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ITC's TYPHOON seen during anchorhandling works near the OLEG STRASHNOV
Photo : Crew Oleg Strashnov

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HAL's **RYNDAM** seen outbound from Rotterdam bound for Oslo – Photo : Ton Kik ©

Dry bulk market enters week on a high note

The dry bulk market has managed to end its downward trend of the past few weeks and surge back on higher ground. Yesterday, the Baltic Dry Index (BDI) increased by 1.48% and reached 1,369 points, the highest it's been in six weeks. Capesizes and Panamaxs were the main gainers. Especially, the larger Capes have gained 43% in the past four sessions, bringing the daily average charter rate up by 43% to \$8,065. At the same time, the up until recently struggling panamax market was up once again, this time by 2.7% with daily average rates now reaching \$13,724. According to the latest report from shipbroker Barry Rogliano Salles, the past week was deemed an unusual one, with Capesizes being the only segment to post significant gains. The BCI rose 9% w-o-w, while the overheated Panamax market saw a correction of -3%. Providing some more insight on the Capesize market, BRS said that it was a "strong week in the Atlantic, where rates showed double-digit gains, which lifted the BCI above 1,600 points for the first time in 6 weeks. A scarcity of ships in the region intensified the rate gain in the west and a transatlantic round was reported at US\$8,500. In the Pacific, there remained heavy over tonnage, although Brazil-China inched up by around 3%,

with a possible deal done at US\$19.50. Australia-China was unchanged. By the end of the week the four time charter average had reached US\$7,754 and rates rose again slightly on Monday to US\$8,065”.

Regarding the Panamax market, the report mentioned that “it started the week slowly and eased in all basins mainly due to a lack of fresh orders for prompt vessels. However, from Thursday, the market firmed up again thanks to a busy USG coal export trade and an active ECSA area exporting grain to the Far East. This latter trade over the last month has significantly decreased the available fleet in the Atlantic and pushed the TA round voyage up. The 4TC average Friday to Friday lost US\$450 to finish at US\$13,364 per day. The TA round lost US\$200 closing the week at US\$14,000 per day and the Nopac lost US\$600 to close the week at US\$12,000 per day. The WCI/China route kept flat paying US\$13 pmt for Goa/N China trade. Short period activity was quiet throughout the week and rates firmed up by US\$300, closing the week at US\$14,500 per day” said the Paris-based shipbroker. As for the smaller sizes, “the Baltic Supramax Index remained at the same levels at the beginning of the week before rising continuously as from Wednesday until the end of the week. Overall the Baltic index gained 20 points to finish at 1,413, while the average of the time charter routes gained US\$210 points to end at US\$14,770. The US Gulf was the main driver of the Supramax market, though only a few fixtures were reported. Supras from the US Gulf to the Far East were fixed in the high US\$20,000s, and around US\$28,000 for Mediterranean destinations. Black Sea to the Far East (via Goa) were fixed around the US\$22,000.

In the smaller sizes, the Baltic Handysize saw a mini yo-yo effect but remained steady overall throughout the week. The index lost 2 points to end at 786, while the time charter average lost US\$39 to finish at US\$11,662. The main event for the Handysize is the revival of the Black Sea market which has started to export grains again. Many players were fresh open with orders mainly to the Continent or the Spanish Mediterranean. Such trips would run around US\$18/19,000. Fixtures from East Coast South America to the Far East are in the low US\$20,000s and around the high US\$10,000s to the Med/Black Sea area. On the Eastern side, Supramaxes ex India to China were fixed around US\$13/14,000. Indonesia to India was done in the mid US\$10,000s. The Nopac round was fixed at levels of US\$12/13,000 dop Far East” concluded the report. In important news for the market, OECD released a new report confirming strong expansion in world steel markets and forecasting 6% growth for both 2011 and 2012. World steel output growth slowed in the second half of last year but, on the back of Chinese demand, rose nearly 10% in the first quarter of 2011 q-o-q. However Chinese growth is expected to fall to around 5% in 2011 and 2012. Overall the world economy had seen strong recovery in automotive manufacturing in both the mature and developing economies, though demand in the construction sector has yet to recover in the advanced economies. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the 2001 built ITA flag and owned ferry **ZEUS PALACE** leaving Grand Harbour, Malta for the first time on Monday 23rd May, 2011. She's the formerly Minoan Lines **PROMETHEUS** and Grimaldi Lines **EUROSTAR BARCELONA**.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com



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EU's price fixing crosshairs fall on shipping lines

The world's top shipping lines were quick to pledge full cooperation with European Commission investigators after the carriers' EU offices were raided this week as the probe into price fixing moved into the maritime sector. Investigators swooped on Maersk Line, Neptune Orient Lines (NOL), Hanjin, Orient Overseas Container Line (OOCL), CMA CGM, Cosco, MOL and Hapag Lloyd, among others, as part of a European Commission investigation into the possible violation of anti-trust rules.



The **CMA CGM AMERIGO VESPUCCI** seen at the Pasir Panjang terminal in Singapore – Photo : Piet Sinke ©

The carriers' desire to cooperate is hardly surprising considering the aggressive prosecution recently of airlines and freight forwarders by anti-trust regulators in the EU and the US. Panalpina was among six international forwarders who agreed to a total of US\$50.3 million in criminal fines after pleading guilty to air cargo price fixing last September. Twenty-one airlines have paid more than \$1.8 billion in fines, and 21 executives have been charged with wrongdoing by the US Justice Department. Four are behind bars.

Air France-KLM was hit with the largest fine, \$505 million, which it is currently appealing. The airline is also being sued in the Netherlands by hundreds of European shippers, led by Philips and Ericsson, that are seeking more than \$725 million for damages they claim to have suffered as a result of the price-fixing cartel. So there is much at stake. The raid on shipping lines may be an initial exploratory move by investigators, but it has clearly rattled the carriers who were anxious to assure customers and shareholders.

"We are in compliance with EU competition legislation and are cooperating fully with the [European] Commission on the investigation," Hong Kong's OOIL said in a statement. Singapore-based NOL Group said it believed it was in compliance with the anti-competition regulations "and is cooperating fully with the European Union". Taiwan's Evergreen Marine said: "Evergreen will continue to fully cooperate with the EC agents in their efforts." This is the first time since the shipping conference system was outlawed in October 2008 that the European Commission crosshairs have fallen on container carrying lines. Representatives of the EC and UK Office of Fair Trading called on premises last week to ascertain whether there was any evidence of "infringement of European competition law related to rate collusion between lines and possible misuse of positions of market share dominance".

Sources with the lines believe the investigations are more of a formal procedure "that was bound to happen given that it is over two years since the demise of the conference system". But the probe into market share dominance and collusion on rates and surcharges will lead investigators into complicated areas. While the EU states that the upper level of market share should not be more than 35 percent, there is little to explain exactly how a carrier's share of the market is defined. Collusion on rates is equally complex. Since the conference system was outlawed in October 2008, most lines in the major trades make public well in advance their intended GRIs (general rates increases), BAFs (bunker adjustment factors), CAFs (currency adjustment factors) and any peak season or emergency bunker surcharges.

Lines have access to this public information, either through their own means or through shipping analysts, and certainly use this information as a guide for their own rate and surcharge changes. Is this illegal? Time will tell.

But a wag from one of the raided lines pointed to the rock bottom Asia-Europe freight rates and said: "If the industry has been fixing rates, it has been doing a terrible job of it." **Source: CargoneewsAsia**



The **EUROCARGO MALTA** seen arriving in Malta – **Photo : Gejtu Spiteri ©**

Maersk no comment on report FPSOs for sale

Denmark's A.P. Moller-Maersk declined to comment on Monday on a report by oil weekly Upstream that it is considering selling its floating production, storage and offloading (FPSO) vessel business, Reuters reports. Upstream, a Norway-based oil and gas industry weekly, said Maersk had been approached and had held talks with potential buyers, as the FPSO business is no longer considered part of its core activities.

Maersk FPSO operates six mobile oil and gas production units for oil companies around the world. A Maersk spokeswoman declined to comment. Reporting first-quarter results earlier this month, Maersk said it would look for a buyer for its Maersk LNG unit, a gas tanker business with eight vessels. **Source : PortNews**



M/V '**Northern Chaser**' preparing to tow Seadrill's Jack Up Rig '**West Leda**' along with M/V '**Northern Comrade**' from the Natuna Sea to Singapore. Photo taken by 3rd Engineer, M/V '**Northern Chaser**', Mr. **Gumagay, Droniel Drunes** and submitted by **Stephen Clark of M3 Marine (Offshore Brokers) Pte Ltd.**



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ABS updates ballast water treatment advisory

Classification society ABS has released an updated Ballast Water Treatment Advisory to assist industry in understanding and addressing the evolving regulatory regime of ballast water treatment (BWT). The publication provides practical guidance to shipowners, operators and builders as they make important investment decisions concerning the best-suited technology to use in their operations.

"The industry is in a 'wait and see' mode when it comes to ballast water management," explains Kirsi Tikka, Vice President of Global Technology and Business Development. "Until the proposed international, regional and local regulations are ratified and/or finalized, there is a great deal of uncertainty among ship operators as to how they should proceed with their system selections. The initial advisory published last year was so well received by the industry we felt it was time for an update to reflect the current state of regulations and available systems."

The advisory summarizes the practical realities of shipboard BWT systems to assist operators in their evaluation of treatment technology options. Included are discussions of the key features of ships' ballast water handling systems and treatment technologies that may have an important impact on the ship, crew ballast practices and operating costs.

"Ballast water exchange presents significant operational concerns and challenges and it may not provide a totally effective solution to reduce the spread of unwanted aquatic organisms and pathogens from ships' ballast water," says Tikka. "Ballast water treatment is considered by many to be a necessary measure to meet the proposed standards."

The 56-page Advisory is divided into key sections covering regulatory developments, an overview of treatment technologies, considerations for systems selection, installation and operation, evaluation checklists and available systems. The evaluation checklists include details such as vessel ballast system particulars, ship and service characteristics that impact BWT selection, treatment technology factors, general treatment system considerations, and challenges for installation engineering. It contains checklists for both owners and vendors. **Source : MarineLog**



The loaded **CMA CGM AQUILA** seen East bound in the Singapore Straits yesterday – **Photo : Piet Sinke ©**



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NAVY NEWS



Protector (ex-Polarbjorn), the RN's replacement for **HMS Endurance** arrived at Portsmouth on 23 May. She will be commissioned as **HMS Protector (A173)** on 23 June.

Photo : Gary Davies - www.maritimephotographic.co.uk ©



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The Moroccan newbuilding corvette **613** returned to the builders Damen-De Schelde naval building

Wim Kosten - <http://www.maritimephoto.com> ©

Marine en Kustwacht versterken banden Vlootdagen 2011 groot succes!



De Caribische Vlootdagen 2011 van afgelopen weekend waren een groot succes. Het grote driejaarlijkse maritieme evenement kon rekenen op 30.000 bezoekers, die zichtbaar genoten van de opengestelde schepen, demonstraties en diverse activiteiten. De goedgeoliede samenwerking van marine en kustwacht onderstreepte de band tussen Nederland en Curaçao.



In hartje Willemstad, op de kades van Punda en Otrobanda, bezochten tienduizenden mensen de marine- en kustwachtschepen van Nederland, Curaçao, de Verenigde Staten, Frankrijk, Colombia en Mexico. De Nederlandse onderzeeboot **Hr.Ms. Dolfijn** was een grote

trekpleister. Doordat er maar een beperkt aantal mensen per rondleiding toegelaten konden worden, liepen de wachttijden soms hoog op. De bemanning heeft er alles aan gedaan om zoveel mogelijk mensen toe te laten.

In het Maritiem Museum trokken de speciaal voor de vlootdagen ingelaste voorstellingen van de theater dansgroep Danzarte veel belangstelling. Net als de jeugdexpo die gewonnen werd door de MC Pierschool en met de winnende klas een speciale rondleiding krijgt door de onderzeeboot **Hr.Ms. Dolfijn**.

De tweede dag begon met een goed bezochte kerkdienst aan boord van **Hr.Ms. Rotterdam**. De talloze activiteiten op het Brionplein en de diverse optredens van de Steelband van het Korps Mariniers mochten rekenen op warme belangstelling. Tijdens de Koninginnenrun op zondagmiddag liepen uiteindelijk 400 lopers over de drie bruggen van Willemstad. Bij de heren zette José Alberto Maduro de snelste tijd neer.



Marlies Jongerius kwam als snelste vrouw over de finish. De Caribische Vlootdagen werden afgesloten met een indrukwekkende vuurwerkshow en het luiden van de scheepshoorns.

De Caribische Vlootdagen werden mede mogelijk gemaakt door de medewerking van de Curacao Ports Authority (CPA) en de Kompania di Tou Kòrsou (KTK), de Citizens Rescue Organization (CITRO), Curaçao Tourist Board, Douane, het

Korps Politie Curaçao, het Vrijwilligers Korps Curaçao, de Verkeerspolitie Curaçao, Korps Brandweer Curacao, de Fundashon Kuido di Ambulans, het Rode Kruis, GGD, Dienst Openbare Werken, het Maritiem Museum, ondernemingsverenigingen SKO en DMO en alle andere bedrijven die een bijdrage hebben geleverd.

Foto's: Peter Bijpost en Jeroen van Zaalen

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China's ship builders face grim outlook

China's shipbuilding industry is expected to face choppy seas this year amid rising costs from labor, raw materials and yuan appreciation, the China Association of National Shipbuilding Industry (CANSI) said in a report on May 19.

Of China's 1,519 shipbuilders tracked by the association, 313 ran in the red during the first quarter, with losses totaling 1.1 billion yuan (\$170 million), up 28.8% from a year earlier.

In the first four months, China built ships amounting to 18.8 million deadweight tons, increasing 1.2% year-on-year. New orders totaled 13.6 million deadweight tons, up 6.6% year-on-year, while combined outstanding orders were at 183.8 million deadweight tons, down 6.2% from the end of 2010, according to the association. Starting this year, demand in the international market has been changing in favor of large-sized container vessels, liquid-natural-gas vessels and value-added engineering vessels, which are dominated by Korean and Singaporean shipbuilding firms, said the association.

About half of Chinese shipbuilders received no new orders so far this year, with some suspending production as existing orders run out, the association added. **Source: Caixin Online**



Samsung achieves 23% rise in Q1 profit

Shipbuilder Samsung Heavy Industries (SHI) has achieved a 23.2% year-on-year rise in first quarter net profit on a strong orderbook. First quarter net profit climbed to KRW290.7bn (\$266.6m), up from KRW235.9bn seen in the corresponding quarter of 2010. Seoul-listed SHI earned revenue of KRW3.5trn in the quarter, up 5.3% from KRW3.32trn in the previous year's quarter. SHI's order book stood at 199 ships of 8.54m gross tonnes as of 1 March 2011, getting ahead of rival Hyundai Heavy Industries with 217 ships of 8.04m gross tonnes, according to Clarkson Research Services. **Source: Seatrade-Asia**

SHIPYARD NEWS

78 mtr long Aluminium built hull relocated



Last Friday night at the Yachtbuilder GOUWEROK in Aalsmeer (The Netherlands) an aluminium hull with a length of 78 meters left the builders and was transported onto a pontoon by **Mammoet**, the pontoon was towed to the yacht builder **De Vries** a few hundred meters away for the final outfitting.

During Saturday also the superstructure arrived onboard the pontoon **JANS** pushed by the pusher tug **BROEDERTROUW XIV**, the hull was launched during Saturday and pulled into the covered building dock of **De Vries**.

MAMMOET executed the whole operation, beside the **Mammoet team** the **LINGE**, **SPITSBERGEN**, **IJSLAND**, **2 SHEERLEGS**, **SEVERAL PONTOONS** and **cranes** were on the location



Information / Photo's : Kees Torn ©

Daewoo Mangalia Shipyard secures order for 4 ships

Romania-based Daewoo Mangalia shipyard signed a EUR 400m contract for construction of four ships for the Israeli Ofer Global Holdings group, with option of four ships. The ship construction will be completed by the end of 2013, Worldmaritimeneews reported. Starting with 1997, Daewoo Mangalia Heavy Industries is a joint venture between shipbuilding company Daewoo Shipbuilding & Marine Engineering in Korea and 2 Mai Mangalia Shipyard in Romania. Ofer Global Holdings group is active in international shipping and real estate. **Source : PortNews**

Weeks Marine to build two new dredgers - IHC Merwede provides design for hopper dredger

Weeks Marine in the US has announced two major additions to its dredge, tugboat, booster, hopper barge, and industrial workboat fleet. By the end of 2011, Weeks 315, a new ocean class, 30in, hydraulic cutter suction dredge will join Weeks Marine's diverse pipeline dredge fleet.

Approximately two years later, a new large class, 8,500 cubic yard hopper dredge, Weeks 475, will become WMI's third hopper dredge. Weeks 475 will be WMI's largest, fastest, most fuel efficient, most powerful pumping, and most highly automated hopper dredge. The dredge doubles WMI's current hopper dredge capacity. In fact, both new dredges will be the most advanced US vessels in their respective categories.

They are designed specifically for conditions found offshore of the US coast, and are part of WMI's three-year, US\$200 million plus capital investment programme in five vessels. "The two new dredges alone, built in U.S. shipyards, represent new investment exceeding US\$125 million and will result in the creation of 125 permanent new well-paying jobs," said Richard S Weeks, WMI President.

"I am very optimistic about the future of the US marketplace. Both the growth of international trade and the US seaport industry, and the wide acceptance of beach nourishment and coastal restoration as the shore protection option of choice, call for new energy efficient tools to be brought into the marketplace.

I am exceedingly proud of our team as we put together these two projects, vessels which will provide a strong platform for our future growth." Construction of Weeks 315 is currently underway in an Ohio River shipyard. The new dredge is the product of WMI's in-house engineering effort. The keel has been laid, all major components are on order, and completion is scheduled for an end-of-year delivery. Weeks 475's engineering package was developed jointly by WMI and IHC Merwede in The Netherlands. The keel is scheduled to be laid in October, 2011. **Source :**

Dredging News Online



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Nobel Bros Shipyard starts building 2nd tanker for MRS

Nobel Bros Shipyard Ltd. on May 17, 2011 laid the keel of the second tanker of project RST-25 ordered by Moscow River Shipping Company (MRS), the shipping company said. Tankers of project RST-25 are a new class of 'river-sea' tankers featuring 6 cargo tanks designed to carry crude oil and petroleum products with a high class of environmental safety and automation. The tanker is designed by Marine Engineering Bureau.

Ship's characteristics: LOA - 140 m, molded beam - 16,6 m, fresh / salt water draft - 4.175 m / 3.60 m, max draft DWT - 6,613 tons in salt water, 5,132 tons in fresh water. Two main 6L20 Wartsila engines power rated - 1200 kW each. Russian River Register class - M-CP4, 5 (led40) A EKO3.

The first tanker of the series was laid on Dec. 21, 2010. The launch of the lead ship is scheduled for June 2012. Nobel Bros Shipyard was established back in 1907. The shipbuilder specializes in the construction of sea-going and river vessels and ship repair.

JSC Moscow River Shipping Company provides freight and passengers transportation on Russia's inland waterways. MRS owns and operates a fleet of about 150 cargo ships and more than 60 passenger vessels. A 25.5-percent state-owned stake in the shipping company will be auctioned off on May 27.

Norway: Record Results for Kleven Maritime

Norway's biggest Norwegian-owned shipbuilding group is well on track into 2011 as well. The order reserve is 10 ships, at a combined value of 3.7 billion NOK (674.4 mill USD). CEO Ståle Rasmussen is satisfied with the 2010 results, but emphasises that they are working continuously to increase added value and profitability. "Intense and dedicated work over several years, concentrating on added value and the bottom line, produced the good results in 2010. Skilled and hard-working employees is key to the success; key is also innovation in working methods and production systems," says Rasmussen.

Kleven Maritime has chosen to go against the flow in the Norwegian shipbuilding industry. The actual shipbuilding increasingly takes place at their two Norwegian shipyards. "Our activities are well under control, and our building technique based on modules assembled at our own bedding is central to achieve the best project management. Relatively speaking, we do more work on our projects in Norway than our competitors, and have an ambition to continue this development to secure quality and precision," says Ståle Rasmussen. Rasmussen praises the collaboration with customers and suppliers:

"Through collaboration with customers and suppliers we have found good solutions at both yards in the Kleven Group. 2011 looks promising. The order reserve will keep Kleven Maritime occupied until December 2012. We are also optimistic about future orders," he says. Due to the excellent results, for the second year running, all workers will receive a share of profits. The bonus programme applies to all employees of Kleven Maritime, with payments differentiated according to the results of the different companies within the group. Kjersti Kleven, Chair of the Board, feels resolutely that those who have helped create this success should also get to share the profits: "I think it is only fair that those who have created these results get to share the fruits. If we continue to improve, we will have safe, interesting jobs to offer people in the coming years as well," says Kjersti Kleven, Chair of the Board. Kleven Verft had a operating profit of MNOK 203.4 (MNOK 163.0 in 2009). Myklebust Verft had a operating profit of MNOK 43.5 (a small deficit in 2009). At year end 2010 the group had 457 employees, 527 i 2009. The downsizing of operations at Myklebust Verft and a hired site in Førde are the most important causes for the decrease. **Source: Kleven Maritime**

Jinhai Heavy Industry gets kamsarmax order

China's Jinhai Heavy Industry has won an order for a one plus one kamsarmax. Singapore's Wilmar International booked the 81,500dwt ships for delivery by the end of 2012, Seatrade Asia online reports. Jinhai has been one of the few successful Chinese yards this year, taking orders for VLCCs a month ago to go alongside its increasingly popular 229 m long kamsarmax. **Source : PortNews**

Barranquilla port blocked by sandbanks

Sandbanks preventing ships from entering Barranquilla are causing Colombia's main maritime port losses of at least \$900,000, several Colombian media reported Monday. Two ships have run aground on sandbanks near the entrance to the Caribbean port, forcing at least between four and six other cargo ships to wait for them to be freed before being able to unload. Without docking ships, Barranquilla port is losing almost a million dollars.

El Heraldo newspaper from Barranquilla reported, that each ship represents approximately \$150,000 income for the Port Authority of Barranquilla, if each boat carries 27,500 tons valued at \$6 each. With between four and six boats waiting unable to dock, the Port Authority is losing between \$600,000 and \$900,000. This figure does not include losses to port-related industries.

According to Cartagena newspaper El Universal, Greek ship "**Chirios Wind**" has been stuck for four days while "**Magnum Power**" has spent 10 days on a sand bank - four tugs have failed to refloat it.

This has lead to the manager of the Port Authority of Barranquilla Luis Fernando Arteta declaring an emergency and calling for dredgers to be contracted to get rid of the sand banks that have formed at entrance of the port. Arteta said "Many ships have been diverted to other ports. The first thing we have to do is free the two boats as soon as possible. The situation is serious because we have six ships that have not been able to enter and four that have not been able to leave the docks and 150,000 tons of cargo back-logged."

Users of the port are complaining and saying that if the problem is not resolved they will be forced to start using other ports. **Source : Colombia Reports**

ROUTE, PORTS & SERVICES



The 2008 built **GRANDE GHANA** seen enroute Amsterdam – **Photo : H.Blomvliet ©**

Onboard Wi-Fi connectivity makes Telaurus Crew Email simple and seamless

Telaurs Communications, a Globecom Maritime company, has unveiled a significant enhancement to its crew email solution, combining the functionality of its se@COMM software suite with readily available wireless network components.

Crew communications – particularly SMS and email services – have developed from being an 'optional extra' to an essential service for shipowners and managers serious about crew welfare. Evidence from seafarers suggests that communication with loved ones while at sea not only improves morale and the overall productivity, it can make the difference between crew staying with the fleet or signing off. But while crew communications packages are proliferating, they come with technical challenges. Crew communications must be kept separate from ship's business and there is a need to put the connectivity where the crew can use it safely – in the mess or other communal areas.

Telaurs has addressed this need by installing a wireless access point on ships equipped with its se@COMM service to deliver true wireless connectivity to seafarers, accessible via their smartphones or laptop PCs. Malcolm McMaster, VP Globecom Maritime and President Telaurs Communications, said:

"The use of PCs onboard ships has been rapidly expanding, and this trend will certainly continue, so using a wireless access point for crew connectivity is a great way to expand the reach of se@COMM. A Wi-Fi solution allows crew to access the system at their leisure and in the comfort of their own accommodation. Even where access cannot be given in personal quarters, an access point can easily be provided in the mess." The wireless access point allows for multiple computers to be introduced into almost any environment without the need to run extra cable. With the use of an extendable antenna unit the connections can now bridge multiple compartments without sacrificing bulkhead (watertight) integrity and without interfering with ships' business.

Geoff Davison, Telaurs' Product Manager – Value Added Services said:

"We have tested wireless connectivity with a commercially available router, and, other than the installation of a configuration file, the set-up is simply a question of unpacking it and plugging the unit into one of the unused ports of the Telaurs provided se@WALL unit. Once the wireless solution is in place, crew can access emails from their smartphones or laptops simply by connecting to the wireless network."

Telaurs has successfully completed trials of the Wi-Fi service onboard ships equipped with se@COMM and plans on installing Wi-Fi access points for many of its customers in the coming months.

Telaurs Crew Wi-Fi Checklist

- Fully-featured bi-directional, unlimited email service with rich text messages and attachments. Text can include emoticons, coloured and animated text.
- Crew communications are kept completely separate and distinct from ship's business. Crew do not need access to any Ship's equipment or computer network.
- No separate software installation requirements – hardware requirement is a compatible plug and play Wi-Fi router.
- No need to supply a separate crew PC if crew have smartphones or laptops.
- Completely administration-free for both shore office and the ship. Crew can set up and top up their own accounts using their own credit cards.
- Crew can send/receive photos using se@IMAGE, if installed, to reduce cost.
- Crew are not charged Inmarsat minimum volumes and increments. se@COMM's unique billing formula enables Telaurs to charge the crew a simple, low price per message.
- Crew can also send SMS messages from their own smartphone, laptop or any Wi-Fi enabled device.
- SMS replies are routed directly and automatically back to the originator on their own laptop or smartphone thus by-passing the satellite terminal.
- With delivery gateways in key seafaring countries (including three in the Philippines alone) Telaurs offers very low-cost SMS for friends and family who want to send messages to the ship.

Source: Telaurs Communications LLC

BP upgrades Port Hedland terminal

BP says loading times at its Port Hedland fuel terminal in Western Australia have been cut by 40 per cent, AAP reports.

A new higher volume loading gantry has been successfully commissioned and is now fully operational, complementing upgrades to electrical systems, higher capacity pumps and loading infrastructure.

BP Australasia president Paul Waterman said \$45 million was being spent on the upgrade of the Port Hedland terminal. "Additional storage capacity gives us greater flexibility and the new gantry facilities speed up truck loading to further improve our customer offer," he said. BP's Port Hedland terminal is the largest oil industry storage facility servicing the Pilbara region. **Source : PortNews**



Above seen the **EDT ZENON** installing anchors for the mooring of the **DEEP BLUE** as part of the Limassol Spoolbase Project which is project is executed by EDT Marine in the port of Limassol (Cyprus) - **Photo : Floor van Beek ©**

RENK AG signs two large contracts for US Navy

RENK AG, Augsburg, is known throughout the world as a supplier of sophisticated gear sets for navy ships. A RENK recipe for success: Professional support of shipyards and Navies with technical innovations in both the development and the search for optimization potential, accomplished with continuous improvement of production tools, Worldmaritimenews reported.

By beginning of this year, RENK was successful in gaining a significant milestone to their activities in the US: The 20 Littoral Combat Ships ordered by the US Navy as part of the LCS program will be equipped with RENK marine propulsion gears.

Two shipbuilding teams were competing over years, and were awarded finally with 10 vessels each. The Lockheed Martin concept provides a 115 meter long monohull built out of steel, whereas the Austal team counts on an aluminum hull trimaran at 127 meter length. Both frigate designs are waterjet driven exceeding 40 knots speed by far, and will be serving for protection in littoral water areas.

Both LCS flight zero prototypes, the **"USS Freedom"** (Lockheed Martin) and the **"USS Independence"** (Austal) were commissioned to the US Navy in 2009. The Austal trima-ran propulsion system contains RENK main reduction gears since the beginning, where the Navy was able to experience already the reliability and modern technique of RENK gears. Now, in view of the award addition to the Lockheed Martin LCS frigates, RENK was nominated as long term main gear supplier for the entire LCS fleet. The order provides for deliveries of two gear sets a year to both teams each in parallel from 2012 onwards during a period of five years. The drive concepts are significantly different. With the Lockheed Martin mono-hull, the combined power at max. 85 MW of two gas turbines and two diesel engines is being distributed via two in parallel arranged CODAG propulsion systems to four water jets. Austal's trimaran is also combining four water jets, however, those are being driven singularly from two gas turbines and two diesel engines, at a total of 62 MW power. Naturally, both ship propulsion designs have in common the renowned gear technology of

RENK. Refined adjustment of single gear ratios within a reduction gear component between input and output and further design details ensures a lowest weight possible. By double helical gears, reliable torque transmission at lowest noise radiation is achieved, a must for such ship categories.

The vessels will be built at three shipyards in the United States. Austal would go for an entirely own production, and will nearly double the capacity of its yard in Mobile, AL. Lockheed Martin distributes the construction to two shipyards, the capacities of which are supposed to be adjusted significantly in similar ways.

Based on the experience with current orders to the US government – for example the delivery of CODAG main reduction gears to the US Coast Guard National Security Program (NSC) – RENK has established an organizational structure to ensure compliance with complex regulations of the US government, including appropriate administration and ITAR control. The reduction gears will be designed, manufactured and tested at 100 % in Germany, prior to their travel to the single shipyards in US. Thanks to this order, RENK is now able to establish its outstanding gear technology for frigate main propulsion gears with the US Navy in a broad range. Together with its experience in individual drive train solutions aboard fleets of 35 Navies worldwide, RENK's position as leading gear supplier in this sophisticated field of application is being significantly increased. **Source : PortNews**



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Erhama Bin Jaber Al Jalahma Shipyard's first docked vessel gets full marine coating supplies and service from Jotun

Jotun Paints, one of the world's leading producers and suppliers of paints and coatings, has successfully supplied and completed the application of its marine coatings on the Dry Dock of 'MV **CMA CGM KAILAS**', a container French vessel, which is the first vessel to be docked at the new world class Erhama Bin Jaber Al Jalahma (N-KOM) Shipyard at Ras Laffan, Qatar.

The project presented a series of challenges and the team of Jotun experts made use of its wide range of state-of-the-art paints and coatings solutions like Jotamastic 80, Hardtop XP and Seaforce 30/60, which have been specifically designed to protect ships and other forms of vessels. Seaforce 30/60 is an external coating that offers key anti-fouling properties, while the Jotamastic 80 coating provides high-surface tolerance, penetration and key resistance from the harsh environments of the ocean. The Hardtop XP is a secondary coating designed to give the vessel a glossy look but still offer a durable and highly retentive color finish. All of the products used in the project carry the company's eco-friendly standard, leaving less of a VOC impact on the environment.

"This project was a landmark achievement for Jotun Marine Coatings in Qatar as we were able to provide a full supply & service solution to the first vessel to dock in the recently inaugurated N-KOM shipyard," said Gunnar Eikebu, Country Manager, Jotun Paints – Qatar. "The application of an integrated suite of paint and coating solutions to the 'MV **CMA CGM KAILAS**' not only reinforces the ship's seaworthiness, but also leaves less impact to the environment as all

products used in the Dry Dock are part of Jotun's ever growing line of environmental friendly products. The success of this recent undertaking also reflects Jotun's key presence in Qatar further demonstrated by the owners continued confidence in our ability to provide their fleet the superior service ever," he added. Erhama Bin Jaber Al Jalahma (N-KOM) Shipyard is located on a 110 hectare site, approximately 8km offshore along the southern breakwater of the expanded Port of Ras Laffan.

A 'Project Task Force', established by Nakilat was responsible for managing the design and construction of the new shipyard. Operation of the shipyard commenced just over two years after start of construction. The shipyard has been designed for the repair and maintenance of very large LNG carriers and a wide range of other vessels, as well as the conversion of tankers to Floating Production, Storage and Offloading (FPSO) and Floating Storage and Offloading (FSO) units. It is also capable of constructing a wide variety of ships up to 120 metres in length, including: commercial vessels (e.g. tugs, offshore supply vessels, coastal tankers, ferries), naval and coastguard vessels, and superyachts. Key features of the shipyard include two large dry docks, the first one measuring at 400m long by 80m wide dry dock and a second one measuring at 360m long by 66m wide. There is also a massive ship construction hall that is capable of building four 120m long vessels simultaneously. **Source: Jotun Paints**



Dockwise **TRUSTEE** loaded with the **SS AMAZONIA** seen departing from Singapore roads May 22nd bound for Brazil

Photo : Piet Sinke (c)

Port of Klaipeda to handle the biggest boxship ever

The container ship **MSC Sariska** called May 23rd, at the port of Klaipeda. The 294.12m-long, 32.28m-wide ship appears to be the longest vessel that arrived at the port ever. The vessel will be moored at the berth operated by the stevedore company Klaipedos Smelte, the Port Authority said.

Previously, Port of Klaipeda had handled the **MSC Fortunate** container ship (LOA - 274.67 m, beam - 40 m, capacity - 5551 TEUs), at the time - the largest boxship, which called at the port.

State-run Port of Klaipeda, the northernmost ice-free port on the East coast of the Baltic Sea, is the largest Lithuanian transport hub, connecting sea and inland traffic lanes. There are 17 stevedore companies, shipyards and other operators at the port, providing a broad range of services. In 2010, Port of Klaipeda cargo throughput increased year-over-year by 10.9%, to 31,27m tons. **Source : PortNews**

ACHIVEMENT FOR SEAWAY HEAVY LIFTING

In December 2009, **Seaway Heavy Lifting Contracting Ltd.** and **HSM Offshore B.V.** signed the contract for the transport and installation of the **B13 Satellite Platform** for Chevron Exploration and Production Netherlands B.V. The platform's planned location was the Dutch Sector of the North Sea, approximately 300NM due north of Rotterdam.

The platform consisted of the following main components:

- Jacket dimensions 21* 22m, 60m high, weight approx. 1100MT.
- 4 skirt piles OD 60", length approx. 60m
- Deck weight approx. 1200MT.

The detailed design of the platform was taken on by IV Oil & Gas BV under a subcontract from HSM Offshore.

Due to the excellent cooperation between HSM, IV Oil & Gas and SHL, the entire onshore construction and preparation process went very smoothly. Along the way, changes and improvements in the working process were implemented where needed, with one goal in mind; to achieve the highest possible safety and efficiency level for the execution and completion of the work.



On March 19, 2011, the first Marine Asset, the **Viking Barge 7**, was mobilized to HSM for the load-out and subsequent transportation of all platform components to the offshore location. On April 15, 2011, the **Viking Barge 7** was towed away from the yard by towing tug Tempest for its 200NM voyage to the B13 field.

While the **Tempest** was preparing for its departure, the **Stanislav Yudin** was in Rotterdam loading tools and supplies for the platform installation. Simultaneously, the construction crew received the Chevron special Incident and Incident and Injury Free course. Immediately after the cargo barge had departed, the Stanislav Yudin set sail for the field, as well.

On April 15, 2011, the crew was ready to start the installation operation under near-perfect weather conditions. Due to the weather being uncharacteristically nice for the time of year, the crew was able to complete the entire installation of the B13 facilities without any interruptions. Great preparation and cooperation between the parties involved further guaranteed smooth proceedings. Without any incidents or accidents the jacket was placed, the piles were driven and grouted, and the deck was set a welded. With the support of the Stanislav Yudin crew, HSM spent a good 24 hours to make the platform habitable and safe for its next phase.

Just before Easter, on April 22, 2011, the [Viking Barge 7](#) and the [Stanislav Yudin](#) returned to Rotterdam, looking back on another successfully completed project for SHL.

Sardinia charters own ships

Just as the Tirrenia issue starts to unravel, storms are appearing on the horizon in the form of a new state owned operation.

Saremar has apparently chartered two Visentini class ropaxes for the summer months which will, from June 15th, initially offer two daily services, the first from Golfo Aranci to Civitavecchia and the second from Porto Torres to Savona Vado. The whole issue was brought to a head after widespread complaints about the high prices being offered this summer during the peak sailing period by all the operators, including Moby, Sardinia Ferries and GNV. Accusations of a cartel followed and it seems likely that the lines will be investigated for anti-competitive practices. Sardinian residents and regular travellers were particularly incensed. Sardinian Governor, Ugo Cappellacci, threatened to start a line but few believed that it would be possible in such a short period. Using Saremar, bookings are now being taken for the lines. If successful, other routes will be added, including Livorno - Olbia and Cagliari to Civitavecchia. The two chartered vessels will be renamed [DIMONIOS](#) and [SCINTU](#) and are understood to be the [AKEMAN STREET](#) (up till recently sailing for T-Link) and a sistership. Both vessels were built by Visentini in 2009. They have a capacity for 2,250 lanem of freight on 3 decks plus 195 cars on two separate cardecks. Up to 880 passengers can be accommodated, of which 428 in 107 cabins. As bold as the new operation appears, we would not be surprised if it was just a very audacious move to gain concessions from the major lines. Having a new competitor is just about the last thing that they want. Source: ShipPax



Above seen the cargo ship [CS SONOMA](#), entering Vancouver harbour - May 23, 2011 - Photo : Mike Zelt ©

Cunard's Queen Mary 2 saves fuel after switch to Intersleek 900

Cunard has confirmed significant savings on its flagship cruise liner [Queen Mary 2](#) since converting from a silyl-based TBT-free self-polishing copolymer antifouling in November 2008 to International Paint's fluoropolymer foul release coating Intersleek 900.

From its own detailed studies on the propulsion efficiency of [Queen Mary 2](#), Cunard has confirmed that since the application of the Intersleek 900 system to the vertical sides, vessel efficiency has improved by over 10 percent

Mr. Ronnie Kier, Chief Engineer of [Queen Mary 2](#), explains how this was calculated: "Prior to the drydocking, in order to achieve the necessary speeds to meet our demanding schedule, we would need to utilize all four 14.5 MW diesel generators and supplement that with our 8 MW gas turbine running on gas oil. After the drydocking we only required the four diesel generators, which gave us a direct saving of approximately 36 tonnes of gas oil per day or around

\$30,000 per day at today's prices. What is more important to us is that those initial efficiency improvements have been effectively maintained over the 30 months since application."

The lower fuel consumption seen on **Queen Mary 2** since the application of Intersleek 900 represents a reduction in CO2 emissions of over 50,000 tonnes - equivalent to taking 16,000 cars off the road for 12 months.

Cunard's parent Carnival Corporation is committed to reducing the environmental impact of vessel operations through "practices which set a high standard for excellence and responsibility." The decision to switch to Intersleek(R)900 was an integral part of a strategic initiative to reduce fuel usage and associated CO2 emissions whilst still maintaining operational schedules. The fact that Intersleek is biocide-free was also an important part of the decision. Carnival first applied Intersleek in 1999 and 50 vessels in the group are coated with Intersleek products. Going forward, the intention is to convert the remainder of the fleet to biocide-free schemes. **Source : MarineLog**

.... PHOTO OF THE DAY



Above seen the small container ship **BLUECKSBURG**, on the main arm of the Fraser River, Vancouver, B.C. May 22nd
Photo : Mike Zelt ©

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