the year, down 10.2 per cent to 13,233. Throughout the year, imports accounted for the majority of the total tonnage of goods handled, at 69.3 per cent, while exports accounted for 30.7 per cent.

The fall in traffic was across all sectors, with break bulk and other goods traffic declining 47.5 per cent in the year, roll-on/roll-off traffic falling 9.5 per cent, and lift-on/lift-off traffic by 15.6 per cent. The substantial decline in bulk traffic can be attributed in part to the weakness in the construction industry, which contributes a significant amount to the sector. In November last year, a CSO-hosted Business Statistics Seminar was told that the decline in break bulk shipping would hit regional ports particularly badly. **Source: Irish Times**



The '**Stolt Breland**' seen during the mooring in Vlaardingen assisted by the **TEXELBANK** July 6th

Photo : Nico Sannes (c)

Ensco buys high-spec jack-up from Diamond Offshore

Diamond Offshore Drilling, Inc. announced the sale of the 350-ft. high-specification jack-up **Ocean Shield** to Ensco plc. Sale price of the rig is \$186 million. The Shield is currently working for Apache Corp. in Australia under a term contract that Ensco will assume.

Larry Dickerson, Diamond Offshore president and CEO, noted, "This opportunistic transaction involving a single rig will further augment our funds for potential investment in deepwater assets, such as last year's purchase of the Ocean Valor and Ocean Courage." The **Shield** is a sister rig to the **Ocean Scepter**, which is contracted to OGX for a one-year term in Brazil. The **Scepter** is not for sale. Ensco plc said it would rename the **Ocean Shield** -- a KFELS Super B Class design, delivered in 2008 -- **ENSCO 109**.

Ensco said the jack-up's unique design includes two million pound hoisting capacity, a 15,000 psi high-pressure BOP and nearly 5,000 bbls of liquid mud capacity making it ideally suited to drill deep gas wells -- a high growth area in the premium jack-up market. The design also permits drilling in water depths up to 350 ft to a total depth of 35,000 ft. Industry-wide, Ensco noted, all of the KFELS Super B Class jackups are contracted. Chairman, President and CEO Dan Rabun stated, "The Middle East and Southeast Asia, in particular, are regions where we believe customers will require more high-spec, deep-gas jack-up rigs. **ENSCO 109** will address this growing need and is expected to command

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higher day rates than standard duty jack-ups." Mr. Rabun added, "Purchasing **ENSCO 109** is part of our long-established strategy of high-grading our fleet by investing in newer equipment. We will continue to look for opportunities to acquire premium offshore rigs that can generate favorable returns for our shareholders."

ENSCO 109 was purchased with available cash for approximately \$186 million. The Company will assume the current drilling contract for the rig with Apache Corp. in Australia that extends through May 2011. The rig was built in Keppel FELS shipyard in Singapore where Ensco's four remaining ENSCO 8500 Series ultra-deepwater semisubmersible drilling rigs are being constructed. **Source : MarineLog**



The Damen newbuilding tug **MELAKORE** seen during bollard pull tests in Rotterdam-Caland canal

Photo : Jan Oosterboer (c)

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Documentation hitch stalks traders at Mombasa port

Slow approval of manifests is causing a pile up of cargo at the port of Mombasa, raising storage costs for containerised goods, importers said. Port operators said the pile has increased in recent weeks following a slowdown in the pace at which the taxman is approving of manifests -- a key documentation tool that must be lodged with Kenya Revenue Authority (KRA) before cargo lands at the port. Port operators say that the manifests, which ordinarily takes one day to approve, now takes up to two weeks after the taxman changed rules of the game.

A manifest is an inventory of cargo on a ship and is supposed to be lodged with KRA's Simba System 48 hours before arrival of the vessel, according to the East African Community Customs Management Act. In a May 24 letter, KRA informed shipping lines that only manifests duly authorised by Kenya Ports Authority (KPA) would be accepted after KRA took the sole discretion of nominating Container Freight Stations (CFS), a task previously done in conjunction with shipping lines. The Kenya International Freight and Warehousing Association (KIFWA) vice chairman, Peter Mambembe, said that following the new directive, approval of the manifest now involves physical tallying of containers, which causes delays and huge storage charges.

According to minutes of a stakeholders meeting held at the port on June 25, Rose Gichira of KRA admitted that there were delays in approving motor vehicle manifests, but assured stakeholders that KRA had increased capacity to carry out the checks. The Commissioner of Customs had earlier reported that a meeting with shipping line representatives was held on June 14 where causes of the delays were identified. A committee was set up under the auspices of Kenya Maritime Authority (KMA) to seek solutions. Stakeholders identified compliance issues as the main cause of delays in clearing motor vehicles, especially with regard to the eight-year-old rule on imported second hand cars. The process of vetting the units, they said, consumed time. KRA and Kenya Bureau of Standards (KEBS) are now inspecting all imported cars even before they are offloaded.

All imported vehicles must conform to the Kebs regulation KS 1515, the Kenya Standard Code of Practice for Inspection of Road Vehicles. The regulation requires imported vehicles to be right-hand drive, while used cars must to be less than eight years old from the year of the first registration. Kebs, which enforces the rules, has contracted Japan Export Vehicle Inspection Company (JEVIC) to conduct pre-shipment inspection and issue certificates to vehicles imported from Japan, Dubai, Britain, South Africa and Singapore. For vehicles imported from other countries, owners must surrender 15 per cent of their value to have them inspected for road worthiness. Vehicles are required to have JEVIC certificates to establish inspection and clearance status. Kebs has access to the JEVIC database that validates all certificates issued by any agency on its behalf. "CFS operators will be left with no option but to charge more for storage and importers will not only lose the free storage period while the cargo is still in the port awaiting approval, but also incur extra costs," said one of the operators, adding that prolonged stay of cargo at the port also posed security challenges as attested by the disappearance of some cars from the port. **Source: Business Daily Africa**

The biggest Cruise Ferry in the Mediterranean employed on the Ancona- Igoumenitsa-Patras route

The "**Cruise Olympia**", the last in a series of four innovative cruise ferries ordered by the Grimaldi Group (Naples) to Fincantieri, has been delivered last 30th of June from the Castellammare di Stabia's shipyards. After her delivery, the vessel sailed with destination the Greek port of Patras where she joined her twin "**Cruise Europa**", deployed since October on the Ancona-Igoumenitsa-Patras route, operated by the Greek company Minoan Lines, member of the Grimaldi Group.

The unit is 225 metres long, 31 metres wide and has a gross tonnage of 54,310 tonnes. Her cargo capacity is 250 passenger cars and 3,000 linear metres of coaches, trucks, trailers, campers and caravans. With a cruise speed of 28 knots, the "**Cruise Olympia**" can carry 3,000 passengers in 413 cabins, 18 of which owner's suites and 50 junior suites, in addition to 548 reclining seats (114 first-class seats).

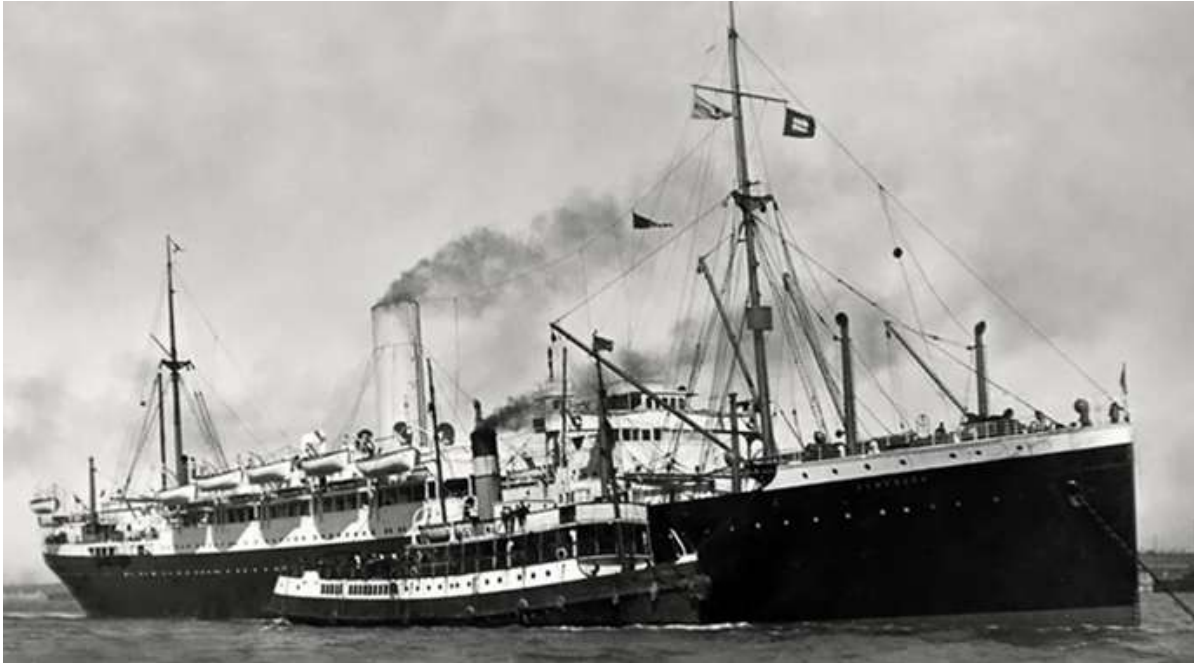
The "**Cruise Olympia**", together with her twin "**Cruise Europa**", is the biggest cruise ferry deployed in the Mediterranean, boasting the same high standards of cruiseships, both regarding the furniture of public areas and cabins; the wide range of on board services includes an à la carte and a self service restaurant, wellness and fitness areas, swimming pool, gymnasium, casino, discoteque, two lounges for truck drivers, a conference hall and one for parties, shops, internet point and children's playground.

The "**Cruise Olympia**" is certified "Green Star" by the Italian Shipping Register (RINA) as she is designed to fully respect the environment while saving energy.

"The delivery and deployment of the "**Cruise Olympia**" confirms the revolutionary vision of our Group with regards to the maritime links between Italy and Greece. The new unit, designed to offer the maximum comfort on board and respect the environment, has an unbeatable capacity for both passengers and freight, which will allow us to offer extremely competitive freight rates and tariffs", affirms Emanuele Grimaldi, president of Minoan Lines.

The managing director of Minoan Lines Antonis Maniadakis added: "The "**Cruise Olympia**" shows the continuous commitment of Minoan Lines towards excellence, innovation and environmental respect. Her deployment, together with her twin "**Cruise Europa**" on the route between Ancona, Igoumenitsa and Patras, will bring not only benefits to tourism and trade but also to the economies of Italy and Greece". **Source : Traveldailynews**

OLDIE – FROM THE SHOEBOX



Above seen the **Demerara** - **Photo : Coll. Gordy Ross**

The **DEMERARA** was a British steamship built by Harland and Wolff at Belfast, Northern Ireland was launched on December 21, 1911. She was owned by the Royal Mail Steam Packet Company, London, England was 500 feet long, of 11,484 tons with a speed of 13.5 knots. She was a refrigerated meat carrier with accommodation for 933 passengers. She was equipped with wireless. **Demerara** was named for the river in British Guiana. Georgetown, the capital, is on the Demerara river. Royal Mail Steam Packet Company lost five ships to German surface raiders during the war. **Potaro** was captured on January 10, 1915 by **Kronprinz Wilhelm** and sunk on January 30, 1915. **Tamar** was

captured and sunk by **Kronprinz Wilhelm** on March 24, 1915. **Alcantara** sank after a fierce battle with Greif on February 29, 1916. **Radnorshire** was captured and sunk by **SeaGull** on January 7, 1917, the same fate was met by **Brecknockshire** on February 15, 1917. **Demerara**, under Captain G. S. Gillard, was armed with a 4.7-inch gun. She survived the war despite being torpedoed by a German submarine off La Rochelle, France on July 1, 1917. Her end came in 1933 when she was scrapped.

.... PHOTO OF THE DAY



The **ADRIAN MAERSK** seen at the Westerscheldt River – **Photo : Jeremy de Kok (c)**

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