

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 212



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3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



**Above seen the 1983 built NIS flag offshore tug/supply ship DRIVE MAHONE formerly MAERSK MAHONE entering Valletta on Wednesday 28th July, 2010.**

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)**

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## EVENTS, INCIDENTS & OPERATIONS



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## Dead whale found pinned to Alaska cruise ship



A dead whale was discovered pinned to the bow of a Princess Cruises luxury liner near Juneau, the third such incident involving the company's Alaska fleet in a decade, officials said on Thursday. The whale, believed to be an adult female humpback measuring 43 feet (13 metres) in length, was found Wednesday on the ship's so-called "bulbous bow," the section of the vessel's leading tip that goes through the water, said Julie Speegle, spokeswoman for the National Oceanic and Atmospheric Administration in Juneau.

The whale is believed to have become attached to the bow overnight before being discovered Wednesday morning. Officials from the U.S. Coast Guard and NOAA's National Marine Fisheries Service briefly detained the ship, the **Sapphire Princess**, in an area south of Juneau to open an investigation and remove the whale's body. The ship was allowed to proceed in the afternoon.



About a dozen biologists and marine-mammal experts were examining the whale carcass on Thursday, NOAA said. Experts will conduct a necropsy on Friday to try to determine the cause of death, NOAA said. Humpback whales are protected under the U.S. Endangered Species Act and the Marine Mammal Protection Act. It was unclear on Thursday whether any legal action might be taken against the cruise line, owned by Carnival Corp. & Plc. Speegle said it was possible the whale already was dead when it became pinned to the ship's bow. The whale was discovered on the ship near Tracy Arm, a fjord known for its tidewater glaciers, waterfalls and abundant marine life. Tracy Arm is a popular destination for Alaska cruise ships. It was the third whale incident involving a Princess Cruises ship since 2001.

Last year, the same ship was discovered to have a dead fin whale pinned to its bow when it returned to Vancouver from an Alaska voyage. Fin whales, like humpbacks, are classified as endangered. In 2007, the company paid \$750,000 to settle a criminal charge related to a dead whale found just outside Alaska's Glacier Bay in 2001. That whale, a pregnant humpback, was found to have had its skull crushed. Although Princess did not admit in the Settlement to striking the whale, the company pleaded guilty to failing to operate one of its vessels, the **Dawn Princess**, at a safe speed around whales. In a statement released to Reuters Thursday, Princess said it was "fully cooperating" with the investigation into the Tracy Arm incident. "We were surprised and concerned by this discovery, as the ship felt no impact. It is unknown how or when this could have happened, as we were not aware that any whales were sighted in close proximity to the ship when the whale was discovered," the company statement said.

"We have strict whale avoidance procedures in place when our ships are in the vicinity of marine life," the company said, adding the cruise line immediately notified government authorities when the whale was found. The **Sapphire Princess** is on a seven-day Inside Passage round-trip voyage out of Seattle, the company said.

## Supertanker 'was damaged by explosion or submarine'



A JAPANESE supertanker which sustained serious hull damage while sailing through the hyper-sensitive Straits of Hormuz was either hit by an explosion or in a collision with a submarine, officials in the United Arab Emirates said.

•The damage to the hull of the **M Star** is clear to see. **Photo : AFP**

When the **M Star** supertanker reported it had been hit by an "explosion" late on Wednesday, officials in the UAE played down the claim, citing seismic activity and saying the vessel had been hit by "a freak wave".

Yet yesterday, it was confirmed the crude carrier had been hit by an external force and a specialist on military attacks has been asked to help investigate damage to the 1,100-foot vessel laden with oil for Japan. "What we know is some collision happened. We don't know what it was," said Captain Mousa Mourad, general manager at the UAE port of Fujairah.

"It's possible that it could be a submarine collision, or that it could be a sea mine."

The Straits of Hormuz are a strategically vital waterway; a narrow chokepoint between Iran and an enclave of Oman surrounded by Emirati territory through which 40 per cent of the world's shipped oil must transit.

Iran has frequently threatened to blockade them in the event of any military action against it, and the US maintains a constant naval presence in the area. A spokesman for the US Fifth Fleet, based in Bahrain, said no American warships were in the area at the time the **M Star** reported the incident.

US nuclear submarines have been involved in two collisions in the busy sealane since 2007, one involving a Japanese supertanker and the other another US warship. A photograph released by the Emirates state news agency WAM after the tanker arrived in Fujairah yesterday showed a large, square-shaped dent near the waterline on the rear starboard side of the ship's hull.

Wednesday's incident happened shortly after midnight as the ship entered the Strait of Hormuz, heading out of the Persian Gulf, Japanese shipping company Mitsui OSK. Lines said. The incident briefly spooked oil markets particularly in Japan - a sign of the heightened focus on the Gulf after new sanctions were imposed on Iran at the beginning of the week.

"In international waters, it is always difficult to tell what happened," said Jonathan Wood, global issues analyst at Control Risks. "It could be an accident or it could be an attack. It took weeks to raise the South Korean corvette **Cheonan** after it sank in March and for Seoul to blame North Korea. Investigating this could be easier - the ship is still afloat. Attacks on land are hard enough to probe, but at sea independent witnesses may be scarce, radar and satellite coverage patchy and physical evidence at the bottom of the sea.

## **MOL investigates M Star tanker damage**

Mitsui O.S.K. Lines is not buying the idea, voiced by some local officials, that the damage to the tanker **M. Star** was caused by a freak wave.



Mitsui O.S.K. Lines, reported Wednesday that at about 5:30 a.m. JST (00:30 local time) when in Omani waters, west of the Strait of Hormuz, the tanker suffered hull damage caused by an explosion which seemed to be an attack from external sources.

The ship is now in Fujairah where the damage is being assessed by investigators from classification society NKK and U.S. and British naval experts.



With an attack by Somali pirates being discounted, local port officials have suggested a possible collision or an encounter with a stray mine. Another theory that has been put forward that the damage is the result of a botched suicide bomb attack similar to that on the tanker **Limburg** in 2002

Yesterday Mitsui O.S.K. Lines Ltd. released photographs the **M. Star** that, according to Japanese newspaper Mainichi, "suggest that there was a powerful blast outside the ship. A lifeboat mounted on its starboard deck was apparently blown away by the force of the blast, while the door of the ship's bridge on its rear starboard side was damaged, exposing insulation materials in the walls and the ceiling inside the room. Another photo shows the window frames of the dining room scattered on tables."

"The area around the door was not wet, and it is unlikely that a wave caused the damage," Mainichi quotes a company official, as saying. **Source : MarineLog**

**See also :** [http://www.youtube.com/watch?v=wYF\\_nXOq30M&feature=player\\_embedded](http://www.youtube.com/watch?v=wYF_nXOq30M&feature=player_embedded)



Seatrade's **SPRING BOB** seen passing Maassluis enroute Rotterdam – Photo : Piet Sinke (c)



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## Body Found By Tug In Mississippi River

A body found in the Mississippi River north of Burlington has been identified as a Davenport man who drowned.

The state Medical Examiner's Office identified him as 48-year-old Kevin Mark Carstens. His body was spotted Monday by a tug boat operator on the Iowa side of the channel across from Oquawka, Ill. Investigators said it apparently had been in the water two to three weeks.

Lt. Clint Williams of the Des Moines County Sheriff's Office said Wednesday Carstens' vehicle was found a block from the Mississippi River Bridge in Muscatine. Police checked the license plate July 18, and a business owner told authorities it had been parked there "for a while." Williams says authorities are still investigating, but they don't suspect foul play. **Source : WCCO**

## Sunken tug investigation complete

**FOX 11 has new details on a tug boat that sank into icy waters in Door County last January.**

The 52-foot "**Dauntless**" went down in about 10 feet of water while moored at Egg Harbor's municipal dock. A Coast Guard report shows it was operator error that caused the tug boat to sink. The boat's owner - Manitowoc-based McMullen and Pitz Construction - was hired to help build the village's new marina. Over the New Year's weekend, the unattended boat sank with about 600 gallons of fuel on board. A few days later, an attempt to re-float the vessel was



successful. The Coast Guard's investigation found the boat's crew failed to close a valve causing the boat to take on water and sink. The tug was salvageable, and the company decided to repair it. No citations were issued. **Source : Fox11**



The **PACIFIC BLADE** seen enroute Rotterdam-Botlek with the **GSF MONARCH** – photo : Wil Kik (c)

## **Princess Cruises ship loses power off Florida coast**

Last night apparently was a rough one for passengers on Princess Cruises' **Emerald Princess**, which lost power shortly after pulling out of Fort Lauderdale. Vacationers aboard the 3,080-passenger vessel have told news outlets and written on online message boards that the ship was dead in the water for several hours with no air conditioning and limited services.

"An hour out of (Fort Lauderdale) our engines quit, (and) we were a floating paperweight for four hours as they tried to repair generator and computer problems," writes one passenger today on a message board at cruise fan site CruiseCritic.com. "Meanwhile ... no (air conditioning), limited lights and cancellation of shows, entertainment, etc. The dinner menu was limited to a few items, and the poor waiters were melting in their uniforms."

A local CBS-TV affiliate in Florida quotes a Coast Guard official as saying a computer glitch on the three-year-old vessel was to blame. Passengers say Princess has canceled the **Emerald's** scheduled call today at Princess Cays, the line's private beach destination in the Bahamas, due to the delay. **Source : usatoday**

## **Somali pirates release hijacked ship off Somalia**

A Turkish shipping company's lawyer says Somali pirates have freed a Turkish ship months after it was hijacked.

Karya company lawyer Nilgun Yamaner told CNN-Turk television the Malta-flagged MV **Frigia** is sailing to meet a Turkish navy ship that patrols the Gulf of Aden along with ships from the EU Naval Force, NATO and the U.S.

The ship had been carrying fertilizer from Israel to Thailand when it was hijacked in March. Yamaner gave no information Thursday on the state of the ship's crew of 19 Turks and two Ukrainians. Turkish authorities said the ship was sailing toward Oman's western town of Salalah. Anatolia news agency quotes Yamaner as saying it "was set free after negotiations." She did not say if a ransom was paid. **Source : yahoo.com**



The Italian flagged **ANGELINA AMORETTI** seen at the Kiel Canal - **Photo : Leo Varekamp (c)**

## Piracy: EU flagship warned off for being 'too close'

As part of EU NAVFOR's more offensive tactics some units are now and then tasked to operate close to the Somali shore. Recently the flagship **HSwMS CARLSKRONA** of the Swedish Navy was given this task. When passing two hijacked merchant ships the pirates suddenly called on the radio and warned the Swedish warship it was getting too close.

On Sunday 25 of July **HSwMS Carlskrona** was searching after pirate-related activities near the Somali coast. The landscape is beautiful and varies from the gigantic mountains that plunge steeply into the sea to the more flat areas with sandy beaches. Carlskrona was tasked for ISR – Intelligence, surveillance and reconnaissance – photographing boats, buildings and activities on the beach. The boarding team was out in the RHIB (a fast ships-boat) talking to local fishermen, in order to get up-to-date information on activities in the area.

The flagship passed the two hijacked merchant vessels **MOTIVATOR** and **GOLDEN BLESSING**, at anchorage close to one another. **MV Golden Blessing** was hijacked on 28 June in the Gulf of Aden and **MV Motivator** was hijacked on the 4 July in the southern Red Sea.

Although increasingly effective at preventing pirate attacks EUNAVFOR warships are limited in their ability to intervene after a vessel has been hijacked for fear of harming the hostages. When the ships are hijacked and anchored communication with them is also halted in order not to interfere with the communication between the owner of the ship and the pirates. Despite the fact that **Carlskrona** passed the ships at an appropriate distance the pirates aboard

the hijacked vessels reacted strongly to its presence. The hijackers did not want the warship getting closer and warned the navy ship by radio, demanding that [Carlskrona](#) leave the area.

"With regard to the hostages' safety on board, we cannot do much more than document the vessels and their positions. It is frustrating to be so close and yet not be able to help the ships' crews," said Commanding Officer Håkan Nilsson. "What is important in this context is not only that two ships with their cargo have been hijacked, the biggest tragedy is that the crews, who are now hostages, and their families, are the ones who will pay the highest price for this crime." It is not unusual for it to take up to six months of negotiations before the vessels are released. There are currently 348 crew members hostage on a total of 16 hijacked ships anchored at various locations off the Somali coast.

— source [EUNAVFOR](#)

## **Inquiry asks: Did fire crews cause BP rig to sink?**

**Use of salt water instead of foam retardant might have overwhelmed ballast**



Investigators are looking into whether the firefighting response to the [Deepwater Horizon](#) rig explosion contributed to its sinking, the Coast Guard says. Word of that line of inquiry came in a report issued Wednesday by the Center for Public Integrity. Coast Guard spokesman Capt. Ron LaBrec told the watchdog group that "the joint investigation is absolutely looking into that, and whether it contributed to the sinking."

The Coast Guard confirmed LaBrec's statement in an e-mail to msnbc.com. The concern focuses on the fact that responders used saltwater on the burning rig instead of retardant foam. That could have overwhelmed the ballast chambers that kept the rig afloat with air and water, changing its weight distribution and causing it to list and then sink. The wellhead on the seafloor was already leaking oil before the rig sank two days after the April 20 explosion, but it's possible the sinking could have made it harder to attack the leak since the piping attached to the well ruptured with the sinking. The Coast Guard has said none of its ships was equipped to fight a rig fire and that they focused instead on search and rescue.



"We have expertise in fighting a fire on board our vessels, but since firefighting is not one of our missions, we do not train for rig fires and that has really been the responsibility of the rig owner and operator," LaBrec said. Instead, the firefighting effort was led by a half-dozen private boats, the center said.

LaBrec acknowledged that spraying salt water onto a burning rig may have affected the ballast. "In the end, it may really depend on what agent is available and in this case it appears it was salt water only," he said. Experts interviewed by the center agreed that salt water can affect a rig's balance, but they disagreed on whether it would have mattered in Deepwater Horizon's case since the explosion was so severe. The center also cited testimony before the **Deepwater Horizon** investigative commission suggesting that the Coast Guard did not follow its own procedure to put someone in charge of firefighting in such a disaster. Kevin Robb, a civilian Coast Guard specialist who was the first watch commander the night of the accident, said at a May 11 hearing that he knew of no attempt to designate a fire marshal.

The center cited testimony by the Coast Guard official chairing the investigation, Capt. Hung Nguyen, who then questioned whether that chaotic response contributed to the sinking. "So what we're looking at here is maybe if there's no coordination out there, no direction out there, we maybe throwing water onto a disabled vessel that may lead to this sinking; is that correct? Is that the potential?" Nguyen asked Robb. "That is exactly correct," Robb responded.

Source : [msnbc.msn.com](http://msnbc.msn.com)



The **HOEGH TRIDENT** as seen in Newcastle Upon Tyne Wednesday 28/07/2010. - Photo : Dirk van Uiter (c)

## **Laura Dekker: Dutch sailing girl with the sea in her veins**

**Laura Dekker**, the Dutch girl who won a 10-month legal battle Tuesday in her bid to become the youngest person to sail solo around the world, was born on a similar sea voyage 14 years ago. "Sailing is my life," the bubbly, blonde teenager writes on her website, sprinkled with photos of her yacht, sailing instruments and images of the sea. "As soon as I get on my boat, something inside me changes. Then I really feel what living is." A Dutch court Tuesday denied a request by child protection authorities to place her under their supervision for a further year until August 2011 to stop her imminent departure. A clearly elated Dekker later addressed journalists from around the world with remarkable ease at the harbour of Den Osse, in the southern Netherlands, where she lives on a boat with her father, Dick, and dog, Spot.

"I simply want to see the world, different cultures, and to acquire life experience," the slender, vivacious girl told AFP. "I like to travel. I don't like staying in one place for too long." Dekker was born in New Zealand during the third of a seven-year, around-the-world sea journey and spent the first four years of her life at sea with her parents. "I was four when I first stood at the helm on my own," she writes. She set sail on her first, six-week solo holiday to the northern Dutch province of Friesland at the age of 11. Her boat, an 11.5 metre-long (about 38 feet) jeaneau gin fizz ketch, is

named Guppy. "This boat is my second home. Guppy means everything to me," Dekker says on her website. She describes herself as a sailor "first of all", and says that other people perceive her as stubborn. "I follow my own head. And if I'm determined to do something, then I'll make sure that I make it happen." In tenacious style, Dekker fought the state's attempts to kill her dream, addressing the courts' concerns one by one such as learning first aid and sleep management techniques.

She plans to continue her formal education via the Internet while at sea. Shortly after the authorities thwarted her initial departure last year, the headstrong youngster ran away to the Dutch Caribbean island territory of Sint Maarten (St. Martin) in December. Police had to escort her back home. She says she understands people's concern about her age, "but I would like to show other young people what you can achieve if you really have a dream". Dekker describes her hobbies as windsurfing and snowboarding. She does not watch much television, and when she does it would be a film "involving water". "When I'm not surfing or sailing, I am to be found at the harbour working on my boat," she says. She is an avid sailing magazine reader, and "I like Donald Duck". Dekker says she has found the media attention in recent months hard to understand. "I couldn't believe that everybody is interested in me," she writes. "I'm just a person with a dream."



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## Middle East supertanker surplus falls for 2nd week

A surplus of supertankers competing to haul Middle East oil shrank for a second week as owners cut ship speeds and the flow of cargoes from the world's biggest crude-loading region accelerated. There are 16 per cent more very large crude carriers competing for business over the next 30 days than there are cargoes, according to the median estimate of six owners and brokers surveyed by Bloomberg News. The excess was 23 per cent on July 22.

Frontline Ltd, the world's largest operator of supertankers, said on July 23 that owners were reducing speeds and rejecting cargoes to counteract increased fuel prices and slumping returns. When ships travel at lower speeds, fewer vessels are available to collect consignments.

The supply of ships for August's first 10 days was diminished by 'busy activity', said Imarex ASA, an Oslo-based freight derivatives broker. More vessels became available for loading in the second 10 days of the month, Imarex said.

Rental income from shipping Saudi Arabian crude to Japan, the industry's benchmark route, climbed 5.3 per cent to US\$17,453 a day on Tuesday, after slumping 23 per cent last week, according to the London-based Baltic Exchange. In industry-standard Worldscales terms, rates advanced 1.2 per cent to 56.56 points. Worldscales points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating

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hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude oil-transportation costs, fell 1.7 per cent to 844 points on Tuesday, according to the exchange.

Source: bloomberg



The **ALLIDA ACE** seen approaching Rotterdam-Europoort enroute the EECV terminal - Photo : John Halfweeg (c)



## NAVY NEWS



Above seen the AOR **A 59 ADITYA** of the Indian Navy – Photo : Alexander Gorter (c)

**INS Aditya (A59)** is an Aditya class replenishment and repair ship currently in service with the Indian Navy. As there is only one ship in this class, **INS Aditya** is the lead ship. The ship was commissioned on 3 April 2000.



The 172 mtr long **INS Aditya** (24.612 ton displacement) is a fully air-conditioned and lengthened version of the original Deepak class, but with a multipurpose workshop and with four RAS (Replenishment At Sea) stations alongside. The ship was built at Garden Reach Shipbuilders and Engineers (GRSE). Building progress was very slow and the ship was plagued by propulsion problems, during her sea trials in September 1999, The ship can carry 12,000 tons of liquid cargo, comprising LSHSD, FFO, aviation kerosene, distilled & fresh water and 5000 tons of solid cargo. The ship features a Hallapa deck and Canadian Hepburn RAS (Replenishment At Sea) equipment. **INS Aditya** is also equipped with a 2 ton heavy jackstay and a 20 ton crane



**BOGATYR-6** is the last of a series of six self-propelled floating cranes with lifting capacity of 300 t built between 1971 and 1981 by Sevastopol Marine Plant, Ukraine. Its main dimensions are 54,7 x 25,2 x 2,04 m and displacement 2120 t.

**Photo : Peter Bouma (c)**

## **Aegis Weapon System Verified During Republic of Korea Navy Ship Trials**

The Republic of Korea ship **Sejong the Great**, supported by the U.S. Navy and Lockheed Martin, successfully completed a three-week series of trials for the ship's combat system. The Combat System Ship Qualification Trials (CSSQT) were conducted at sea and took place at the Pacific Missile Range Facility off the Hawaiian island of Kauai.

During the CSSQT, the ship's Aegis Combat System was evaluated for combat-readiness through comprehensive surface, subsurface and anti-air warfare exercises, as well as thorough testing of the system's tactical data link capabilities. The anti-air warfare exercises included manned aircraft raids, electronic attack scenarios and live Standard

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Missile-2 and Rolling Airframe Missile air defense engagements, The Aegis Weapon System performed flawlessly throughout the exercises.

"These trials prove that **Sejong the Great's** Aegis Combat System, ship and crew are fully ready for operational deployment," said Jeff Bantle, vice president and general manager of Lockheed Martin Mission Systems & Sensors in Moorestown, N.J. "This first-of-class ship brings unprecedented air defense, anti-submarine, anti-surface and self-defense capabilities to the Republic of Korea Navy. We take great pride in contributing to the continuing partnership between the U.S. and Republic of Korea navies through our role on the KDX-III Aegis Destroyer program."

ROKS **Sejong the Great (DDG-991)** was launched on May 25, 2007 and commissioned on January 2, 2009. It is the first of three KDX-III destroyers being built by the Republic of Korea. At 8,500 tons standard displacement and 10,000 tons fully loaded, the KDX-III destroyers are the largest surface warships carrying the Aegis Combat System.

The Aegis Weapon System includes Lockheed Martin's SPY-1 radar, the Navy's most advanced radar system. When paired with the MK 41 Vertical Launching System, it is capable of delivering missiles for every mission and threat environment in naval warfare.

The Aegis Weapon System is deployed on 93 ships around the globe with at least 13 more ships planned. In addition to the U.S. and the Republic of Korea, Aegis is the weapon system of choice for Australia, Japan, Norway and Spain. Aegis-equipped ships have more than 1,200 years of at-sea operational experience and have launched more than 3,800 missiles in tests and real-world operations.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 136,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation's 2009 sales from continuing operations were \$44.5 billion. **SOURCE : Lockheed Martin**

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The **HAM 312** seen in drydock in Ajman (UAE) – Photo : Jan Elzinga ©

## STX Lorient signs contract to build dredger for STFMO

STX France Lorient has announced that it has signed a contract with Société de Transports Fluvio-Maritimes de l'Ouest (STFMO), a subsidiary of Sablières de l'Atlantique, for the construction of a sand dredger.

Said the company: "This order is the first placed with STX Lorient since 2008 and comes during a significantly low period. It will give the Lanester shipyard the opportunity to establish itself on a new and highly competitive market at a national and European level."

"STX Lorient has paid particular attention to the hydrodynamic optimization of the ship to reduce fuel consumption - one of the essential points in the client's economic model."

"The project team at our shipyard rallied into action with great efficiency to meet the challenge represented by such a highly specialized type of ship, rallying support from recognized experts in the dredging field to offer our client the best solution. Taking on this challenge has been possible thanks to close collaboration with STFMO from a very early stage", Jean Roche, Managing director of STX France, Lorient ASA declared.

The contract will provide a workload of over 170,000 man hours to STX staff and sub-contractors. The design phase will be launched promptly and the first equipment orders are scheduled for this autumn.

Construction will begin at the start of 2011 with delivery of the ship to STFMO scheduled for mid-2012.



The dredger will be 84.10m long with a breadth of 15.60m and capacity of 2,000m<sup>3</sup>. it will operate year-round on the Atlantic seaboard. The extraction of marine aggregates will be performed mainly on the Pilier and Charpentier concessions offshore Saint-Nazaire. The ship will unload cargo at the dredging terminals in Montoir, Cheviré-aval and Rohu. **Source : Dredging News Online**

## **DSME books \$262 million ferry order**

Korea's Daewoo Shipbuilding & Marine Engineering has won a \$262 million order from Tunisian state-owned COTUNAV (Compagnie Tunisienne de Navigation) for an overnight car passenger ferry with a length of 210 m, beam of 50 m and capacity of 3,200 passengers and 1,060 cars.

Cruise ship style passenger facilities include shopping, childrens' play area, restaurants, swimming pools, night clubs and internet cafes. Delivery is set for the first half of 2012. **Source : MarineLog**



The **JANINA** seen in drydock at Scheldepoort after the collision with the **GO-27 Noordzee**  
**Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

## **Pipavav Shipyard to adopt new name**

Nikhil Gandhi-controlled Pipavav Shipyard will change its name to reflect its increased focus on manufacturing of naval and coast guard vessels for the Indian Navy. "The current name does not do justice to the business the company is into," said chairman Nikhil Gandhi. "Pipavav is completely focused on building assets for the Indian navy and oil & gas sector. The new name would aptly demonstrate what the company does." The company is expected to finalise the new name in its next board meeting in second week of August. The word 'shipyard' might get dropped in the new name, said Mr Gandhi.

This is the second time a name change is being considered . The company was incorporated as Pipavav Ship Dismantling and Engineering in October 1997. However, in April 2005 the name of the company was changed to Pipavav Shipyard . The company went public in 2009.

Pipavav Shipyard is in the business of building large dry-bulk carriers, popularly known as Panamax , and offshore vessels for oil exploration companies . It also manufactures ships for the Indian Navy. At present it is constructing 21 Panamax vessels for export and 12 offshore support vessels for ONGC. A shipping analyst said the reason for Pipavav's decision to exit the dry bulk making segment of the industry could be attributed to the oversupply situation globally. According to Bloomberg, dry bulk carriers under construction accounts for 52% of total fleet size globally. "Ship owners are therefore wary that a glut of dry bulk carriers will happen in next few years," said the analyst who did not wish to be named. " This will depress the dry bulk making industry." **Source: indiatimes**



The **Prince William**, sail training ship currently in Dry-dock and under survey at Dunstons Shiprepair in Kingston upon Hull, UK. - **Photo : Ronald Keuning ©**

## Nevsky Shipyard bags a 10 bulkers contract for NW Fleet

Nevsky Shipyard Llc (Shlisselburg, Leningrad region) and North-West Fleet JSC (a subsidiary of North-West Shipping Company JSC) signed a contract on July 19 on building a series of self-propelled dry-cargo ships of RSD49 project. The contract is effective from 29 July, the NS press office said.

The project is designed by Marine Engineering Bureau Design-St. Petersburg. Ship Class - Ice2R2AUT1-C. Ship dimensions: LOA – 139,95 meters, overall breadth – 16,7 meters, fresh water draught - 3,6 meters, the size of cargo holds along the length of - 25 m + 50 m + 25 m, DW, fresh water 3,6-m draught - about 4,525 tons, DW, salt water 4,7-m draught - about 7,000 tons, cargo holds capacity - about 10,900 cub.m.

The RSD49 Project vessel is a steel single-deck, three-hold, twin-screw MS, with forecastle and poop, aft habitable deckhouse and engine room, with double bottom and double sides in the area of cargo holds, with bulb bow and transom aft extremities, with Foldtite hatch covers and with a bow thruster.

Cargo holds are smooth-walled for dumping of dry cargo. Self-propelled dry-cargo ship is designed to carry general and bulk cargoes (including seeds), packaged lumber, scrap metal, metals in bundles and rolls, oversized, long and heavy cargo, dangerous goods and coal. Under the terms of the shipbuilding contract Nevsky Shipyard is to build in 2010-2013 10 vessels (8 + 2 in option). The cutting of plates for the first ship of this series is scheduled to begin on October 1st, the keep-laying - on November 19 of this year.

Nevsky Shipyard (Shipbuilding and Ship Repair Plant LLC), a subsidiary of North-West Shipping Company, which is part of the transport group Universal Cargo Logistics Holding, is located 40 km from St. Petersburg in Schlisselburg on the left bank of the Neva River. NS is one of the oldest enterprises of the water transport in the Russia's North-West. Since 1952 the company has been building sea-river going multi-purpose ships. NS provides also all types of ship repair services. The shipyard's slip allows lifting and launching 140-m-long, 2500-ton vessels. **Source : Port News**

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## Pressure grows in Hamburg for Elbe fairways deepening

Representatives from port management, port users and politics demonstrated unity at a gathering in the German Port of Hamburg last month to call for deepening of the Lower and Outer Elbe fairways.

Port Strategy reports that although Hamburg Port Authority is already geared up to handle the biggest container ships currently in operation, there remains a strong sense of urgency with regard to deepening the fairways, which connect the Port with the North Sea.

More than 100 ships of 10,000 TEU are expected to call at Germany's biggest seaport this year, some drawing up to 15.5m. Last month the new flagship of French line **CMA CGM, the Christophe Colomb**, arrived from Le Havre measuring 365.5m LOA, drawing the 15.5m at full capacity, which totals 13,800 TEU.

**Christophe Colomb** can presently only call at Hamburg during a certain tidal window, according to Hamburg's state minister for economic and labour affairs, Axel Gedaschko.





The **MSC LUCIANA** seen at the Elbe – Photo : Steffen Urbschat ©

The managing director of CMA CGM (Germany) GmbH, Reinhard Peschel, is also devoting his efforts towards the deepening of the Lower and Outer Elbe fairway. "

"The deepening of the fairway is inevitable," he said, "both for us as shipping company and the Port of Hamburg itself. CMA CGM has deliberately decided to come to Hamburg with ships such as the Christophe Colomb because here we can find a very good hinterland traffic connection to Central and Eastern Europe, including Russia, and can also excellently pool our transshipment cargoes with the Scandinavian and Baltic area with feeder services."

"We are also very satisfied with the productivity of the Hamburg container terminals and the trusting collaboration. It is important to us that our ships can put up in the Port of Hamburg with as much flexibility as possible. We also continue to emphasise this to the local authorities and we are convinced that one will make the right decisions to expedite the deepening of the Elbe fairway as quickly as possible."

Port Strategy said the president of the Chamber of Commerce Hamburg, Frank Horch, pointed out the importance of an efficient port for the whole metropolitan region. This urgently includes the deepening of the Lower Elbe fairway, which is also acceptable from an ecological point of view. "The federal authorities have planned the deepening of the fairway and the environmental compensation measures with the greatest of care and competence," he said. "The overall ecological situation in the Lower Elbe region will be better, rather than worse, after the realisation. In addition, transport by ocean vessel is the most environmentally friendly form of cargo transport." **Source : Dredging News Online**



The **CHICAGO EXPRESS** seen at the Westerscheldt river enroute Antwerp – Photo : Rokus Dieleman ©

## Evergreen orders 500 FEU reefers

Taiwan's Evergreen Line has ordered 500 FEU in reefer boxes for US\$4.4 million from Shanghai Reeferco Container, a unit of Hong Kong's Singamas Container Holdings, according to the Shipping Gazette. Evergreen told London's Containerisation International that "reasons for the investment are to replace existing ones and for business needs. These new reefer containers are for all trades." Taiwan's Wan Hai and Yang Ming have also ordered new containers. Wan Hai has bought 1,800 reefer boxes for the east coast of South America trade. Wan Hai boxes were bought from China International Marine Container (CIMC) for US\$9.3 million, paying between \$3,808 and \$9,150 per unit. Evergreen bought its boxes for \$8,750 a piece. Yang Ming is spending \$24.5 million on containers, but little else was revealed in its stock exchange declaration. **Source: transportweekly**



The **SESTRIS STAR** seen outward bound passing Vlissingen – **Photo : Stan Muller ©**

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## Rotterdam's buoys in the Waalhaven basin 'other general cargo' throughput up to 245,000 tonnes in H1



**The Waalhaven – Photo : Marijn van Hoorn (c)**

In the first six months of 2010, 245,000 tonnes of 'other general cargo' have been handled 'at the buoys' in the Waalhaven basin. The 2009 total was 111,000 tonnes. It concerns almost exclusively project cargo; hulls of inland vessels from China for completion at Dutch yards. Most of the hulls arrived on towed pontoons and a number as deck load of specialized heavy cargo vessels. The port of Rotterdam is attractive for large and heavy project cargo because of the availability of much floating sheer leg cranes with varied lifting capacities. This explains why almost everything can be hoisted without paying for overcapacity. In combination with inland shipping and river- or sea-going pontoons, there is an ideal combination for pieces of any dimension. **Source: portofrotterdam**

## **Dry bulk market back on the road to recovery**

Freight rates for dry bulk carriers have continued to edge higher this week, with the industry's main benchmark, the Baltic Dry Index (BDI) gaining once again on Thursday, to reach 1942 points (up by 41 on a daily basis), or 2.16 percent. This was the 10th straight session of increases, despite the fact that most analysts appear rather pessimistic on the short-term prospects of the market. Another conclusion from yesterday's market, was the continued rebounding trend of the capesize segment, with the respective Capesize Index gaining a further 85 points or 4.72 percent. As a result, average daily freight rates have edged higher than the \$12,500 mark they had been in the past days, to \$14,443. This rebound has been triggered by a firmer iron ore demand and a restocking taking place in China, as a result of a better looking steel market. Shipbrokers estimate that currently low spot prices for iron ore, not to mention freight rates are causing more cargo purchases from steel mills, looking to take advantage of the situation. For the moment, nobody can rule out a double dip of the market, but it seems that for now, dry bulk ship owners are out in the clearing. Meanwhile, FBR Capital Markets said, in comments quoted by Reuters, that the fourth quarter of 2010 is likely to support a healthier iron ore trade, as contracts for the raw material are likely to more closely reflect spot prices in that period, rather than in the third quarter.

But, apart from cargo demand trade patterns and seasonality, the main concern of the market is the oversupply issues it faces, in terms of new tonnage delivered. According to ICAP Shipping, the dry bulk fleet expanded by some 340 ships amounting to 32 million dwt in the first half of this year after allowing for the limited number of scrappings and other removals (some 46 ships of 1.6 million dwt). At the same time a large number of ships were contracted for future construction (346/31.2 million Dwt). This rapid expansion in the fleet - some 54 million dwt (+13%) over the past 12 months has been a primary factor in the decline in earnings since May this year which have slumped from typically \$48,000 pd for a Cape to \$16,000 now in July. According to recent comments from Piraeus-based shipbroker Cotzias, "it seems that the overexcitement that led owners to order more dry cargo new buildings will only put more pressure on a market that had previously been alive but with what proved to be "mechanical and medical support"!!! The freight levels that were in excess of 30k per day, made everyone think that the newbuilding price for a Kamsarmax is value for money, and yes it could well be... but what will happen if the current dropping freight market continues at this pace for another 2 months? And 2 months with the excess volatility of the current markets seems like



a long time, in which time, will the dry market face freight levels that will be adequate to cover the break even daily operating expenses including basic loan repayments? And what can be easily said to be the breakeven levels of these days, especially for ships that were acquired during 2008 and 2007? We are cautious to the extent that the headache of newbuilding orders has been cured by a regular daily feed of strong pain killers... One "blessing" was we believe the lesson we have all learnt from the container market that recently only started to push away from the "bottom" and the fact that over the past 1.5 years it has taught us that pricing at marginal cost is unsustainable, as vessels start getting laid up before long" concluded Cotzias. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The "**Pride South Seas**" (left) & "**Blackford Dolphin**" neighbours for the time being in Cape Town  
**Photo : Aad Noorland (c)**


## Seven firms shortlisted in second bidding for container terminal project in India

DP World, PSA, Essar, Lanco and GVK are among the seven shortlisted entities for the US\$1.44 billion fourth container terminal project of Jawaharlal Nehru Port Trust (JNPT), at Navi Mumbai, according to Business Standard. The terminal is expected to add 57.6 million tonne capacity to the port. This is the second time the terminal has been put up for bidding. The first round of bidding was cancelled by the shipping ministry, as the bid failed to attract enough participation. One of the interested parties, Gateway Terminals India (GTI), was disqualified from participating in the first bidding process due to "security reasons", said a senior official in the shipping ministry.

"The Supreme Court has allowed us to go ahead with the project, as it would add substantial capacity to the port. Our final decision will be subject to the views of the court," the official told Business Standard. GTI is a joint venture (JV) between APM Terminals, which operates the third container terminal of JNPT, and government-controlled Container Corporation of India. The JV did not take part in the current round of bidding. GTI had contested the disqualification decision in the Bombay High Court. After losing the case, it appealed in the Supreme Court last year. The matter is still sub judice. DP World operates the Nhava Sheva International Container Terminal at JNPT. A total of nine companies participated in the bidding process. The other six qualified entities are a consortium of GVK and Samsung Corporation, Essar group, Sterlite Industries and Leighton Contractors, Mundra Port and SEZ and Adani Enterprises, Lanco Infratech, and PSA and ABG Ports. Among those who did not qualify was L&T Transco Pvt Ltd.

**Source: cargonewsasia**





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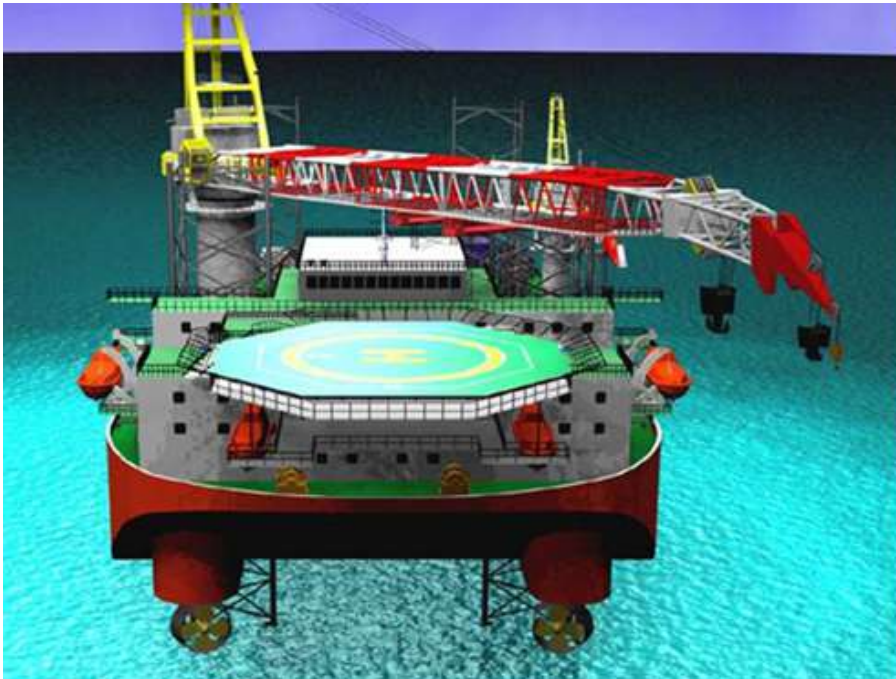
**Seafox Group to expand the fleet with  
state of the art new build self –  
propelled installation jack-up Seafox 5**





Isle of Man based Seafox Group is pleased to announce that they have officially entered into a joint-venture and construction agreement with Keppel FELS in Singapore for the **Seafox 5** with delivery scheduled for mid 2012. The Seafox 5 is specifically designed to meet all the requirements in both the Offshore Wind and the Oil & Gas industry for installation and support services in the deeper water depths of the southern and Central North Sea. (65M-70M) The self-propelled DP2 jack-up has an installation capacity of 1200MT, designed jacking system for quick and frequent

usage, free deck area of more than 3500m<sup>2</sup>, 150 POB + all leisure facilities, better jacking and moving criteria (Hs 2.0m by 6-8/sec period) and variable deck-load usable for client's use of 6500MT. "We believe that the combination of both track records of Seafox and Keppel FELS will deliver the right quality equipment for the requirements of the Offshore Market today and that in the coming decades as operating efficiency, safety standards, reliability and value for money is key to our clients", says Keesjan Cordia, Managing Director of Seafox Contractors B.V.



"This new KFELS MPSEP design is an example of how we have been able to leverage and apply both our market knowledge and technology expertise innovatively for a variety of offshore

applications. Moreover, in working with an experienced fleet owner and operating partner such as Seafox to launch our design, we will have a good head start in developing our track record as the choice solutions provider for the emerging offshore wind energy sector," Mr Wong Kok Seng, Executive Director of Keppel FELS added.



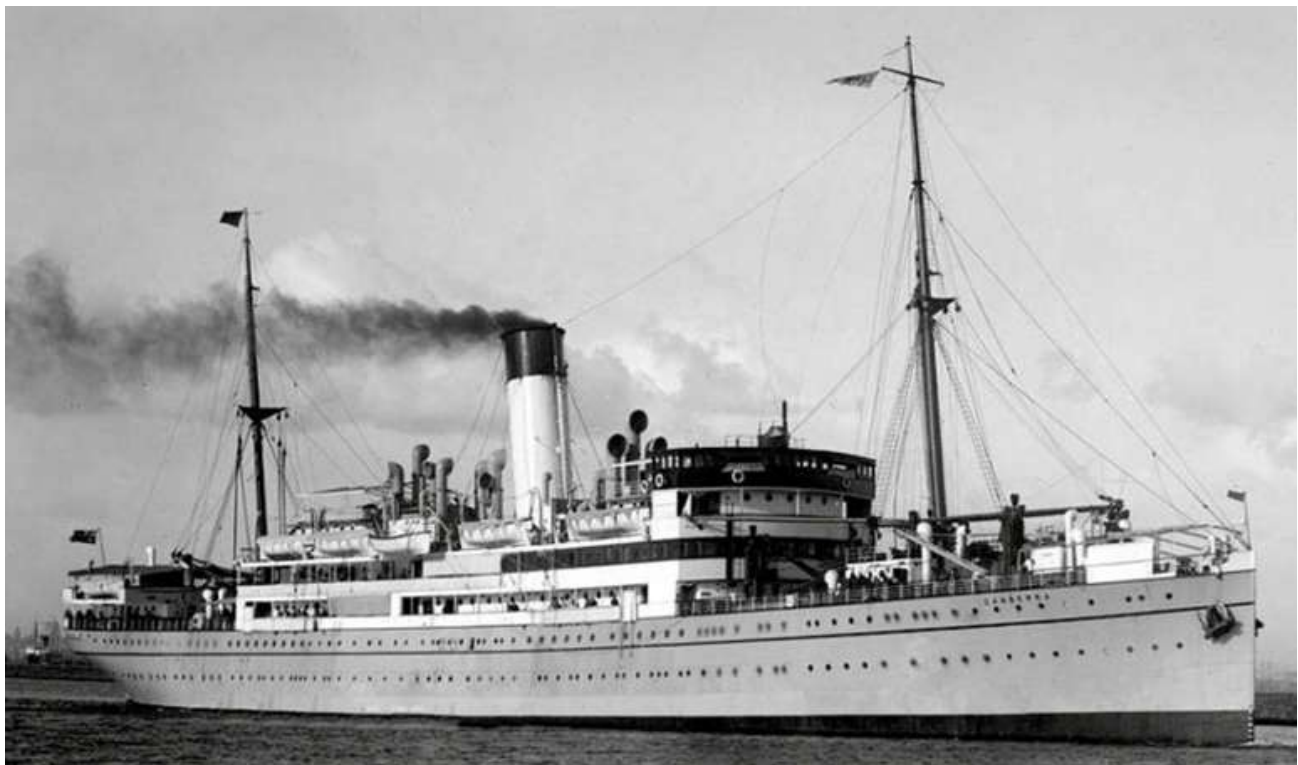
" The **Seafox 5** can be used in the Offshore Wind market for both the heaviest foundation & turbine installation including Round 3 in the UK and can be utilized in the Oil & Gas market for both installation of field development platforms and decommissioning works including platform and jacket removals in all of the Southern North Sea, Danish sector and large parts of the Central North Sea up to and including weights of 1200MT. " Keesjan Cordia continues. Workfox B.V, owned by the Seafox Group, as the manager of choice for the Joint Venture will be operating the **Seafox 5** from her offices in Hoofddorp (NL) and Great Yarmouth(UK).

## CMA CGM records 41% H1 sales increase

CMA CGM SA, the French shipper reorganizing 5.4 billion euros (\$7.1 billion) of debt, recorded a 41 percent surge in first-half sales as the global shipping recovery lifted prices and volumes. Revenue jumped to \$6.8 billion from \$4.8 billion, according to figures obtained by Bloomberg News and confirmed by CMA spokesman Guillaume Foucault. Freight volumes rose 22 percent to 4.41 million containers. "The recovery of demand and freight tariffs is clearly well underway," Foucault said by telephone, declining to comment on the reorganization talks. "It's a solid turnaround." CMA and competitors including Germany's Hapag-Lloyd AG were forced to renegotiate debt and seek new capital last year after the economic crisis hit shipping demand and rates. The \$1 billion recorded by CMA in first-half earnings before interest, taxes and depreciation compares with a \$568 million loss in the same period of 2009.

France's FSI sovereign-wealth fund is in talks with Belgian billionaire Albert Frere's Cie. Nationale a Portefeuille SA over a joint investment in the shipping company, said an FSI spokesman who declined to be named, citing company policy. Nationale a Portefeuille didn't return calls and messages left for Managing Director Gilles Samyn. **Source: bloomberg**

## OLDIE – FROM THE SHOEBOX



The 7710 GRT **CANBERRA** measured 125.0 x 17.4 metres Steel twin screw passenger ship built by Alex Stephen & Sons, Linthouse Glasgow in 1913 for Australian Steamships Ltd (Howard Smith Ltd) Melbourne. Quadruple expansion

engine making 15 knots. Refrigerated. Designed for the Melbourne - North Queensland run and was known to have beaten the Sydney - Brisbane train on several occasions until their coastal railway opened. **Photo : Coll. Gordy Ross**

1917 requisitioned as troopship, in 1918 she was one of the 'flying convoy' transporting troops from Egypt to France. 1920 returned to owners and peacetime services. 1941 - 1947 requisitioned as military transport, earning a nickname 'hungry-mary' by the stokers as she was a coal burner.

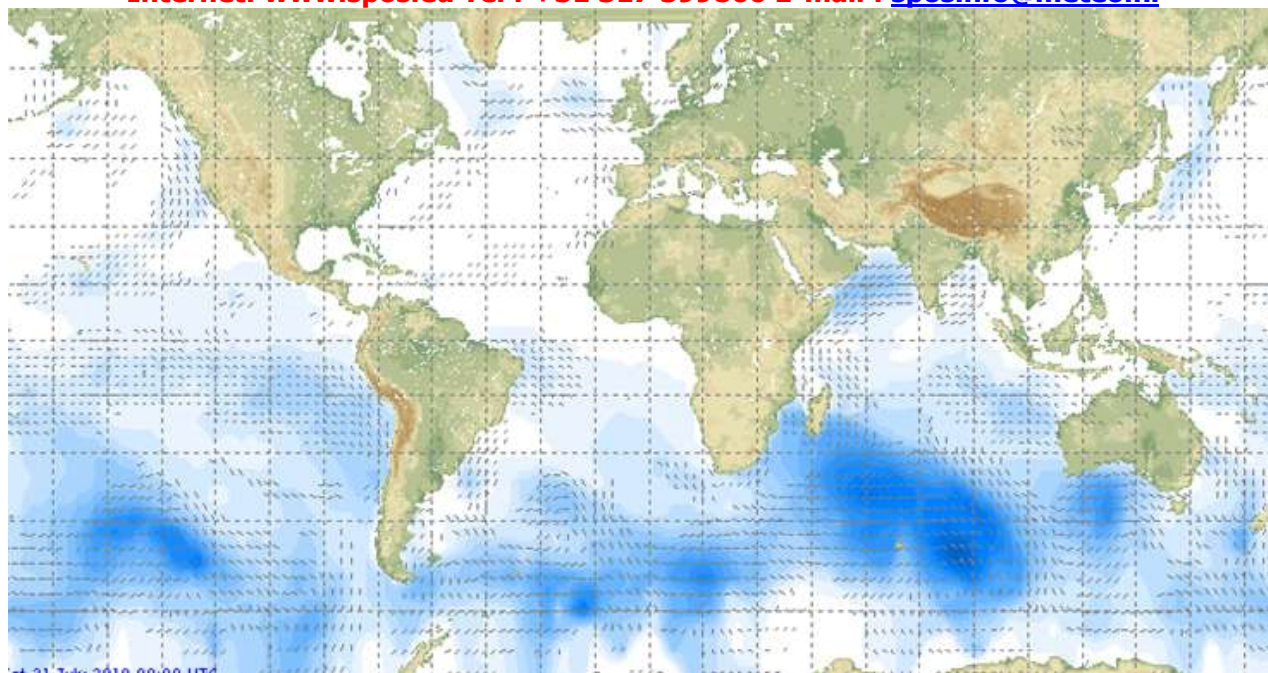
1947 sold to Goulandris Bros, Greek nationals and registered in Panama. She was employed on the trans-Atlantic migrant trade. Renamed Espana 1954 when sold and transported seasonal workers to the Dominican Republic from Europe until scrapped in the Dominican Republic October 1959 - Information supplied by John E. Hoskin [www.flotilla-australia.com/](http://www.flotilla-australia.com/)

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



The **SKANDI ADMIRAL** seen enroute Rotterdam – Photo : Wil Kik (c)

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