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**Maasmond Maritime co-sponsored the ABD (Association of Dutch Business People) Dinner trip with the Cheng-Ho over the Singapore Eastern and western anchorage last Thursday evening.  
Photo : Piet Sinke ©**

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The **AEGEAN ODYSSEY** seen arriving in Malta – Photo : Gejtu Spiteri ©

## Second hand vessel purchasing still going strong

The market for second hand vessels has kept on building momentum during the past week, in a clear sign that whatever the conditions in the freight market, there will always be ship owners out there looking to find a good deal. According to the latest report from shipbroker Shiptrade Services, the past week was completed with a healthy number of sales being reported. "Highlights of the week are the sale of Panamax "**Michele Bottiglieri**" (abt 75.413 dwt Built Hitachi JPN 2001) at USD 26 mill to undisclosed buyers with 3 years TC back to Sellers at USD 16.000 / day and Panamax "**La Jolla**" (abt 72.126 dwt Built Hitachi JPN 1997) at USD 21 mill to Chinese buyers with a TC attached to COSCO at USD 14.750 / day until August- November 2011. A number of vessels of various sizes and types are on the market seeking buyers at "decent" prices.

NYK is still inviting buyers for their Capesize "**Suzaku**" Blt 1994 JPN. We understand that no more than 3 buyers have requested permission to inspect the Vessel at Kashima and NYK is seeking offers at region USD 14.5 – 15 mill. Another 8 Capsizes built 90's are on the market for the right "optimistic" buyer. Owners of "**Ansac Asia**" (abt 33.945 Built

Kanda JPN 1998) have become keen sellers and would be interested to see if the vessel will be sold after invited parties complete the inspection of the vessel in Korea on about end May – early June. Bulk carriers built in the region of '85 are still of interest for both Greek and Chinese buyers. Ship Finance market in European area is still on holidays... Purchase enquiries remained at the same volume with buyers still looking for all types, sizes and ages in the dry sector. In the wet sector buyers are still looking for MR's, Aframax and LR1 tankers" said Shiptrade. More interestingly, in the demolition market Bangladeshi cash buyers continue to commit vessels for delivery at Bangladesh, while the Indian market shows signs of price softening with buyers waiting for prices to show further correction. Pakistan was not active this week, having acquired many candidates during the previous ones. The Chinese market prices continue to soften. In a similar note, Golden Destiny said recently that in the demolition market, "following the two months extension in Chittagong the cutting process has started for some of the numerous vessels that have already been sitting on the beach and there are hopes that the market will return to normal business. India still leads the market, in terms of scrap prices and tonnage, by offering \$500/ldt for dry and \$535/ldt for wet cargo. Overall, scrap rates have not witnessed significant spikes, hovering almost at similar week's levels, while the upcoming monsoon period in India along with insatiable demand for scrapping is high likely to push rates downwards. Bangladesh and India are as always on the frontline, while Chinese buyers are trying to pick up geographically positioned vessels with rates at least \$50/ldt below the levels offered in the Indian sub continent market. Pakistan has a competitive advantage in the scrapping of tanker tonnage as incoming vessels need only a gas free main entry certificate opposed to the hot works requirement in India and Bangladesh. The week ended with 17 vessels reported to have been headed to the scrap yards of total deadweight 922,199 tons. In terms of the reported number of transactions, the demolition activity has been marked with a 5.55% w-o-w decrease and regarding the total deadweight sent for scrap there has been a 32.8 decrease. In terms of scrap rates, the highest scrap rate has been achieved this week in the capsize bulkcarrier sector of a 150,561dwt called "**ETERNAL SEA**" at 550/ldt incl 1800tons of bunkers and sold As-is Mundra. Bangladesh this week has attracted 41% of the total demolition activity. Comparing to the similar week in 2010, demolition activity is up by 89%, in terms of the reported number of transactions, where 9 vessels had been reported for scrap of total deadweight 201 mil tons. India was leading the game by paying \$150/ldt less than today's levels for dry and \$135/ldt for wet cargo, while Bangladesh had been showing the first signs of shutdown its business" concluded the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **STENA FRG 2** seen assisted by the Iskes tugs **TELSTAR** and **GINGER** into the IJmuiden locks  
**Photo : Caroline Verhoeve - Voith Turbo BV ©**

## Nor-Shipping picks Vale Brasil as first Clean Ship Award winner

Nor-Shipping has announced the winners of the 2011 **Clean Ship** and **Next Generation Ship Awards**. The awards, which showcase industry excellence, were presented by Norwegian Minister of Trade & Industry Trond Giske and Henrik Madsen, CEO of Det Norske Veritas (DNV). An independent jury considered a total of 40 candidates for the 2011 awards.

The Clean Ship Award honors the shipowner and ship that has contributed to the greatest reduction of emissions to air or discharges to sea in relation to its function and operation. The inaugural Clean Ship Award went to Vale S.A. for the



Vale Brasil, an ore carrier with low emissions per ton of cargo that is expected to set a new standard for long-distance dry bulk carriers. Vale says the ship will reduce emissions per ton of cargo carried by 35 percent

See also : [http://www.youtube.com/watch?v=mumwQd\\_bIiI&feature=player\\_embedded](http://www.youtube.com/watch?v=mumwQd_bIiI&feature=player_embedded)

Vale Brasil is the first of 35 ships of 400,000 dwt capacity, both owned outright and chartered, commissioned by Vale to transport iron ore between Brazil and Asia. The vessels will be delivered between 2011 and 2013. From 2013, the Vale fleet will have total 60 vessels in operation. Vale Brazil was delivered this month by South Korea's Daewoo Shipbuilding & Marine Engineering Co. and is the first of seven ships ordered under a \$748 million order with the shipyard.

#### **NEXT GENERATION SHIP**

The Next Generation Ship Award recognizes the yard, designer or owner with the most promising design idea for a ship that will be at sea in the coming decade, demonstrating the greatest advances to further the development of ocean transportation. The 2011 award was given to the Rolls-Royce Marine AS "Environship Concept" for a general cargo ship optimized to carry a combination of cargo typical for short sea shipping in Northern Europe. With LNG fuel and a dedicated design for short sea shipping, the emissions from this shipping segment can be significantly reduced.

Source : MarineLog



The **Emerald Princess** seen departing from Oslo, May 25th 2011 - **Photo : Daniëlla Vermeer ©**

## **Greenpeace ships approach Greenland oil rig**

Greenpeace says two of its ships are in a "tense standoff" with a Danish naval ship that is guarding an oil rig off the western coast of Greenland, where Cairn Energy is drilling for oil and gas. The environmental activist group said Tuesday that a 120-metre-long NATO warship is protecting the **Leiv Eiriksson**, one of two drilling vessels that Cairn Energy is using for its Arctic offshore exploration program this year. Greenpeace activists aboard the ships **Esperanza** and **Arctic Sunrise** found the rig and its escort ship late Monday about 322 kilometres west of Greenland's coast in Davis Strait and Baffin Bay, the group stated in a release. The group, which believes offshore drilling puts the Arctic at

risk of a major oil spill or other environmental accident, says its two ships are following the [Leiv Eiriksson](#) as it heads north.

"I'm looking at [the] ice-choked waters of Baffin Bay. There are storm-flecked waves, rolling seas, and these towering icebergs," Ben Ayliffe, a Greenpeace activist aboard the *Esperanza*, told CBC News on Tuesday.

"It really does bring it home that there would be no way for a company — certainly not a small company like Cairn Energy — to [be] getting anywhere near to stopping a leaking oil well in somewhere which is as extreme as these parts of Baffin Bay." Greenpeace has called Cairn Energy's drilling plans "reckless in the extreme" and is demanding that the company abandon those plans and "leave the Arctic immediately."

Scotland-based Cairn Energy, which drilled three exploration wells off Greenland's western coast last year, says it plans to drill up to four more wells this summer. "The group's strong financial position and entrepreneurial exploration focus has allowed it to build a strategic and leading early entry position in the frontier offshore basins of Greenland, which Cairn believes has the necessary geological ingredients for exploration success," Cairn Energy deputy chief executive Mike Watts stated in a company release on Tuesday.

Cairn Energy said the Greenland government has recently approved the location of seven drill sites, which will give the company "possible options for follow-up appraisal wells in the event of a discovery." The company said the chances of finding oil there are between 10 and 20 per cent, given the "frontier nature of the exploration and paucity of offset well information."

Cairn Energy said it will deploy two drilling vessels as part of its safety plan this summer. But Greenpeace warns that if Cairn Energy's drilling efforts are successful, it could spark a massive oil and gas drilling rush in the Arctic. The group said it has obtained British government documents that show officials are privately concerned about the impacts of an oil spill in the remote and ecologically fragile Arctic region.

Last fall, four Greenpeace activists were arrested after they climbed onto Cairn Energy's [Stena Don](#) rig and occupied the rig for more than 40 hours. Activists also tried earlier this month to intercept the Cairn drilling rig as it headed towards Greenland. **Source : CBCNews**



Early Friday morning arrival in Kusadasi –Turkey of Holland America Line's [Noordam](#)

Photo: Cees Kloppenburg

[www.photomaassluis.com](http://www.photomaassluis.com) ©

The advertisement features the company logo on the left, which consists of a stylized yellow and blue 'M' followed by the text 'MULTRASHIP TOWAGE &amp; SALVAGE' in bold blue letters. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background of the ad shows a large industrial ship, possibly a tugboat or salvage vessel, in a harbor setting with other ships and structures in the distance. A blue curved shape is at the bottom of the ad.

## ESPARDARTE ENROUTE FROM RIO DE JANEIRO TO SINGAPORE



The Svitzer tug **SINGAPORE** seen ready to hook up to the **ESPADARTE FPSO** whilst the **LONDON** is already connected up - Photo : Marc Biemans ©



Photo top : Jaap Kiewiet ©



Photo top + Below : Jaap van den Heuvel ©





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m.v. **CONSTRUCTOR** seen outbound Teesside 20 May 2011 - Photo : Albert Zabel ©



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## NAVY NEWS

### U.S. Navy Rejects New Radar Ship

A new ship intended to carry a billion-dollar ballistic missile tracking radar failed its acceptance trials earlier this month and will need repairs before it can enter service, the U.S. Navy said May 26.

The **Howard O. Lorenzen (T-AGM 25)**, built by VT Halter Marine at Moss Point, Miss., is a 12,000-ton, 534-foot-long ship intended to carry the Cobra Judy Replacement (CJR) radar, a key sensor used in treaty monitoring and verification for ballistic missile issues. The ship and the new radar are needed to replace the original 1970s-era Cobra Judy system, now becoming unsustainable and scheduled for decommissioning next year.



The new ship, built under an initial \$199 million contract awarded in 2006, has been under construction at VT Halter's yard since August 2008, when delivery was scheduled for June 2010. The design is based on a pair of Navy survey ships built in the mid-1980s. The Navy's Board of Inspection and Survey, known as INSURV, conducted the Lorenzen's acceptance trials in the Gulf of Mexico during the week of May 9, according to the Naval Sea Systems Command (NAVSEA) in Washington. INSURV's role is to carry out meticulous inspections and tests of the ship and its systems and recommend whether or not the Navy should take delivery.

The trial "was reported as unsatisfactory" by INSURV, NAVSEA said in a statement. The failed grade was due to three major discrepancies - thrust bearing temperature, and steering and anchor demonstrations. Three of 15 graded areas - electrical, damage control and aviation - were also graded unsatisfactory.

INSURV recommended that acceptance not take place until the systems "can be fully re-demonstrated." Repairs, NAVSEA said, will take place at Kiewit Offshore Services in Corpus Christi, Texas, where the CJR radar is to be installed.

The major components of the CJR active phased-array system were delivered by prime contractor Raytheon to Kiewit Offshore in early April. Raytheon makes the X-band radar of the dual-radar system, while subcontractor Northrop Grumman built the S-band radar. The radars are not associated with the ship's problems, a spokesperson for Raytheon confirmed.

VT Halter Marine builds a variety of small and medium-sized commercial and military ships. In recent years, problems have emerged with several ships under construction at the Moss Point yard for U.S. government customers.

Last fall, the National Oceanographic and Atmospheric Administration (NOAA), for which VT Halter built a number of fisheries research ships, abruptly canceled completion of a new research ship when it was nearly finished, claiming it was overweight and unable to carry out its coastal mapping mission. The ship was seized by NOAA and moved elsewhere for completion and modifications. In 2005, contract disputes led the U.S. Army to cancel completion of a logistics vessel and delay delivery of two others. **Source : DefenseNews**

## India to build 34 Naval ships, submarines

Marking a modernisation spree, Indian Navy is constructing 34 ships and submarines and is in the process of acquiring aircraft, destroyers and missiles to equip it to meet all challenges.

Addressing top Naval Commanders here, Defence Minister A K Antony today said thrust was being given to indigenous capabilities while modernising the force. "34 ships and submarines are in various stages of construction at different



shipyards. A large number of contracts have been concluded for acquisition of aircraft, destroyers, fleet tankers, jet trainers, missiles, UAVs (unmanned aerial vehicles) and radars," he said. **Source : IndiaTimes**



The aircraft carrier **USS George Washington (CVN 73)** is moored May 25<sup>th</sup> after completing routine maintenance. George Washington is the U.S. Navy's only full-time forward-deployed aircraft carrier. **Photo : U.S. Navy**

## U.S. Ship Escapes Major Fire Damage

A fire aboard a U.S. Navy destroyer in the final stages of construction may not have seriously damaged the ship, said one source familiar with the incident, although an investigation has yet to be completed. The accident took place May 20 aboard the Arleigh Burke-class destroyer **Spruance (DDG 111)** at the General Dynamics Bath Iron Works shipyard in Bath, Maine.



"In the course of routine propulsion gas turbine engine tests, a system failure occurred resulting in a fire within one of the engine uptakes, or stacks," said Chris Johnson, a spokesman for the Naval Sea Systems Command (NAVSEA) in Washington. "The fire was extinguished and there were no personnel injuries." Johnson provided no other details, other than to say an investigation has been started.

A spokesman for Bath Iron Works declined comment, deferring questions to NAVSEA. A photo on the Colton Co. website showed flames leaping from the after portion of the Spruance's after stack. The ship, according to the website, "sustained extensive damage when the engine controls failed during a test and poured fuel into a hot engine."

But the source familiar with the incident said the flames were mostly from fuel which ignited. The cause was "a system failure, not a human error," the source said. "A universal engine control card lost its link with the control console. That was the probable cause, allowing fuel to dump into the engine."

The source stressed that the investigation was ongoing and more information may be discovered. The LM 2500 gas turbine engine, made by General Electric, appeared to be undamaged. There are no current plans to replace the engine, the source said, and it already has been inspected by GE engineers.

Preliminary assessment of the damage showed it might be superficial. "They may need to do some cosmetic cleanup. Replace some perforated plate inside the stack and some insulation," the source said. "It happened inside an area of the ship designed to remove hot gases. The whole incident was over in a matter of minutes."

Engine fires at the shipyard are rare, the source said. The **Spruance** completed a series of successful sea trials in March and was accepted by the Navy on April 15. The ship is scheduled to remain at the shipyard until September,

when it is to head for Key West, Fla., where its commissioning ceremony is scheduled for Oct. 1. The **Spruance** will be homeported at San Diego. It is not yet clear whether the fire will cause any changes in the completion schedule.

Source : DefenseNews



The guided-missile cruiser **USS Vicksburg (CG 64)** is underway in high seas. **Vicksburg**, part of the **George H.W. Bush** Carrier Strike Group, is deployed to the U.S. 6th Fleet area of responsibility supporting maritime security operations and theater security cooperation efforts. Photo : US Navy

## SHIPYARD NEWS



### Monster aan voor een Wereldbaan

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## Drydocks World Dubai books order for SEP

Drydocks World reports that it has signed a contract with Mumbai, India, based construction group, Afcons Infrastructure to provide detail engineering, procurement, construction and delivery of a self-elevating platform, **AF SEP Samrat**. The 45 m long flat bottom pontoon barge, which will be built at the Dubai facility, can be jacked up with four spuds and a jacking system with an elevated weight of 2,928 tonnes approximately. The vessel will be equipped with a main crane and other equipment including six mooring winches, three gensets, jacking systems, power packs, pumps and other miscellaneous equipment.

"We are focusing our strategy for the future to a large extent in the sectors of marine construction and support industries and oil and gas sector through our contribution to the construction of specialized vessels and drilling rigs, and this agreement is the beginning of agreements with other oil and gas industry in India," said Khamis Juma Buamim, Chairman of Drydocks World and Maritime World. "With the continued growth in construction activities and deep-sea drilling in the deep sea, we are confident of increasing demand for our large-scale services in the future, given the track record of experiences and skills in this growing sector over the decades," he continued. "Moreover, we have embraced modern state-of-the-art engineering technology and adopted lean, client-friendly production techniques, which offer considerable value on projects."

The shipyard will offer detail engineering, procure approximately 1506 tonnes of steel for hull, spuds, jack house and spud guides, foundations and other outfit steel, carry out outfitting, surface preparation and painting, installing equipment, spuds, electrical cables and lighting, load out, inclining experiment and sea fastening for sail out. The project is set to start in May 2011 and is expected to be completed by December 2011.

## ST Marine bags new contracts including upgrade to Van Oord dredger



**ST Marine** has won several newbuild, repair and conversion contracts including one from Van oord for an upgrade to the trailing suction hopper dredger **Volvox Terranova**. All the repair and conversion contracts will be completed by the third quarter of 2011.

"Van Oord continues to be our key customer from the dredging industry," said NG Sing Chan, President, ST Marine.

Left: The **VOLVOX TERRANOVA** seen arriving at the ST Marine yard in Singapore  
Photo : Jan Elzinga ©

## Solstad returns to Gibdock for further conversion work

Norway's Solstad Offshore has returned to Gibdock for the conversion and drydocking of the 84m long, 4,500 dwt PSV **Normand Vester**. This follows on from the conversion of **Normand Trym** and **Normand Vibran** at the Gibraltar yard, successfully completed for the same owner last year. While **Normand Vester** project is similar in scope to these earlier conversions, there are some differences.

In this case the fresh water capacity is being increased by converting two of the stability tanks from water ballast to fresh water, while eight mud tanks are being converted for increased fuel oil capacity. Furthermore two wing tanks are being converted to void spaces due to the conversion of the stability tanks.

The work is necessary to prepare the vessel for a new role, under a four year charter that Solstad has recently agreed with Petrobras of Brazil. The contract requires that the vessel is able to supply offshore units with 1,600m3 of potable water and 1,600m3 of fuel oil. Malcolm Rosie, technical director, Solstad Offshore (UK) said: "Gibdock was chosen to carry out this work as they offered a very positive attitude to the project, were in a good location en route to Brazil and offered competitive rates.

"Gibdock also delivered excellent results with the **Vibran** and **Trym** conversions in 2010." Another Solstad ship, the 127m long 9500 dwt offshore construction vessel **Normand Cutter**, also docked at Gibdock in April this year, having been operating in West Africa. On this occasion the yard was required to dock the vessel for its second class renewal. In addition to general survey requirements, Gibdock assisted with thruster and crane work and carried out general repair work. Source : Offshore Shipping Online



## DSME gets LNG tanker order from Norway's Awilco LNG

South Korea's Daewoo Shipbuilding & Marine Engineering has secured an order for building at least two and up to four LNG carriers for Norway's Awilco LNG, DSME said on Thursday, Reuters reported. The S. Korean shipbuilder did not disclose the contract cost. An industry source said each vessel was worth an estimated \$200 million. **Source :** PortNews

## Ingalls Shipbuilding Starts Fabrication on U.S. Navy's 10th USS San Antonio-Class Ship

Ingalls Shipbuilding, a division of Huntington Ingalls Industries, announced that it has begun construction on the U.S. Navy's newest amphibious assault ship, **John P. Murtha (LPD 26)**. The company was recently awarded a \$1.5 billion contract to build the USS San Antonio-class ship at the Pascagoula facility. "This is a significant milestone for Ingalls Shipbuilding and for the U.S. Navy," said Doug Lounsberry, vice president, LPD program. "It is the first ship we've started with the Ingalls name, and it will become the 10th ship in the class. Our shipbuilders are highly motivated to begin construction on this ship, and we look forward to delivering the most efficiently built LPD to date. These versatile ships provide unique capabilities to our sailors and Marines and allow them to perform several different missions in defense of our freedom."

The start of fabrication shipbuilding milestone signifies that 100 tons of steel have been cut and fabricated. The steel is cut by a robotic plasma arc cutting machine at Ingalls' steel fabrication complex. The next milestone for LPD 26 will be the ship's keel laying, scheduled for the first quarter of 2012. LPD 26 is scheduled to be launched in the third quarter of 2014 and delivered to the Navy in the fourth quarter of 2015.

The 11 planned ships of the San Antonio class are a key element of the Navy's ability to project power ashore. Collectively, these ships functionally replace more than 41 ships (the LPD 4, LSD 36, LKA 113 and LST 1179 classes of amphibious ships), providing the Navy and Marine Corps with modern, sea-based platforms that are networked and survivable and built to operate with 21st century platforms, such as the MV-22 Osprey.

Ingalls Shipbuilding has delivered the first five ships of the LPD 17 class, LPDs 17-21. **San Diego (LPD 22)** will undergo sea trials later this year; Anchorage is currently 82 percent complete and is expected to be delivered in the second quarter of 2012; **Arlington (LPD 24)** was christened on March 26, and **Somerset (LPD 25)** is more than 50 percent complete and will be launched in 2012.

The San Antonio-class ships are 684 feet long and 105 feet wide and displace approximately 25,000 tons. Their principal mission is to deploy the combat and support elements of Marine Expeditionary Units and Brigades. The ships can carry up to 800 troops and have the capability of transporting and debarking air cushion (LCAC) or conventional landing crafts, augmented by helicopters or vertical take-off and landing aircraft such as the MV-22. These ships will support amphibious assault, special operations or expeditionary warfare missions through the first half of the 21st century.

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## Hamburg Süd and Maersk Line add second sling to their joint Asia – South Africa/South America East Coast Service



The **MONTE ACONCAGUA** seen moored in Singapore - Photo : Piet Sinke ©

After reducing their joint Asia – South Africa/South America East Coast Service in the slack season to one sling, Hamburg Süd and Maersk Line will again be adding a second sling to their service concept with effect from July 2011. With this move, the service partners wish to further improve their service quality and take account of heightened demand in the peak season in this trade. The two slings are designed to be mutually complementary and provide the comprehensive service package in this trade – with a broad array of connections to both company's networks in Asia, South Africa and South America.

**Sling 1** will offer the following port rotation: Busan – Shanghai – Ningbo – Yantian – Hong Kong – Tanjung Pelepas – Singapore – Santos – Itapoa – Buenos Aires – Montevideo – Rio Grande – Itapoa – Paranagua – Santos – Singapore – Hong Kong – Busan

Port rotation in **Sling 2** is: Shanghai – Nansha – Hong Kong – Singapore – Tanjung Pelepas – Durban – Suape – Sepetiba – Itajai – Santos – Port Elizabeth – Durban – Hong Kong – Shanghai

In **Sling 1** Hamburg Süd and Maersk Line will be providing a total of twelve "Santa" class (Hamburg Süd) and "Sammex" class vessels (Maersk Line): the ships have a capacity of between 7,100 and 7,500 TEU (nominal) and 1,600 to 1,700 reefer plugs. **Sling 2** will see the deployment of eleven Hamburg Süd and Maersk Line Panamax ships, each with a capacity of 4,200 TEU (nominal) and 500 reefer container slots. Source: Hamburg Süd

## Harvey Gulf orders construction vessel, plans dual-fuel PSV's

Harvey Gulf International Marine recently launched the first in a series of three Green 300 ft offshore support vessels at Eastern Shipbuilding. Panama City, Fla. It took the launch ceremony as the occasion to announce it has reached agreement with Eastern to build a 310 ft multi-purpose light construction vessel. And it said it plans to build two dual fuel platform supply vessels.

The just-launched vessel, the **HARVEY SUPPORTER**, scheduled for delivery this November, will be the first OSV in the U.S. to be constructed to the demanding standards required for "ENVIRO+, Green Passport (GP)" certification by ABS. This, says Harvey makes her the most environmental friendly OSV in Gulf of Mexico.

Among other enhancements, the Green 300 ft vessels will be exclusively constructed with certified environmentally friendly materials that can either be completely recycled, or broken down without harm to the environment, will contain high-tech alarms for fuel tanks and containment systems, and will be continuously manned with a certified Environmental Officer.



The just-ordered 310 ft light construction vessel, the **HARVEY DEEP-SEA** will also be ENVIRO+, Green Passport (GP) certified. It will be equipped with an active heave-compensated 165-ton knuckle boom crane capable of lifting/setting 100 tons at depths up to 10,000 ft.

The **HARVEY DEEP-SEA** is scheduled for delivery in April 2013. Harvey Gulf also

announced that its next phase of Green construction will include 2 dual fuel 300' PSV's that will be powered by LNG, or diesel. Harvey Gulf will meet with the U.S. Coast Guard concerning the regulations for this new class of vessel and plans to begin construction as soon as the regulations are released, which is anticipated early this summer. **Source :** MarineLog



Above seen the 1998 built LUX flag hopper dredger **ALEXANDER VON HUMBOLDT** underway at sea off Belgium.

**Photo :** Chief Officer Peter Szabolcs - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## **Varun Shipping FY11 profit up 17.45 pc at Rs 14.74 crore**

Varun Shipping today reported growth of 17.45 per cent in its net profit at Rs 14.74 crore for the year ended March 31, 2011. The company had reported a net profit of Rs 12.55 crore in 2009-10, it said in a filing to the Bombay Stock Exchange (BSE). During the year, total income of the company witnessed a marginal decline of 6.66 per cent at Rs 836.84 crore as compared to Rs 896.64 crore in FY10, the filing added. In a separate statement, the company said that charter income was under pressure during the year due to weak global rates of Aframax crude tankers and Anchor Handling Towing Supply (AHTS) vessel. It also said that the company has signed contracts with Brazilian PSU Petrobras for supply of three AHTS vehicles. Varun Shipping also said its Board has recommended a dividend of 8 per cent per share of Rs 10 each for 2010-11. The company presently owns and operates a fleet of 21 vessels, including



11 LPG carriers. Shares of the company closed at Rs 27.50 on the BSE , down 1.43 per cent from previous close.  
Source : IndiaTimes



The **NOORDHOEK PATHFINDER** seen arriving in IJmuiden – Photo : Jan Plug ©

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## **LPG tanker due to arrive east-Libyan port**

A fuel tanker is due to arrive at the eastern Libyan on Benghazi sometime this week, oil traders said on Wednesday, in a further sign that fuel trade with the rebels is picking up, Reuters reports. The Singapore-flagged **Warwick** is carrying around 5,000 tonnes of liquefied petroleum gas (LPG), a product used in north African countries for heating and cooking.

Fuels have become a vital resource in the more than two-month-old war between rebels and forces loyal to leader Muammar Gaddafi. OPEC member Libya is reliant on fuel imports even during peacetime because of insufficient refining capacity.

AIS ship tracking data on Reuters showed it was near Greece early on Monday and heading south toward east Libya but the vessel has not sent a signal since. The **Warwick** was due on Tuesday the data showed but it was not immediately clear if the tanker had reached its destination. It typically takes between one and two days to cross the Mediterranean from north to south. One trade source said that the tanker was booked by trading firm Vitol but this could not be immediately confirmed.

Trade sources said the group has won the right to deliver around 80,000 tonnes of fuel this month to east Libya in May. Source : PortNews

## Ship firms eye NZ in bid to sidestep ports turmoil

SHIPPING companies will consider dumping Australian-bound cargo in New Zealand ports in a bid to mitigate the impact of the waterfront dispute that has significantly disrupted the nation's containerised trade. Shipping Australia said last night vessels would be diverted to New Zealand within days if the dispute that will today spread from Sydney and Brisbane to Fremantle remains unresolved. Patrick Stevedores, which had effectively stood down employees in response to union bans, said the cost of the dispute was estimated at \$15 million, with 28 vessels and 30,000 containers disrupted.

Shipping Australia chief executive Llew Russell said shipping lines would be forced to divert cargo to New Zealand if the Maritime Union of Australia persisted with bans at the Patrick terminals. "I think it will happen in the next few days if it continues," he said. "You can't go a week this way." The MUA last night formally rejected Patrick's offer to have Fair Work Australia conciliate and arbitrate on all outstanding claims in the dispute.

Mick Doleman, the union's deputy national secretary, urged the company to re-enter negotiations, saying the union was optimistic the parties could "narrow our differences". However, the union, which is seeking three annual 6 per cent pay rises and improvements to safety, training and superannuation, has made it clear the company must improve its offer.

Patrick said it was disappointed at the union response, and was developing an application to Fair Work Australia seeking to force the dispute into arbitration based on the economic harm caused by the industrial action. However, the application requires detailed economic modelling and was unlikely to be heard before next week. Mr Russell said the Gillard government needed to show "leadership" and "stop hiding behind Fair Work Australia", given the impact of the dispute on importers, exporters and the nation's trading reputation.

"Since 1998, we have 13 years of relative peace and now's it's been shattered," he said. Workplace Relations Minister Chris Evans released a statement last night urging Patrick and the union "to get back to the bargaining table and to negotiate in good faith". "The Fair Work Act demands that parties negotiate in good faith at all times," a spokesman for Senator Evans said. "The government expects both the company and the union to meet these obligations.

"If there is evidence that one or other of the parties is not negotiating in good faith or not genuine in their attempts to reach agreement, then it remains open to them to call on Fair Work Australia to help deal with the impasse."

Mr Doleman said yesterday that employees were willing to work despite the industrial action, and blamed Patrick for forcing the shutdown in Brisbane and Sydney. Employees at the company's Fremantle terminal will impose bans from today, with the company saying they also would not be paid. "We believe they can operate at 30 per cent capacity . . . for them to just shut it down altogether is a stand-down arrangement," Mr Doleman said.

"We would like to see Patrick come back and say to us, 'We will remove our final offer, we are prepared to negotiate'."

Source : The Australian

## Tanker Pacific denies selling tanker to Iranian company

Singapore-based Tanker Pacific has denied any wrongdoing in the sale of one of its tankers, after it fell afoul of the US State Department for allegedly selling the MT Raffles Park to Iran. Tanker Pacific said that it was 'startled' to learn that the State Department had decided to impose sanctions on it and six other companies outside Singapore under the Comprehensive Iran Sanctions, Accountability, and Divestment Act 2010.

'(Tanker Pacific) had absolutely no idea whatsoever that the ship was going into Iranian hands,' said Edward Ion, the company's spokesman. Tanker Pacific is closely affiliated to Israeli firm Ofer Brothers Group, which has also been sanctioned for its alleged role in the tanker sale, along with Monaco-based Associated Shipbroking.

The company said it believes that the decision being made by the American authorities is 'in error'. BT understands that it has been asked to an urgent meeting by the economic department of the American Embassy here, which will take place 'hopefully in the next 48 hours', according to Mr Ion.

'(Tanker Pacific) genuinely believes that this is a fundamental misunderstanding and they look forward to clearing it up,' said Mr Ion. This will not be Tanker Pacific's first meeting with US Embassy officials. The firm met with the embassy earlier this year because of queries over the same vessel, which had been sold to a United Arab Emirates firm - Crystal Shipping FZE - last September.

'This had cropped up then, and (Tanker Pacific) said that they had absolutely no idea,' said Mr Ion.

The State Department, however, believes that the tanker (valued at US\$8.65 million) had been sold to the Islamic Republic of Iran Shipping Lines (IRISL), which is 'an entity that has been designated by the United States and the European Union for its role in supporting Iran's proliferation activities', according to a State Department fact-sheet.

'Tanker Pacific has assured the American authorities that all appropriate action was taken at the time of the transaction to ascertain that the parties involved were not connected to the Iranian shipping company, IRISL, or any other entity subject to sanctions,' Tanker Pacific said in a statement yesterday.

The State Department, however, believes differently. 'We believe that Tanker Pacific and Ofer Brothers Group failed to exercise due diligence and did not heed publicly available and easily obtainable information that would have indicated that they were dealing with IRISL,' its fact-sheet said.

'The Secretary of State will hold companies accountable, as required by the Iran Sanctions Act, when they know or 'should have known' they were providing sanctionable goods or services to Iran.' Ofer Brothers Group is an Israeli family-owned shipping business. During the State Department's conference call with the press in Washington on Tuesday, a journalist asked for specifics on the inclusion of the Israeli firm, saying: 'It seems odd that they would be involved in trade with Iran.'

In response, Deputy Secretary of State James B Steinberg said: 'It was for trade in petroleum products, and this was a company that engages in this kind of trade.' Under the sanctions, Tanker Pacific and Ofer Brothers Group are barred from getting financing from the Export-Import Bank of the United States, from taking loans larger than US\$10 million from US financial institutions and from receiving US export licences.

It is unclear if these sanctions are applicable with immediate effect. The other four companies being sanctioned for other alleged dealings with Iran are PCCI, Royal Oyster Group, Speedy Ship, and Petraleos de Venezuela. **Source :** PortNews



The **SAFMARINE KARIBA** seen moored in Felixtowe – **Photo : Lenie Kleingeld ©**

# Petrobras needs to triple drilling rigs, ships: CEO

Company aims to double oil & gas production by 2020



Brazil's Petrobras must triple the number of deepwater drilling rigs and ships it uses in order to double its oil and gas production by 2020, its top executive said on Wednesday. Its offshore oil and gas fields are one of the fastest-growing areas for new hydrocarbon exploration in the world and a honey pot for sector investment.

Brazil is expected to be the third-largest contributor of 'new oil' in the years to come, and the first among non-Opec countries. 'We are going to have a very big challenge to add capacity,' Petrobras chief executive and president Jose Sergio Gabrielli told a shipping conference. 'The capacity must increase.'

Mr Gabrielli said that Petrobras plans a doubling of its total output to 5.3 million barrels per day by the end of the decade from 2.5 million barrels today. Off Brazil, it expects its daily production to grow to 3.9 million barrels per day from two million this year. In order to achieve these targets, Petrobras will need 53 deepwater drilling rigs by 2020 from 15 today, said Mr Gabrielli - a boon for the shipping and rig companies.

'We will increase our use of supply and special vessels to 568 ships by 2020 from 287 today,' he said, adding that most of these new ships and rigs will need to be built at Brazilian shipyards. Mr Gabrielli was not concerned about an oversupply of ships globally. Instead, Petrobras plans to develop new shipyards at home. 'I am not concerned right now. We have most of the tankers we need under contract right now from now until 2014,' Mr Gabrielli told reporters.

A top executive at Frontline on Tuesday described the current overcapacity in the oil tanker industry as being 'the worst since the Black Plague' as newbuilds were not able to absorb demand fast enough. 'Right now we have five projects (shipyards) going,' Mr Gabrielli said. 'I think that we will have more than (five) in Brazil for building new tankers.'

John Ridgway, head of BP's shipping unit, told reporters that he was not worried about Brazil building more vessels in an already crowded oil tanker market. 'I think the Brazil situation is very unique,' Mr Ridgway said. 'With the new oil coming out of Brazil . . . it's incremental to the market and I don't think it will have much of an effect on the freight market.' Most of the promising Brazilian fields are in deep water far offshore.

'It is a big strain on logistics,' Mr Gabrielli said. 'We are thinking in terms of hubs for production and storage. This requires new technologies and new logistics.' Petrobras is working on its investments plans for 2011-2015 - on which Mr Gabrielli declined to comment - but he said that the firm may sell more debt this year as it considers its investments. 'Petrobras is always looking for opportunities. If we have the opportunity, we will do it,' he said. **Source**

: Reuters

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## Azerbaijan's Caspian Shipping Company orders building of new dry-cargo vessel and oil tanker

Azerbaijan State Caspian Shipping Company (Kaspar) intends to place an order for building of new vessels. Kaspar reports that it is planned to order two self-propelled double shaft dry-cargo vessels and a self-propelled oil tanker of the first limited navigation area. Dry-cargo vessels are designed for carrying general, bulked cargo, wood 20-40 foot

containers, as well as, 4,5,8,9 class hazardous cargoes. Characteristics of vessels should allow them to be exploited in marine and river area and for passage of vessels on Volga-Don and Volga-Baltic canal.

The vessel must be projected for I category according to the classification sanitary regulations for marine vessels. Its largest length should be 120-140 m, breadth - 17 m, deadweight – 6,000-8,000 tons, crew - 18-20 people, speed - at least 10 knots, draft with cargo - at least 5 m, and autonomy of sailing (on supplies) daily - 20 days. Self-propelled oil-tanker of the first limited sailing area is destined for carrying crude oil and oil products with the temperature flash below 60 degree and provided for transportation of 2 types of cargo in one voyage. There should be provided eventuality of exploitation of vessels in marine areas where is limitation in accordance with PS class and provide passage of vessels on Volga-Don and Volga-Baltic canal. The vessel should be of 1st category according to classification sanitary regulations for marine vessels. Its largest length should be 140-145 m, breadth 16-17 m, deadweight 7,000-8,000 tons, speed at least 10 knots, autonomy sailing (on supplies) daily - 20 days, draft with cargo – at least 5 m. **Source: ABC.Az**

## Zim sinks Israel Corp to loss

Israel Corporation swung to a net loss for the first quarter of 2011 as losses at Zim Integrated Shipping Services Ltd. worsened, which could not be offset by strong results by Israel Chemicals Ltd. Israel Corp.'s revenue rose 14.4% to \$2.58 billion for the first quarter from \$2.25 billion for the corresponding quarter of 2010. However, the company posted a net loss of \$53 million for the first quarter compared with a net profit for the corresponding quarter. The company attributed much of the loss to a 10-fold increase in net financing expenses to \$164 million for the first quarter from \$16 million for the corresponding quarter.

Cash flow from operations fell to \$142 million for the first quarter from \$228 million for the corresponding quarter. Among Israel Corp's holdings, Israel Chemicals Ltd. contributed \$147 million to Israel Corp's first quarter results, up from \$126 million. IC Power, including Inkia Energy Inc. contributed \$11 million, down from \$15 million for the corresponding quarter.



The **ZIM CONSTANZA** outbound from Antwerp – **Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)**

But Zim Integrated Shipping Services Ltd. caused Israel Corp a \$111 million first quarter loss, up from \$82 million for the corresponding quarter. Zim's revenue rose to \$912 million for the first quarter from \$745 million for the corresponding quarter, which the company attributes to an increase in shipping volumes and higher rates. Oil Refineries Ltd. contributed a \$6 million loss, up from \$1 million for the corresponding quarter; Better Place LLC contributed a \$14 million first quarter loss, up from \$9 million for the corresponding quarter, and Israel Corp's Chinese joint car making venture Chery Quantum Auto Company's rose 12-fold to \$12 million for the first quarter from \$2 million for the corresponding quarter. Tower Semiconductor Ltd. loss narrowed to \$3 million for the first quarter from \$13 million for the corresponding quarter. Israel Corp's share price was unchanged in morning trading at NIS 1,310, giving a market cap of NIS 27.8 billion. The share price is down 13.7% since the beginning of the year. **Source: Globes**

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## Gyro compass passes 10,000 mark

German navigation system supplier Raytheon Anschütz has handed over delivered its 10,000th Standard 22 Gyro Compass, which the company says makes this the most popular gyro compass of all time.

The landmark instrument has been installed onboard the PSV Rem Mist at Ulstein Verft in Norway, as part of a navigation package, in which a triple Standard 22 gyro compass system is supplemented by a magnetic compass and various repeater compasses as well as an adaptive autopilot system. The heading information provided by the gyro system is compliant with class rules for navigation and dynamic positioning.

The Standard 22 features a patented non-contact gyro supply voltage transmission and optical signal transmission of sensor data, as well as heading monitoring, automatic switch over, an independent transmitting magnetic compass (TMC) path and an individual speed error correction mode in addition to manual and automatic correction modes. Optional universal course transducers are available for refit solutions where existing heading receivers are to be retained.

"We are proud that our jubilee compass is installed on a sophisticated, future-orientated vessel like Rem Mist. We look back on years of trustful cooperation with Ulstein shipyard and also on a remarkable record of Standard 22 installations for Norwegian shipping companies. Our Norwegian distributor Syberg offers excellent support with their experienced knowledge in offshore navigation for our entire product portfolio like gyro compasses, steering control systems and fully integrated bridge systems", Raytheon Anschütz Norway sales manager Jörn Fischbach explains.

Rem Mist will enter the fleet of Remøy Shipping AS in May 2011 and starts charter operation for Statoil. The 88.8m PX105 design is intended to serve general demands of the offshore industry. It is equipped with multiple cargo tanks for liquid and dry cargo. Featuring the Ulstein X-Bow, combined with diesel electric propulsion system, the ship is claimed to offer optimal performance with regards to fuel consumption, sea keeping, station keeping and speed. The vessel is built according to the DNV NAUT-OSV (A) notation, and its environmental friendliness is certified in compliance with latest Clean Design rules.

Raytheon Anschütz points out that with the official hand-over ceremony of the 10,000th Standard 22 to Ulstein and Remøy Shipping at Nor-Shipping, the connection between the Standard 22 and the Norwegian offshore industry is continued. The first Standard 22 was installed on Bourbon's PSV Bourbon Jade at Aker Langsten shipyard in Tomrefjord. **Source : The Motorship**

## Maersk to Leave Italy's Gioia Tauro

Maersk Line is pulling out of Gioia Tauro, dealing a major blow to the troubled southern Italian port's role as the Mediterranean's leading ocean container transshipment hub. The Danish carrier will cease transshipment services in July, reducing its presence in Gioia Tauro to a single feeder link to the North West Italian port of Genoa.

"Maersk Line can confirm that its Asia-Europe services will cease calling Gioia Tauro by early July," said Maersk spokesman Michael Christian Storgaard. "In effect this means that Gioia Tauro no longer will be used as a transshipment hub in Maersk Line's global network." Maersk will transship Asian containers bound for the Central Mediterranean at CMA CGM's Malta terminal where it will "leverage" its vessel sharing agreement with the French carrier.



Asian cargo for the fast-growing East Mediterranean market, particularly Turkey and the Black Sea, will switch to the Suez Canal Container Terminal in Port Said, Egypt, a “more convenient” location that has greatly increased its transshipment traffic in recent years. Storgaard said the decision to quit Gioia Tauro was driven by Maersk’s continuous effort to optimize its service network to ensure cost effective and competitive operations. Hinting at further changes in its network, Storgaard said Maersk is “constantly looking for more attractive products and costs reductions to adapt to market dynamics” in other places in the Mediterranean.

Maersk is Gioia Tauro’s biggest customer, accounting for approximately 25 percent of its container traffic, which totaled 2.85 million 20-equivalent units in 2010. Terminal workers held a sit-in on Friday outside the offices of Medcenter, the company that operates Gioia Tauro’s container terminal. Unions say up to a quarter of the 3,000 direct and indirect jobs at Gioia Tauro will be lost when Maersk pulls its transshipment services. Maersk’s sister company, APM Terminals, owns 33 percent of Medcenter, with the remainder held by Contship Italia, the Italian port terminal operator. Maersk’s decision to quit Gioia Tauro hit the port community “like a tsunami,” *Il Sole 24 Ore*, the Italian business daily said. Maersk’s move comes as Gioia Tauro, which has been plagued by labor problems, low productivity and allegations of mafia infiltration, is staging a comeback – first quarter container traffic rose to 969,000 TEUs from 865,000 TEUs in the first three months of 2010. Maersk, which currently operates six direct Asia-Europe services to Gioia Tauro, is expanding its presence in Genoa, slotting the port into revamped U.S. East Coast and Gulf Coast service and a Europe-Asia service in July. **Source: Journal of Commerce**



The **MEIN SCHIFF 2** seen moored in Malta – **Photo : Harm Brink ©**

## Abu Dhabi Ports Company launches the 417 sq km Khalifa Industrial Zone (Kizad) in India

Abu Dhabi Ports Company (ADPC) unveiled yesterday the Khalifa Industrial Zone Abu Dhabi (Kizad), at the Taj Mahal Palace hotel in Mumbai. The event was attended by over 200 VIP guests from various companies and industries in India. The guests were introduced to Kizad and watch on as Mr. Khaled Salmeen, Executive Vice President Industrial Zones at ADPC presented the latest developments and innovations that make the project one of the largest and most unique of its kind in the world. Kizad is a 417 sq km industrial zone strategically located between Abu Dhabi and Dubai, and is now ready to receive applications from potential tenants. With one of the world’s most advanced

deepwater seaports and world-class infrastructure, Kizad will benefit from excellent multimodal connectivity via sea, air, road and rail networks to ensure easy accessibility to and from the Industrial Zone. Phase 1, which was launched yesterday, is 51 sq km with an investment of AED 26.5 billion or \$7.2 billion.

Commenting on the launch, Mr. Khaled Salmeen, Executive Vice President of Industrial Zones at ADPC, said "We are honoured to be launching our international marketing campaign in Mumbai. India and the UAE have a long history of trade and business relations that facilitates our presence. We believe that Kizad offers Indian businesses a great opportunity to expand their presence with facilities and advantages that justify doing business in Abu Dhabi."

Non-oil trade between India and the United Arab Emirates (UAE) rose 24% to \$29.02 billion in the last fiscal, making the UAE India's third-largest trading partner after the US and China, according to the latest figures released by the Indian Embassy in Abu Dhabi. India's non-oil exports to the UAE in the last fiscal year went up to \$15.47 billion from \$13.61 billion a year earlier and its non-oil imports from the UAE during 2009-2010 were valued at \$13.56 billion, higher than \$9.79 billion in 2007-08 financial year.

Kizad is a cornerstone of the Abu Dhabi Economic Vision 2030 which also highlights the drive to diversification of the economy in pursuit of sustainable growth less dependent on the oil and gas industries. Its purpose is, in part, to create the range and number of opportunities necessary to recruit, retain and develop local and skilled expatriate talent to build a sustainable knowledge economy whilst reducing reliance on unskilled labour. Mr. Salmeen, continued saying: "What we look to offer is the ability for businesses to come to Abu Dhabi and thrive through efficient access to markets, lower operating costs and a greater ease of doing business. These three critical success factors for global industry are key ingredients and will all feature over the long term." By 2030, Kizad will be expected to contribute around 15% of Abu Dhabi's non-oil GDP. It will be a powerful magnet for foreign direct investment, with global business locating large-scale primary and downstream manufacturing facilities in the Industrial Zone. It is anticipated that between 60% and 80% of the goods manufactured within Kizad will be exported, adding further value to the nation's economy. Kizad's strategy is to attract world-class companies, and to establish international industry best practices throughout the Zone. Global and local companies alike will find in Kizad the business efficiencies, market access, low cost operating environment and support essential for long term competitive advantage. Kizad will set new standards for industrial zone infrastructure, environment and operation, reinforcing Abu Dhabi's global competitive advantage. **Source : PortNews**



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## Sale of TUI's Hapag stake delayed

The sale of TUI's stake in Hapag-Lloyd is delayed as bidders take extra time to go through the books at the container shipping group, according to two people familiar with the matter who were quoted by Reuters.

The due diligence will take some additional weeks, a source close to Hapag Lloyd's owners said, adding that bids from Oman's Onyx Investments and China's fourth-largest airline group HNA were expected by end of July. TUI said in April that it expected the sale to take place by the end of May.

TUI currently owns 49 percent of Hapag-Lloyd, but that stake is due to shrink to about 38 percent in late May as it has agreed to sell about 11 percent of shares to co-owner Albert Ballin, a consortium of investors. Another source quoted by Reuters who is close to Hapag's owners confirmed the delay, saying, "I do not expect a decision before the summer break." "The interest of the bidders is strong, talks are taking place on an almost daily basis," the first source said,



adding price indications were strong enough to keep the process alive. TUI, Hapag-Lloyd and the bidders declined to comment. Onyx and HNA were not immediately available for comment. **Source : PortNews**

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



Bow of Jack up rig **Deep Driller** under tow by **Armada Tuah 102** from Brunei Bay to Kayu Manis, offshore Sarawak, East Malaysia. **Photo : Jonathan Lee ©**

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