

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 149



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24 HOUR WORLDWIDE RESPONSE



The 84 ton bp LAMNALCO CROSSBILL seen moored during 2008 in Poti, Georgia (Black Sea coast).

Photo : Marcel Kuizenga ©

EVENTS, INCIDENTS & OPERATIONS



PACIFIC NUCLEAR TRANSPORT LIMITED



The **PACIFIC HERON (2008)**, **PACIFIC PINTAIL (1987)** and the **PACIFIC GREBE (2010)** seen moored in Barrow-on-Furness, the fourth vessel at the photo (in the background) is the 2010 built **PACIFIC EGRET**

Photo : Tony Brands ©

PNTL is the world's most experienced shipper of nuclear cargoes. It was incorporated on 29 September 1975 and has successfully completed over 170 shipments of used nuclear fuel, vitrified high-level waste, mixed oxide (MOX) fuel and plutonium.

Electricity utilities in Japan manage their used nuclear fuel by sending it to facilities in the United Kingdom and France for processing and waste conditioning. Used nuclear fuel from Japan has been shipped to Europe since 1969, with the initial shipments being undertaken on chartered vessels. PNTL was established in 1975 to provide a dedicated reliable

and safe maritime transportation system between Europe and Japan. PNTL's first ship, the **Pacific Fisher**, was a modified vessel that operated from 1978-1985.

PNTL developed and introduced a fleet of purpose-built ships, the **Pacific Swan** (1979), **Pacific Crane** (1980), **Pacific Teal** (1982), **Pacific Sandpiper** (1985) and **Pacific Pintail** (1987). The **Pacific Swan**, **Pacific Crane** and **Pacific Teal** have completed their contractual obligations and have been retired from service. The ships were designed after wide consultation with Lloyds of London, the Salvage Association and leading salvage companies. They have cargo compartments protected by a double hull configuration and duplication and separation of all essential systems. This means that if any important system fails during a voyage, there is always a back-up ready to be brought into operation.

The original PNTL ship design formed the basis of the INF Code for shipping nuclear material that was established by the International Maritime Organization (IMO) in 1993 and became mandatory in January 2001. PNTL operated to the INF standards twenty years before they were introduced as an IMO requirement. Vitrified waste has been shipped back to Japan for storage since 1995, and MOX fuel, containing materials recovered from used fuel, was first shipped to Japan in 1999.

With a thirty-year record of reliability and a special focus on safety, PNTL has earned a reputation for utmost dependability and for operating ships that are among the safest on the seas today. This reputation was further enhanced in 2008 with the introduction of the **Pacific Heron**, the first of three new purpose-built vessels which continue PNTL's pioneering tradition. Each PNTL ship undergoes regular maintenance inspections and operational equipment is checked and tested prior to each voyage from PNTL's home port of Barrow, England

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The 28-01-2011 launched 116 mtr long **ARKLOW BRIDGE** seen from the **ALANA EVITA** at the river Ems (near Papenburg) during yard trials, the vessel of the type TRADER 7400 is built at the Bodewes Shipyard in Hoogezand (Netherlands) under yard number 775

Photo : Crew Alana Evita ©

Jeugd Den Helder op de bres voor hun toekomst

KANSEN VERZILVEREN AAN ZEE

Ontwikkeling van de haven in de Kop van Noord-Holland



Dinsdag 31 mei 2011 reizen tachtig Helderse scholieren af naar Den Haag om aan Tweede Kamerleden hun toekomstperspectief 'Kansen verzilveren aan zee' aan te bieden. Zij worden ontvangen door de Kamerleden van de Vaste Kamercommissie van Economische Zaken, Landbouw en Innovatie. De voorzitter van de vaste commissie, de heer Boris van der Ham, zal de leerlingen kort toespreken. Havenwethouder Kees Visser is hierbij aanwezig namens het college van burgemeester en wethouders van Den Helder.

Den Helder heeft te maken met een krimpscenario. Een ontwikkeling die kan worden voorkomen door de Helderse haven verder te ontwikkelen. Dan kan de jeugd ook in de toekomst in Den Helder blijven wonen en werken. Dat is goed voor Den Helder maar ook goed voor de regiogemeenten in de Kop van

Noord-Holland. Daarom hebben de gemeenten samen de toekomstmogelijkheden van de haven beschreven in de kernboodschap '**Kansen verzilveren aan zee**'.

Havenwethouder Kees Visser: "We kunnen de toekomst van de volgende generatie alleen veilig stellen door de mogelijkheden die de haven biedt nu verder te ontwikkelen. De offshore-industrie heeft hier al een belangrijke rol. We zetten nu ook in op levensduurverlenging en ontmanteling van boorplatformen, windenergie en de ontwikkeling van energie uit biomassa en de winning van gas uit ondiepe velden. Dit levert voor de kop van Noord-Holland economische groei, werkgelegenheid en scholingsmogelijkheden op. Daar heeft Den Helder wel hulp bij nodig". De groep scholieren die hun toekomstboodschap aan de Kamerleden overhandigen bestaat uit leerlingen van basisscholen De Rank en De Verrekijker en leerlingen uit het voortgezet onderwijs en middelbaar beroepsonderwijs. (Scholen aan Zee en ROC Kop van Noord-Holland).

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The **BLUESKY** seen entering the port of Cape Town – Photo : Aad Noorland ©

LUKOIL-Bunker's Kaliningrad branch bunkers MV Eide Transporter

Kaliningrad Branch of LUKOIL-Bunker has made bunkering to the **MV Eide Transporter** (owned by Eide Marine Services AS), the company's press release said. The heavylift vessel is engaged in transportation of the **Gepard 3.9-class frigate** from Kaliningrad to the customer in Vietnam. The Kaliningrad company supplied to the vessel 900 cbm of fuel oil and 100 cbm of diesel fuel.

Earlier reports said the frigate had successfully undergone sea trials, life support and weapons systems tests. The warship was built at Tatarstan-based Zelenodolsk Shipyard. The frigate was loaded onto the **Eide Transporter** in Kaliningrad on May 25. The vessel is expected to reach the port of destination in Vietnam in about 65 days.

LUKOIL-Bunker is a subsidiary of Russian oil giant LUKOIL. The Company's major activities – supply of marine fuel at sea and river ports of Russia and Bulgaria, MFO wholesale supply. LUKOIL-Bunker is rated among the top largest suppliers of bunker oil products at Russian ports.



The **LIVADIA** seen at Anchor downstream from Hobart, Tasmania, Australia loaded with Phosphate Rock from the West Sahara. Photo : Glenn Towler ©

World's First Solar-Power-Assisted Vessel Further Developed

Nippon Yusen Kabushiki Kaisha, Kawasaki Heavy Industries Ltd., Hyogo Prefecture, the Monohakobi Technology Institute, and Nippon Kaiji Kyokai are to begin in June shipboard tests to verify the effects of a jointly developed hybrid power supply system for vessels. The innovative system will be installed on NYK Line's solar-power-assisted car carrier

Auriga Leader (60,213 gross tons), which will also be fitted with a ballast-water management system and adapted to use low-sulfur fuel to further strengthen environmental measures. The power generation and endurance of the photovoltaic panels on **Auriga Leader** have been undergoing shipboard tests since the completion of the vessel on December 19, 2008. The tests have shown that providing a stable power supply from the photovoltaic panels is difficult because even a slight change in the weather has a significant influence on the amount of power generated. It was also found that attempting to make the solar power system bigger to gain more output and to increase its dependency could result in problems with regard to stable operations due to fluctuations in the power supply. The hybrid power supply system has been studied since fiscal 2009.* NYK Line and MTI, with the aim of curtailing CO2 emissions, have pursued a stable onboard power supply in case an unstable renewable energy source such as solar power were to be adopted; KHI has been working to develop a hybrid power supply system for vessels through the use of its self-developed large nickel hydrogen batteries known as Gigacell®; and ClassNK is supporting these projects as part of assistance provided through a joint research scheme based on industry demands. Charging and discharging a fluctuating amount of solar power generated by this hybrid power supply system will stabilize the supply to the vessel's electrical power system. This will also minimize output fluctuations from the diesel power generator and secure a stable power supply.

Shipboard tests on **Auriga Leader** will continue with the aim of achieving a stable power supply under harsh marine conditions through the combination of solar power generation and the hybrid power supply system, and the effects will be verified. Based on the experiment results, NYK Line and MTI will aim to develop an even larger solar power generation system for vessels, while KHI will seek to commercialize the hybrid power supply system for vessels.

NYK Line, KHI, MTI, and ClassNK will continue to respond proactively to environmental issues through further innovations in technology. **Source: NYK Line**



The 2010 built **STADT CADIZ** (ex Calidris) seen during her maiden call in Cape Town – **Photo : Ian Shiffman ©**

Alphaliner: 2013 boxship deliveries could hit two million TEU

Alphaliner says boxship deliveries are likely to break all records in 2013.

"Lured by attractive newbuilding prices and the strength of last year's market recovery, containership owners have flocked to order 1.6 million TEU of new capacity since June 2010," said Alphaliner in the company's newsletter.

"With all 2011 and most of 2012 delivery slots currently booked, attention now turns to 2013 slots. Scheduled deliveries for 2013 have surged from 380,000TEU a year ago to 1,590,000TEU today and there is still some available shipyard capacity for 2013 deliveries. If all current options, LOIs (letters of intent) and intended orders were exercised, 2013 vessel deliveries could exceed two million TEU." Big orders due in 2013 include Maersk's 10 18,000TEU monster carriers and 22 of Evergreen's 35 8,800TEU vessel order.



The 2011 delivered **YUE DIAN 85** seen enroute Amsterdam – Photo : Ruud Coster ©



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DNV unveils "step change in VLOC design"

DNV has participated in a joint industry project to develop Ecore, a Very Large Ore Carrier concept designed to lower fuel costs and improve loading efficiency. Based on existing technology, the Ecore concept is said to be a step change in VLOC design. Powered by two-stroke dual fuel ME-GI engines, this concept features a more ballast friendly hull shape, a large center cargo hold layout and introduces a highly efficient self-loading system. The 250, 000 dwt concept ship has a length OA of 330 m, an overall breadth of 70. According to DNV project manager Pål Wold , these elements will not only improve the VLOC's performance but also help lower fuel costs and corresponding emissions. "Working closely with our partners, we recognised that significant improvements can be achieved on both the machinery and hull side by using existing technology," he says. "Our goal was to combine proven systems and design concepts to demonstrate how fuel costs can be reduced and loading efficiency improved."

Others partners in the Ecore project are FKAB, TGE Marine, Cargotec and MAN Diesel & Turbo, Pål Wold says that though Ecore may challenge existing ideas on the design of VLOCs, the concept is built on real data. The project team



sent out a survey to shipowners, cargo owners and brokers to ensure the project was consistent with market demand, and designed the vessel for a recognized trade - iron ore between China and Australia.

"Ecore is grounded in market reality and applies existing technology to real-world issues," says Mr. Wold.

For example, the cargo center-hold layout and midship-form was developed to minimize the

need for ballast, and enable more efficient cargo handling and allow space for LNG tanks to be stored below the main deck. The self-loading system enables the shore-based loader to operate at a single point along the vessel, which is safer and reduces the time spent in port. At the same time, the ME-GI gas engines developed by MAN Diesel & Turbo make it possible to utilise both conventional fuels and LNG, thus providing a solution which will be robust in a range of fuel price scenarios.

While Pål Wold acknowledges that LNG fuel creates challenges with regard to bunkering and re-training onboard personnel, Ecore's analysis of the competence issue have revealed that solutions are being developed. "Engine makers - including MAN Diesel & Turbo - are already developing training modules to build competence," he says. The Ecore project demonstrates, that significant saving can be achieved, with regard to reducing fuel cost and increasing loading efficiency, when existing technology is used in an innovative way. **Source : MarineLog**

Piracy scourge 'raises costs for shipping groups'

ESCALATING piracy along the east coast of Africa was having a "material" effect on the costs of shipping companies operating in the region, according to Grindrod CEO Alan Olivier. He said in an interview after the annual shareholders meeting in Durban on Wednesday that acts of piracy had escalated sharply in the first half of this year. There were 97 attacks off Somalia in the first three months of this year, compared with only 35 at the same time last year, according to the website of the International Maritime Bureau. He said ship owners faced higher costs as a result. These included additional insurance, the cost of better management practices, higher costs of bunkers and days at sea due to route deviations, and increased capital expenditure such as for secure rooms on vessels and additional security. "Some owners don't want to trade in these areas. If there is an incentive for them to trade there, this also pushes up costs." A Grindrod vessel was shot at 18 months ago. Although there were many international navies present in the waters off East Africa, "they are hamstrung on the action they are allowed to take", said Mr Olivier. Shipping rates would, in time, adjust for the higher costs relating to piracy. Vessels with the right management approach had not been attacked by pirates, Mr Olivier said. This approach included higher vigilance and security features such as lookouts, barbed wire and water cannons. Mr Olivier said shipping conditions were challenging. The dry cargo market had been under pressure for most of the year due mainly to an oversupply of Cape-sized vessels, as demand had remained relatively strong. In the Handysize (smaller ships) market, trading was "fairly resilient" this year because there were no oversupply issues and demand had remained reasonably good. Commodity demand "remained good generally" for most goods, said Mr Olivier.

In the group's ports and terminals operations, the third phase of the Maputo Coal Terminal was commissioned in March and there had been good rail support from Transnet, resulting in the terminal operating at near capacity, he said. Operations at the Richards Bay dry bulk terminal were still constrained by rail support. There was "improvement in demand across the board" in the road transport operations, although the business had been affected by strike action earlier in the year, he said. **Source : businessday.co.za**

BRAND AANBOORD VAN LOODSBOOT

Vrijdagavond heeft er een kleine brand gewoed aan boord van de loodstender **Orion**. De brandweerkorpsen werden naar de Berghaven in Hoek van Holland gestuurd. Daar werd de brand geblust. Ook lagen er diverse boten van de havendienst in de Berghaven. De brand woedde in de machinekamer van de boot. De brandweer doofde de vlammen door alle luiken naar de machinekamer te sluiten, zodat de brand geen zuurstof meer zou krijgen.

Van buitenaf werd er gekoeld met water. Ook de brandweer uit Haaglanden kwam ter plaatse voor de brand. Vanuit Rotterdam-Oost werd er ook een blusploeg gestuurd omdat zij gespecialiseerd zijn in scheepsbrandbestrijding. Het duurde niet lang voor de brand onder controle was. Niemand raakte gewond

NAVY NEWS



RFA Fort Austin departed from Portsmouth under tow bound for Birkenhead. She has been laid up in Portsmouth for some time. The tow was performed by **Union Wrestler** with **Svitzer Pembroke** assisting. She was also assisted out of Portsmouth by three Serco Denholm tugs - **SD Indulgent**, **SD Independent** and **SD Reliable**.

Photo : Chris Brooks - www.ShipFoto.co.uk ©

Overdue and over budget: \$8bn destroyer plan in crisis

BITTER infighting has erupted between government and industry over the nation's largest defence project, the \$8 billion plan to build the navy's new air warfare destroyers, which is two years late and hundreds of millions of dollars over budget. The government was forced to admit publicly that the flagship project was badly behind schedule after it became aware The Australian had the story and was planning to publish it today. Insiders say the plan to build three 6500-tonne destroyers is in crisis barely a year after construction of the ships' steel hulls began in Melbourne, Newcastle and Adelaide. They warn that the AWD project threatens to become the biggest defence industry bungle since the Collins Class submarine construction in the 1990s.

Unless rectified quickly, it could cruel the future of naval shipbuilding in Australia. A series of engineering mistakes, poor project management and lack of naval shipbuilding expertise has delayed the construction of the first warship, **HMAS Hobart**. And it has sparked a heated internal dispute between the government's Defence Materiel Organisation and one of the AWD sub-contractors, BAE Systems, over who should be blamed for the debacle.

The Australian understands BAE has accused DMO chief Stephen Gumley of making exaggerated claims about BAE's culpability, and that relations between several key partners in the project have become badly strained.



The **Toll Osborne** towing **Toll Hobart** arriving Port Phillip in dull overcast conditions, to load the hull modules at Williamstown near Melbourne, for the Australia's navy's new Air Warfare Destroyers, to be assembled in Adelaide and Newcastle - **Photo : Andrew Mackinnon – www.aquamanships.com** ©

BAE has accused the main AWD shipbuilder - the Australian Submarine Corporation - and the ship's Spanish designer, Navantia, of contributing to the mistakes by providing poor-quality drawings and information about the hull construction. The government has tried to conceal its problems with the AWD project, refusing to place it on Defence's public "projects of concern" list, despite knowing for months the project was in deep trouble.

The Australian last October revealed the AWD project's first serious setback when BAE's Melbourne shipyard in Williamstown botched the central keel block of the first warship. The 200-tonne central keel block was built to inaccurate dimensions as a result of faulty welding. At that stage, the projected delay was only six months. Since then, the project has continued to slip, with BAE now predicting a 12-month delay on its hull blocks. Mr Gumley insists BAE's actions have caused a two-year delay on the project. Defence Minister Stephen Smith moved yesterday to prevent further delays by stripping BAE of some of its AWD work. "The advice of (project manager) AWD Alliance is that if no action is taken to relieve the pressure on the Melbourne BAE Systems shipyard, the first ship would be two years late, approximately 25 per cent over schedule," Mr Smith said. He said up to 13 steel hull blocks would be reallocated among the Australian shipyards, and up to five more would be reallocated to Navantia's shipyards in Spain. "The AWD

Alliance has advised that this action will reduce the delay of the completion of Ship 1 by up to 12 months, and of all three AWDs by up to 12 months," Mr Smith said.

The long delay means the three destroyers, based on the Spanish F111 boats, will not enter service from 2014 as planned. Mr Smith said the decision, which will be widely viewed as a punishment of BAE, would have minimal impact on about 300 workers at the Williamstown shipyard because the yard is also helping to build the navy's Landing Helicopter Dock ships. The AWD Alliance includes the government-owned ACS, the DMO and Raytheon Australia. Its critics say the structure is cumbersome and ineffective, with no clear lines of responsibility. The AWDs will be the most potent warships built in Australia and will be armed with Aegis combat systems, allowing them to provide theatre ballistic missile defence over a wide area. **Source : The Australian**

SHIPYARD NEWS

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Severnaya Verf starts sea trials of new warship

Severnaya Verf Shipyard begins sea trials of the Project 20380 corvette **Soobrazitelniy**, the shipbuilder's press office reported. The ship ordered by the Defense Ministry for the Russian Navy will undergo tests of its main engines, diesel generators and weapons system.



The **Soobrazitelniy** much differs from the series lead ship. During construction the corvette was tailored to the customer's needs, including new solutions of the ship's armament, communication and control systems, as well as hull structure and superstructure, the company said. Today Severnaya Verf laid another corvette of the series.

The corvette of Project 20380, Project 20385 was developed by the Almaz Central Marine Design Bureau. The **Steregushchy class** corvette is a multipurpose warship to combat surface ships, submarines, to provide air defense and amphibious support. Displacement - about 2 tons full load. LOA - 105 m, length waterline - 90 m, max speed - 27 knots, max range – 4,000nm at 14kn, 15 days endurance. Complement: (including a helicopter service group) - 100. There is also an export solution of the corvette.

St. Petersburg-based shipyard Severnaya Verf (Northern Shipyard) is one of the leading companies of the Russian defense industry. The firm has been part of United Industrial Corporation (Moscow) since 2004. The shipyard specializes in building warships and merchant vessels of various purposes.

Good results for ULSTEIN



Ulstein Group did well also in 2010 with NOK 2.4 billion in operating income and an operating profit of NOK 354 million. "We have a solid organisation of competent employees with a strong focus on delivery precision. Through good project management, we have achieved the goals set within our main business areas. This provides a good foundation for the continued building of a robust company", says CEO Gunvor Ulstein.

Left the **BOURBON ORCA**
Photo : **Svetozar Catovic RRM ©**

Design and equipment growth

ULSTEIN has made several strategic investments within the design and solutions area in recent years, and the area delivers solid profit results also for 2010. Since the beginning in 1999, close to 70 designs have been sold, and over 40 of these have been with the X-BOW® hull line

design. The company offers design and equipment solutions within offshore supply, as well as within heavy offshore (e.g. drill ships) and short sea shipping (e.g. container vessels).

Shipbuilding to agreed time and price

ULSTEIN also delivers good profit results within the shipbuilding area. The ability to deliver a vessel to agreed quality, price and time are important competitive advantages. ULSTEIN focuses on solutions that are cost-efficient and reliable long-term.

Investments in Power and Control

Within the power and control area, ULSTEIN develops system solutions for yards and shipowners world-wide. ULSTEIN has a solid basis for continued growth within system integration.

Research and innovation

Last year ULSTEIN invested NOK 136 million in research, development and innovation. Gunvor Ulstein underlines the company's continued commitment to being a driving force within innovation.

"Together with our employees and partners in the maritime industry, we will continue to look for opportunities and develop products and services, focusing on competitiveness, the environment and innovation", says Ulstein.



Above seen the **REM HRIST** on trials, from ULSTEIN VERFT -Ulsteinvik - Norway earlier this year.

Photo : **Svetozar Catovic RRM ©**

Employee bonus

This year as the year before, all employees in ULSTEIN will receive a bonus. The bonus is made up of a group bonus and a company bonus, and amounts to one week's salary minimum per employee. - We have a dedicated workforce with the ability to deliver, and who works hard to reach our goals and meet our customers' needs, concludes the CEO of ULSTEIN.

At the end of 2010, Ulstein Group had an order reserve of NOK 2.3 billion.

Ulstein Group's preliminary key figures for 2010:

Operating income: NOK 2.38 billion (2009: NOK 3.59 billion)

Operating profit: NOK 354.0 million (2009: NOK 520.9 million)

Operating result before tax: NOK 367.87 million (2009: NOK 518.01 million)

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Rongsheng May Deliver Two Large Ore Ships in 2011, Six Fewer Than Planned

Rongsheng Heavy Industries Group Holdings Ltd. may deliver as few as two very large iron ore carriers this year, six fewer than planned, because of delays in building the vessels that cost about \$140 million each. The shipbuilder will hand over two or three of the 400,000 deadweight ton vessels to Vale SA (VALE) in September or October, Chief Executive Officer Chen Qiang said today in an interview in Hong Kong. It will boost VLOC deliveries next year and doesn't expect to have to pay compensation for the delays, he said.

Rongsheng also intends to win its first order for a 10,000- container vessel this year, as it works to pare its reliance on commodity ships, Chen said. Dry-bulk vessel orders have tumbled worldwide as a glut of new ships has caused rates to fall 67 percent in a year, according to the benchmark Baltic Dry Index. "The weak bulk-shipping market was possibly good for Rongsheng because customers may not have been in a rush to put ships into service," said Cho In Karp, head of research at Heungkuk Securities Co. in Seoul. "Still, the delivery delays show that Chinese yards still need to do a lot of work to win overseas clients' confidence."

Vale, Oman Shipping

Rongsheng has orders for 16 400,000 deadweight ton VLOCs from Vale, the world's largest iron-ore producer, and Oman Shipping Co. The company intended to deliver eight of the ships this year, according to its IPO prospectus.

"We have reached a consensus with the shipowners," Chen said. "They hope we won't sacrifice quality for time."

The shipbuilder fell 1.2 percent to HK\$5.04 at the close of trading, reversing earlier gains of as much as 4.3 percent. The company has plunged 37 percent from its November initial public offering price, compared with a 3.8 percent drop for the benchmark Hang Seng Index.

The company plans to get 40 percent of sales from shipbuilding by 2015, 20 percent from marine engineering, as much as 25 percent from machine engineering and the rest from making engines, Chen said. Last year, about 94 percent of the company's 12.7 billion yuan of sales came from shipbuilding. To help boost revenue, Rongsheng may buy engine-makers and small shipbuilders, Chen said. The company last month agreed to buy diesel-engine maker Anhui Quanchai Group Corp. for 2.1 billion yuan.

Orders Target

Rongsheng expects to win \$3 billion of ship orders this year, with about 50 percent coming from China, Chen said. Its profit margin will likely be similar to last year's figure or about 22 percent, even as the yuan strengthens and steel prices increase, Chen said. The shipbuilder plans to focus its dry-bulk operations on building Panamax vessels, rather than smaller capesizes, as these ships can be used for a wider range of products including food, he said. Government ownership rules are also boosting demand for Panamaxes to be used on domestic routes, Chen said. "I see good prospects for Panamaxes -- but not for other types -- because demand for domestic shipping in coastal China is strong," he said. "Shipowners also want to buy Panamaxes on the outlook for rising demand for shipping food."

The company has won 14 panamax orders so far this year, including 10 from China, he said. Dry-bulk vessels accounted for 89 percent of Rongsheng's orderbook by value at the end of last year, with the rest split between container vessels and oil tankers.

The company is in talks with a "few shipowners" on its first order for ships able to carry 10,000 20-foot containers as well as for contracts to build 6,500-container vessels, Chen said. He didn't elaborate on the size of any potential order. The shipbuilder is bolstering its technology to make more advanced vessels including liquefied natural gas tankers and offshore ships as demand for dry-bulk vessels wanes. The company delivered a deepwater pipe-laying ship to China National Offshore Oil Corp. yesterday. **Source: Bloomberg**

Cosco faces loss of \$1bn rig contract from Sevan

Shipbuilder Cosco Corp could suffer from a \$1.05bn loss of contract to build two oil rigs from its customer Sevan Marine, which is currently facing severe financial difficulties. The Norwegian oil services group Sevan Marine said on Thursday it had cancelled its planned \$275m rights issue and was seeking restructuring as it could not meet its project liquidity and financing requirements. Singapore-listed Cosco Corp had in March signed an agreement to build two rigs for Sevan Marine's unit Sevan Drilling. Jan Erik Tveteraas, ceo of Sevan Marine, has also resigned "for personal reasons", the company said. Sevan Drilling has one rig currently under construction at Cosco's yard as well as a letter of intent for two rigs plus option for two additional rigs. Cosco could be affected by Sevan Drilling's inability to continue with \$172m of financing needed within a year's time for the construction of the rig Sevan Brasil, according to JP Morgan. Sevan Drilling would also find it hard to fund the remaining 80% for the contract of the two rigs and not likely to exercise the option. Sevan Drilling currently accounts for 8% of Cosco's current orderbook. Including the new contracts for the two rigs, Sevan Drilling would account for 20-22% of Cosco's orderbook. **Source : Seatrade Asia**

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The **CMA CGM ROSSINI** seen outbound from Antwerp – Photo : Henk de Winde ©

FAIRSTAR HEAVY TRANSPORT ORDERS OCTOPUS-ONBOARD SYSTEMS FOR NEW BUILDS MV FORTE AND MV FINESSE

The Dutch company **Fairstar Heavy Transport** has ordered two **OCTOPUS-Onboard** systems for the two new build semi-submersible heavy lift vessels MV **Forte** and the MV **Finesse**. **Fairstar Heavy Transport NV** is the leading provider of marine heavy transport solutions involving high-value cargoes for the offshore energy and construction industries. The Forte is planned for delivery in the first half of 2012. The Finesse is expected to be delivered around October 2012. The two vessels will be a more than welcome addition to the existing fleet, the Fjell and Fjord. The vessels will be equipped with **OCTOPUS-TMS-3**, which is a part of the **OCTOPUS-Onboard functionality**. TMS-3 is used for real-time measurement of ship motions, velocities and accelerations in any virtual sensor location. In this way operational limits and critical conditions can clearly be identified.

For more information about Amarcon, please go to www.amarcon.com

Maersk Line launches new PNG service

Maersk Line has introduced a new fortnightly liner service to Papua New Guinea with two vessels. The PNG Express will sail from Malaysia's Tanjung Pelepas on 30 May and arrive at Papua New Guinea's Port Moresby on 3 June, Maersk Line announced Friday. The Reecon Wolf of 874 teu and the Vega Fynen of 712 teu will service the new route. The port rotation will be Tanjung Pelepas, Jakarta, Port Moresby, Lae, Madang, and back to Tanjung Pelepas. In order to ensure equipment availability and schedule reliability for the fortnightly service, Maersk Line has sailed the Reecon Wolf on a full rotation of the service from Tanjung Pelepas departing 9 May to position empty containers in Papua New Guinea ports. "We are really excited about this new addition to our global service network, and are confident that our services will provide new opportunities for Malaysia and Singapore customers to expand their business to Papua New Guinea," said Bjarne Foldager, Maersk Line country manager for Malaysia and Singapore. **Source : PortNews**



The 1989 built **IT INTREPID** seen moored in Willemstad (Curacao)

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

St. Petersburg takes the keys to Marine Façade passenger port

The handing-over of the passenger port "Marine Façade" to St. Petersburg City Administration was held today May 27, 2011, the PortNews correspondent reported. The ceremony of the port transfer into the ownership of the city was attended St. Petersburg Governor Valentina Matvienko, Chairman of the Legislative Assembly of St. Petersburg Vadim Tyulpanov, head of the Federal Agency of Maritime and River Transport Alexander Davydenko. Marine Façade Company's President Shavkat Kary-Niyazov turned over the port's symbolic keys to Mrs. Matvienko.

"So far the city has never had such gifts. St. Petersburg was in many ways a pioneer, now it has the only one in Russia specialized passenger port," the Governor said.

She recalled that "Marine Façade" has already been receiving passengers. This year the port expects to handle up to 630,000 passengers versus 400,000 tourists a year earlier. Now the port has all the necessary control procedures available at Ferry Terminal # 3. Construction of the new Passenger Port of St. Petersburg "Marine Façade" started in 2006. Investments in the passenger port project totaled RUB 18bn: 10 billion rubles from private funds and 8 billion – from the federal budget. The port is able to accommodate cruise and ferry vessels with length up to 311 m and maximum draft of 9 m. The approach channels length is 10 km, the projected depths of approach channels and waters - 11 m. The length of the quay wall is 2,108 m. **Source : PortNews**



Australia plans to make Abbot Point biggest coal terminal

Plans to make Abbot Point Australia's biggest coal terminal are afoot and it's hoped the Federal Government will further advance them today with a AUD 500 million boost. North Queensland Bulk Ports and the Ports Corporation of Queensland are waiting to discover whether the Federal Government will include AUD 500 million in its budget to kick-start the construction of a multi cargo facility at the port. NQBP deputy chief executive officer Mr Jeff Stewart-Harris said that once the multi-cargo facility was fully developed, Abbot Point's coal capacity was expected to exceed capacities at Hay Point and Newcastle. The multi cargo facility includes 12 cape size shipping berths and a whopping 20 million cubic metres will have to be dredged to make way for it.

Eight kilometers of rock wall will be built and material from the dredging will be used to fill land behind the sea wall. A number of environmental safeguards have been put in place to minimize impacts on surrounding wetlands. The project will cost about AUD 2.3 billion. Mr Stewart-Harris said that about AUD 1 billion would be spent for the first stage, which would get the multi-cargo facility off the ground. The multi cargo facility will service terminals 2 and 3 at the port, owned by BHP and Hancock Coal respectively. It will also service terminals 4 to 7, also planned for the port. Mr Stewart-Harris said expansions at Hay Point and Newcastle were expected to raise those terminals' capacities to 300 million tonne per annum, but Abbot Point, once fully developed, would have a capacity near 350 million tonne per annum. **Source: Daily Mercury**

HEIMDAL ON DP TRIALS



Above and below seen Seacor Marine's cable lay vessel "**Heimdal**" outbound from Shanghai for DP trials after "special survey" at the Cosco Shanghai Shipyard.

Photo's : Marcel van de Kreke ©





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The **QUEEN ELIZABETH** seen enroute Amsterdam – Photo : Simon Wolf ©

Australian waterfront dispute spreads to west coast port of Fremantle

The waterfront dispute at some of Australia's largest ports will spread to Fremantle in Western Australia due to continuing row between stevedoring company Patrick and the Maritime Union of Australia (MUA), local media reported on Thursday. Wednesday's industrial action saw the closure of container ports in Sydney and Brisbane, and the dispute is threatening to shut down ports around the country for a week, the Australian Broadcasting Corporation (ABC) said. The union has rejected an offer from Patrick to enter into voluntary conciliation and arbitration before Fair Work Australia on a new enterprise bargaining agreement. MUA deputy national secretary Mick Doleman says Patrick's offer is a case of double standards. Patrick says it is preparing an application to Fair Work Australia, citing the economic impact the dispute is having and seeking the arbitrator's intervention. The union is demanding pay rises of six percent a year for workers, over three years, as well as increases in superannuation and staffing levels. It has rejected a five percent offer, saying that is actually a four percent pay offer, with one percent in productivity bonuses. Patrick said the dispute is affecting 26 ships nationwide, including six in Fremantle and will cost the company about eight million AU dollars (8.45 million U.S. dollars). **Source : Xinhuanet**



The new **MARINECO SHAMAL** seen passing the "good old" **FURIE** off Maassluis – Photo : Jan van Vuuren ©

CONGESTION MOUNTS IN MOMBASA AS CUSTOMS' OPERATING SYSTEM FALTERS

News reports from Kenya indicate that congestion which has been building at the port of Mombasa is costing shippers millions of dollars. The cause of the cargo piling up in the terminal and at the depots is said to be a breakdown of the Customs' Simba computer system which is used to determine taxes by the Kenya Revenue Authority (KRA). The Kenya Shippers Council said on Monday that some shipping lines have begun levying demurrage charges. On Monday the port container terminal was holding 15,571 TEUs, as against a design capacity of 14,500 TEU. However, it is since been reported that the computer system is back in service and that the number of ships waiting to unload cargo has been reduced, although a shortage of personnel to clear the backlog is hampering efforts at reducing the stockpiles. According to the KRA the computer system crashed because of a power outage. Source : ports.co.za



The **STADT ROTENBURG** seen outbound from Willemstad (Curacao)

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

MARITIME ARTIST CORNER



'Harmony Street Wharf' by **Joseph Wilhelm**
Send by : **Dan Schwall**

JOSEPH WILHELM (1920-2003)

After spending a lifetime perfecting his skills as a premier ship modeler, Wilhelm turned his attention to full time painting at the age of 51. Influenced by a childhood spent along the Mississippi River, he started painting harbor scenes that depicted the character and romance of the great merchant vessels of the 50's. He then added painting trains which he personally researched and visited the areas. Through his early work in modeling, Wilhelm developed a feeling for scale, proportion and detail that lent a distinctive sense of realism to his paintings. A native of New Orleans, Wilhelm saw his first steamship when he was six years old. "My father took me to the docks to see a British cruiser and the U.S. battleship **ARKANSAS**," he recalled. "I remember well holding his hand crossing the street, the ships blocked from view by the freight sheds, with only their masts towering above. We waited for a steam engine with some freight cars to go by, and then walked out on the docks to a breathtaking sight. I had found my true love." Wilhelm was a member of the Steamship Historical Society of America, and painted commissions for steamship companies, covers for magazines, and portraits for ship lovers.

.... PHOTO OF THE DAY



The **SINGAPORE** seen outbound from Rio de Janeiro, the tug departed together with the **LONDON** with the **FPSO ESPADARTE** from Rio with destination Singapore - Photo : Maarten Raemakers ©

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