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**The ASTA RICKMERS seen anchored at Singapore Western Anchorage
Photo : Piet Sinke ©**

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The **GRAND VOYAGER** seen departing last Tuesday evening from Zeebrugge – Photo : Dirk Neyts ©

Banned in Bangladesh, toxic ship heads to India

After being banned in Bangladesh, a toxic-laden ship, **Probo Koala**, is headed towards Indian shores for dismantling, a global group of activists called 'NGO Shipbreaking Platform' has warned. The ship, a 1989-built oil carrier cargo vessel weighing 31,255 tonnes now named Gulf Jash, was banned from entering Bangladesh waters recently after environmentalists in neighbouring countries warned the government about it. The ship has been in the thick of controversy in Africa and Europe. Its previous owner, a company called Trafigura, tried to offload its on-board toxic

material in Amsterdam. It was detected in time and when the authorities imposed heavy charges for proper disposal, the company decided to instead send the ship to Africa.

After trying its luck in Nigeria, the company finally found a dealer in Ivory Coast to dump the chemicals off board.



Hundreds of tonnes of toxic chemicals were poured into the country's largest city, Abidjan. NGO Shipbreaking Platform said the toxic dumps lead to the death of 16 people and thousands of people falling ill.

The company had to reportedly settle cases out of court by paying out 30 million pounds to the victims and nearly 100 million pounds to the

Ivory Coast government for clean up though the company never officially accepted blame.

The ship, environmentalists warn contains many tonnes of hazardous asbestos, PCBs, toxic paints, fuel and chemical residues which have not been cleaned up before sending the ship for breaking down. Activists have been demanding for years that ships owned by companies in the developed world should be rid of all toxic material before being sent to shipyards in poorer countries. But the global shipping companies, wary of the costs involved, have preferred not to do so on several occasions.

While the Basel Convention, an international treaty, prevents rich countries from transporting hazardous waste and chemicals to developing countries without prior information, the shipping firms and those in the market for dismantling old ships get around the treaty quite easily. The ships are registered in developing countries under shell companies carrying what are called 'flags of convenience' which permit them to bypass the treaty.

The **Probo Koala** is registered in Panama. The last confirmed owner of the ship was a group called GMS, which has faced charges of trying to smuggle out another dirty ship in the US. The ship, **Oceanic**, finally reached India for breaking. GMS also made an out of court settlement with the US Environmental Protection Agency (EPA) and paid more than half a million dollars.

India has also faced two high profile cases -- those of **Clemenceau** and **Blue Lady** -- though the shipyards at Alang continue to break hundreds of ships even after that. Besides India, Bangladesh, Pakistan and increasingly China have become the world's junkyards for retired ships. In developed countries, laws and the costs involved make dismantling ships a prohibitive exercise. The low cost of labour, lax standards and even worse monitoring has made South Asia a ship-breaking hub. An added attraction is the steel taken out of these ships, which comes in handy for the insatiable markets in Asia.

China has been gaining in the market for junk ships by setting up modern facilities, unlike those in India. Ritwick Dutta, the Indian representative of NGO Shipping Platform has warned that after Bangladesh banned the entry of the ship, its most probable destination is India. "Shipbreaking takes place directly on tidal beaches such as the one at Alang, which makes the safe use of cranes and emergency access impossible. The ships are broken down by hand, their structure cut open by igniting cutting torches," he told TOI.

"India does not seek certificates from owners on the ship having been cleaned of toxic chemicals and gases. This threatens workers and leads to pollution in the tidal waters," he said. **Source : Indiatimes**

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IOS MEETING IN UETERSEN



21 May the members of the I.O.S. held their meeting with OSV models in Uetersen, Germany. Building models of Offshore Support Vessels is a very important part of their activities. These models are of a specific vessel and built as faithfully as possible. All models are ready for sail by remote control and to make it very realistic, they have working bow- and stern thrusters, 2 or more main engines, rudders, winches, nav. lights etc.

From left to right: **Leen Boers** (model **Maersk Master**), **Bas van Orsouw** (model **Maersk Launcher**), **Captain C. Hoe** (former captain of **Maersk Launcher** and **Maersk Seeker**), **Cees Punt** (model **Maersk Seeker**). www.osv-society.info



New Zealand Maritime Workers Board Flag of Convenience Ships

New Zealand Maritime Workers Board Flag of Convenience Ships in National Week of Action

New Zealand maritime workers will be going up the gangway this week to check out ships flying "flags of convenience" and ensure that crew conditions, wages, and health and safety standards are up to scratch. The International Transport Workers' Federation (ITF) is holding its New Zealand Flag of Convenience Week of Action this week, ending Friday 3 June 2011.

Members of the ITF-affiliated Maritime Union of New Zealand will board vessels in New Zealand's main ports, and go over documentation such as wage books, talk to crews, and inspect the seaworthiness and safety of ships. Maritime Union of New Zealand General Secretary Joe Fleetwood says this is part of an ongoing international campaign to improve standards in the shipping industry.

He says that there have been a number of serious incidents on overseas vessels, including FOC vessels, in New Zealand ports and in and around New Zealand waters in recent years. "We have had ongoing incidents ranging from underpayment of wages, failure for crews to be returned home at the end of their contracts, mistreatment and abuse, all the way up to serious injuries and deaths, and the sinking of vessels."

Flag of Convenience (FOC) vessels are registered in countries with very lax or non-existent regulation of the maritime industry. FOCs provide a means of avoiding labour regulation in the country of ownership, and become a vehicle for paying low wages and forcing long hours of work and unsafe working conditions. ITF New Zealand inspector Grahame MacLaren says the week of action is intended to convey a clear message to Flag of Convenience operators who trade in New Zealand waters that they need to abide to basic ITF standards.

"The main focus will be to target FOC vessels without ITF agreements for the crew, but any other foreign flagged vessels will come under scrutiny." The ITF is made up of 681 unions representing 4,500,000 transport workers in 148 countries. It is one of several Global Union Federations allied with the International Trade Union Confederation (ITUC).

Source : Scoop / Press Release: Maritime Union of New Zealand



The **ALBATROS** seen outbound from Amsterdam – Photo : H. Blomvliet ©



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DOCKWISE

Ship-breakers, MbPT battle over land

The Port Trust of Mumbai, the largest landlords in the city, have a new kind of 'squatter' problem. Ship-breakers appear to be holding on to the large one-acre plots where ships from across the world end their lives by being broken down and landing up with antique as well as scrap dealers in Mumbai. The number of aging vessels beaching at Mumbai Port Trust have increased in recent years.

A battle between the Port Trust and a ship-breaker over use of port land at Lakri Bunder south recently landed in court with both sides claiming its rights are being violated by the other. Ship-breakers IB Trading Pvt Ltd went to the Bombay high court alleging that the Port Trust was not allowing it to continue use of a plot for breaking its vessel MV **Han Zhong Men** even though it legally had time to complete 80% of the task till June 26 and had paid an advance of Rs 26.8 lakh as breaking charges. "The petitioners are guilty of making false statements and suppressing facts to mislead and misguide the court," the Port Trust said in an affidavit. **Source: Times Of India**

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Shipwreck removal speeding up



The unique operation on removal of the wreck of the Russian cruiser "[Murmansk](#)" is gaining speed. Today the workers start emptying the wreck and surrounding sea bottom from water. The removal strategy consists of dry dock demolition and removal of the wreck where it lies. Breakwaters are now surrounding the whole vessel to construct a dry dock. The water will then be pumped out of the dock so the wreck will be dry. Then construction machinery will then break down the cruiser, and sort different demolition materials to be shipped out to waste and recycling facilities.

Pumping is planned to take 10-14 days, NRK reports. Cutting and removal of the wreck should be completed by the end of 2011. The whole operation has a NOK 328 million (app €42.4 mill) price tag.

The 211 meters long cruiser ended its days in Sørøya in the rocks outside Sørvær on the coast of Finnmark in December 1994. The cruiser was being tugged southwards for scrapping when it tore away during a storm and has since been to a lot of nuisance to the local population.

A decision to remove the wreck was made in August 2008, after debris from the cruiser delivered for recycling revealed that there were traces of a radioactive source, PCB and brominated flame retardants in the vessel.

The whole operation is being filmed for a future documentary. A web camera that has been put up near the shipwreck will provide possibilities for time-laps sequences in the film. This is the first time the new camera system Roundshot livecam is being used in Norway, which on three seconds can take 360° freeze-frames.

Follow the [operation on-line](#). The on-line pictures have a 24 hour delay. **Source : Barents Observer**



The [BRIGHT LIFE](#) seen eastbound in the Singapore Straits last Wednesday - **Photo : Piet Sinke ©**



Carnival orders 3,611 passenger ship for P&O Cruises

The U.K. continues to be a key growth market for Carnival Corporation declared Chairman & CEO Micky Arison as the cruise giant revealed that it has contracted with shipbuilder Fincantieri to construct the largest cruise ship built specifically for the British market -- a 141,000-ton, 3,611 passenger vessel for its P&O Cruises brand. The as-yet-unnamed ship will be built at Fincantieri's Monfalcone shipyard at all-in cost is approximately euro 155,000 per lower berth. Carnival says "the ship will offer a stylish and innovative new design and unprecedented number of passenger facilities, along with a variety of classic and iconic features of the P&O Cruises brand." Other specifications and new product innovations will be announced at a later date.

The order marks Carnival Corporation & plc's first ship delivery for 2015, aligned with the company's strategy to construct two to three ships per year. It currently has seven additional ships on order – one ship scheduled for delivery for the remainder of 2011, three for 2012, two for 2013 and one for 2014. Micky Arison, Carnival Corporation & plc's chairman and CEO, said, "P&O Cruises is Britain's number one cruise operator, synonymous with high quality holidays that celebrate its rich British heritage. The U.K. continues to be a key growth market for Carnival and innovative vessels such as this new P&O Cruises ship – targeted specifically to British clientele – underscore our commitment to expanding this important cruise region."

P&O Cruises Managing Director Carol Marlow said, "This next-generation ship will deliver the ultimate P&O Cruises experience, with 'sophisticated wows' and new features to attract thousands of newcomers to our brand, and equally to resonate with existing P&O Cruises passengers by giving them the 'P&O-ness' they recognise and love. She will offer 'the best of the best,' combining the favourite classic features of [Oriana](#) and [Aurora](#), the choice and variety of [Azura](#) and [Ventura](#), and a host of new ideas and concepts which together will deliver to our passengers the holiday of a lifetime, every time they travel with us." Added Fincantieri CEO Giuseppe Bono, "This order shows that the company, even in a difficult moment as today, is resolutely continuing its commitment in a particularly depressed market in order to gain whatever orders there might be, thus holding on to its position as world leader." **Source : MarineLog**

Maersk did not breach exchange rules -bourse

The Copenhagen stock exchange said on Wednesday it found no basis for concluding that A.P. Moller-Maersk had passed price-sensitive information to an SEB Enskilda analyst last month, Reuters reports. The bourse said in a statement it had therefore found no reason to conclude that the Danish oil and shipping group had breached the rules of the exchange.

Danish media reported last month that A.P. Moller-Maersk's head of investor relations, Henrik Lund, had met an SEB analyst on April 11 and given him information from a draft of the first-quarter report. Maersk denied it leaked early details of the report and SEB Enskilda denied receiving such information, which companies are barred from releasing preferentially lest it be used for unlawful insider trading.

Lund told Reuters last month he had not given out information based on any draft of the report at the meeting with the SEB analyst and that the report was not ready at the time. SEB Enskilda said Maersk had simply given the analyst broad guidance on the consensus of research currently in the market. The bourse said, however, that a meeting between someone responsible for investor relations and a professional analyst should not result in such misunderstandings. **Source : PortNews**



Seen from the (Svitzer) **LONDON** the **FPSO ESPADARTE** enroute from Rio to Singapore.

Photo : Maarten Raemakers ©

CMA CGM faces US sanctions for 'Iran ties'

Leading US congressmen are urging the the US Treasury Department to consider sanctions against the world's third-largest container shipping company – France's CMA CGM – for possible violations of sanctions on Iran that entail significant instances of weapons smuggling, according to letters obtained by The Jerusalem Post. In March, the CMA CGMoperated container ship MV Victoria was seized by the Israel Navy in the Mediterranean and escorted to Ashdod Port. More than 50 tons of weapons from Iran were aboard. They included anti-ship missiles, 3,000 mortar shells and almost 70,000 rounds of ammunition for machine guns.

The **Victoria's** route took it from Latakia, Syria, through the port of Mersin in Turkey to Alexandria, Egypt, Israeli Ambassador to the UN Meron Reuben said. According to Israeli security officials, the weapons were destined for Hamas in the Gaza Strip. This is not the first time CMA CGM has reportedly been involved in controversial trade with Iran.

In December, Rep. Peter King (R-New York) wrote to Philippe Soulié, CEO of the shipping company. King said he was "deeply concerned" about the French firm's trade relationship with the regime in Iran. King is chairman of the House Homeland Security Committee. A few weeks earlier, the company's **MV Everest** container ship was seized off the Nigerian coast, fully loaded with Iranian weapons. King warned the shipping company against half-heartedly monitoring its freight in light of international sanctions. In a letter made available to the Post, he said the shipper should expect "severe penalties" in the United States. Soulié wrote in response that the **MV Everest** had been chartered by a company that did not appear on the US Treasury's sanctions list.

Soulié assured King that the company was fully aware of the UN, US and EU sanctions. He insisted that CMA CGM was at the "forefront of shipping companies" in adherence to laws and regulations, especially in regard to the Iranian regime. However, barely three months later, the **MV Victoria** became the next French ship to be seized with Iranian weapons aboard. "The group is working closely with the responsible authorities in the fight against illegal transports," CMA CGM wrote in a statement to the Post. "CMA CGM was, like other important world-wide shipping companies, a victim of false transport documentation from the sender, and with help of the consignor, CMA CGM was misled about the true nature of the transportation goods."



The **CMA CGM EVEREST** – Photo : Ian Shiffman ©

In an April letter obtained by the Post, Rep. Mike Conaway (R-Texas) wrote to the US Treasury and State departments that the “repeated failures” of the shipping company to adhere to international guidelines demanded an American response. He called for the Treasury to hit CMA CGM hard: It would not be allowed to sail to any Iranian port; otherwise it would face US sanctions. Moreover, it would have to ratchet up the inspection of its business partners and cargo loads. CMA CGM’s North American headquarters is in Norfolk, Virginia. According to its website, the firm is one of the top 10 maritime cargo companies in the United States and has “double- digit yearly growth.” In recent years, several other shipping companies headquartered in Europe have stood out as enablers of Iran’s weapons trafficking, with Hamburg serving as the European hub, according to German, Israeli and American security experts. From there, Iran’s state shipping company IRISL was able to do business freely for years. Only in 2009, when the German freighter MV Hansa India from the Leonhardt & Blumberg shipping company was caught supplying weapons to Hezbollah did Berlin tentatively intervene. From then on, business with IRISL was subject to stricter monitoring, security experts said.

Both the **MV Everest** and the **MV Victoria** are owned by German shipping companies and leased by French shippers. Iran tries to “procure across a broad front,” said Paul Warmers, president of Germany’s Customs Criminal Investigation Office. The number of violations of Germany’s War Weapons Control Act and Foreign Trade Act has risen continuously; in the past year alone there were 110, Warmers said. But the measures had little effect, according to security experts. The Iranians avoided monitoring through a network of more than a dozen dummy corporations that continued the parent company’s business. It was the Americans who first became aware of these questionable transactions. In September, the US Treasury placed the companies, all of them based in Hamburg’s upscale Uhlenhorst district, on the sanctions list. The Hamburg state prosecutor’s office has been investigating “unidentified employees” of IRISL in the **MV Hansa India** case since 2009, but no investigation has been initiated so far against IRISL’s subsidiaries, according to a representative of the prosecutor’s office. Still, with the new round of EU sanctions, the finances of the IRISL dummy companies will be frozen, the EU said. The State of Israel filed a complaint with the UN Security Council sanctions committee because of the **MV Victoria** case. In a March letter obtained by the Post, Ambassador Reuben wrote to the president of the Security Council that Iran’s attempt via Syria to transfer weapons to the Gaza Strip constituted a “blatant violation of several United Nations Security Council resolutions.” Reuben called for “firm action” against Iran and Syria. Diplomats in Israel and New York told the Post that not only were the Iranians involved in the **MV Victoria** weapons smuggling affair, but also the regime of Syrian President Bashar Assad. The content of the UN report looking into the **MV Victoria** affair has not been made public. According to diplomats in Israel and at the UN, Russia is going to great lengths to block the publication of the report. **Source : PortNews**

NAVY NEWS



Above seen the ICGV **TYR** entering Grand Harbour, Malta for the first time on Sunday 30th May, 2011 during the Tuna Season 2011. ICGV **Tyr** is an Aegean-class offshore patrol vessel and the flagship of the Icelandic Coast Guard, built by Aarhus Flydedok a/s, in Denmark. **Tyr** is the biggest ship in the Icelandic Coast Guard and participated in the last Cod War. In May 1976 she survived being rammed twice by **HMS Falmouth**, which led Captain Guðmundur Kjærnesto to give the order to man the guns against the much more powerful warship to deter further rammings. **Tyr** was originally armed with a manually loaded 57 mm M1898 Hotchkiss cannon which was replaced in 1990 with the current Bofors 40 mm cannon. In 1994 a large crane was added on the starboard side of the flight deck and in 1997 the flight deck was extended. In 2001, the ship was sent to Poland for modification and received a second rudder. In 2006 she was sent to Poland again for replacement of her bridge and other renovations.

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

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One of the two Clemenceau class aircraft carriers built for the French navy, above seen the Brazilian **A-12 SAO PAULO** moored in Rio de Janeiro, built as the **FOCH (R 99)** at the Ch. L'Atlantique shipyard in St.Nazaire and commissioned into the French navy July 15th 1963, the Aircraft carrier was purchased in August 2000 for \$41 million (including cost of overhaul); officially transferred on 15-11-2000 and departed 1-2-2001 from France for arrival in Brazil

on 20-2-2001. Sister **Clemenceau**, retired on 1-10-1997, was employed as a source of spares for the **São Paulo's** predelivery overhaul at Brest, which included removal of asbestos insulation and deletion of all armament. As **Foch**, underwent a 14-month refit in 1992–93, receiving new propulsion turbine rotors, refitted catapults certified for 6,000 further shots, a nose-gear catapult launch capability, and numerous habitability improvements. Further improvements were made during a 1995–97 refit, including increasing the size of the jet-blast deflectors and adding enlarged retractable “ski-jumps” to the forward ends of both catapults, the carrier’s airgroup consist out of : 14 AF-1 Skyhawk fighter-bombers; 2 SH-3A Sea King, 1 UH-13 Esquilo II, 1 IH-6B Jetranger, and 1 UH-14 Super Puma helicopters

Photo : Jaap van den Heuvel ©

SHIPYARD NEWS

The banner features the TOS logo on the left, which includes the letters 'TOS' in a bold, blue, sans-serif font and a red and white stylized ship icon to its right. Below the logo, the text 'Transport & Offshore Services' is written in a smaller, black font. To the right of the logo, the text 'Global Ship Delivery & Crewing Solutions' is displayed in a large, blue, sans-serif font. Below this text is a horizontal strip of four images: an offshore oil rig, a worker in a hard hat, a ship at sea, and a large blue and white ship. On the far right, a vertical blue bar contains the website address 'www.tos.nl' in white text.

Hyundai shipyard wins \$1.12 billion order

Hyundai Heavy Industries, the world's largest shipbuilder, said Wednesday it has clinched a \$1.12 billion order to build two drilling ships for a US company. Hyundai said the ships, which are used to find oil and gas, would be delivered to Rowan Companies by the second half of 2013.

The contract includes an option to order an additional ship in the same class, the company said, adding it brought Hyundai's total drill ship orders this year to \$5.0 billion with options to build three more. Hyundai has secured orders valued at \$11.7 billion to build 44 ships so far this year, achieving 60 percent of its yearly target of \$19.8 billion.

Source : IndiaTimes

Nordic Yards undocks ice-class tanker built for Norilsk Nickel

Today, the special tanker being built by Nordic Yards, manufacturer of technologically sophisticated and innovative special ships and maritime structures, for the Russian mining company Norilsk Nickel is leaving the dock in Wismar. The icebreaking Arctic Tanker “**Nordic AT 19**” was commissioned by Norilsk Nickel, one of the ten largest companies in Russia, in February 2010, the Nordic Yards press release said.

Construction of the tanker began in July 2010. Next steps are the final completion of the machine room and superstructures before the ship is returned to the dock in the middle of July for the final work. The test voyage will take place in August 2011. The tanker will be delivered at the end of September 2011 and is to be used mainly on the northern Russian sea routes.

As soon as the “**Nordic AT 19**” leaves the dock, Nordic Yards will execute a further order by Norilsk Nickel. In the dock hall a container ship operated by the Russian company is to be modernised from today until mid-July. This ship will be handed back to Norilsk Nickel on July 29, 2011.

“When a ship leaves the dock for the first time it is always a great moment,” says Vitaly Yusufov, owner and Managing Director of Nordic Yards. “Construction of one of the most technically sophisticated special tankers is being continued according to schedule. With this tanker Nordic Yards is again demonstrating its skills in the special shipbuilding sector for Arctic regions.” Specialising in year-round deployment in Arctic waters, the ship of the “**Nordic AT 19**” type will be breaking ice, which is up to 1.50 m thick, at a speed of 2 knots. Its open water speed is 15.3 knots. The ship with the Arctic class ARC7 is designed in view of the climatic conditions for temperatures down to -50°C. The tanker is about

170 m long and has a beam of approximately 23 m. With a deadweight of around 19,000 t it offers a cargo tank capacity of more than 20,600 m³. The diesel electric machinery moves a gondola propeller that can revolve through 360°. Source : PortNews



The Polish tug **ZEUS** arrived with the above newbuilding hull in Rotterdam - Photo : Jan Oosterboer ©

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Palmali adds more tankers to Armada newbuilds order

Palmali has placed order for five tankers of the 4th Armada series (project RST22M) at Besiktas Shipyard in Turkey, Palmali Vice President Rauf Aliyev told PortNews. Thus, the newbuilds number increased to 15 vessels. The ships are scheduled for delivery for the end of 2013. Two vessels of the series have already been put into service. The 4th series ships are a continuation of the 1st Armada tankers (project 005RST01), which were designed for Palmali by Marine Engineering Bureau and built in 2002-2006 at SELAH and ADA shipyards in Tuzla (Turkey). The 2nd series tankers (project RST22) were built at Nizhny Novgorod-based Krasnoye Sormovo in 2008-2009.

Ten tankers of the 1st series and five tankers of the "New Armada" are engaged in "river-sea" transportation of crude oil, fuel oil, diesel fuel and other petroleum products and vegetable oils, and in shipping in the Caspian, Black, Mediterranean, Baltic and North Seas, including sailings around Europe and in the Irish Sea in winter.

The new series tankers satisfy the Volga-Don Canal and the Volga-Baltic dimensions. RST22M project vessel specifications - 139.95 m, breadth - 16.6 m, depth - 6,0 m; built to 'Volga-Don max' class. Palmali Group is a shipping company operating in the Mediterranean, Caspian and Black Seas. Last year, shipments of oil cargo on Russia's inland waterways by the Group's fleet exceeded 4,5m tons. Palmali Group is a major carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) on the southern lines. The Group has been awarded long-term contracts for transportation of petroleum products with TNK-BP. The Group operates a fleet of more than 100 vessels, including

sea-going tankers of up to 180,000dwt, sea-going and river tankers of up to 8,000dwt tons flying Russia and foreign flags. Source : PortNews

STX Offshore & Shipbuilding gets \$550m orders for 6 LNG carriers

STX Offshore & Shipbuilding Co., a South Korean shipbuilder, said Wednesday that it has won orders valued at a combined US\$550 million to build six ships. Under the deal with SCF Sovcomflot of Russia, STX Offshore will build two liquefied natural gas (LNG) carriers for \$400 million, which will be delivered in the second half of 2013 and the first half of 2014, the company said. Source : yonhapnews.co.kr

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The **MAERSK NASHVILLE** seen outbound from Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Converteam ships first 36 MW generator for new British aircraft carrier

Power conversion specialist Converteam has shipped the first of two massive 75 tonne, 36 Megawatt generators designed specifically to match the electrical power requirement of the propulsion motors for the Royal Navy's [Queen Elizabeth Class](#) (QEC) aircraft carriers. [Queen Elizabeth](#) is expected to enter service in 2016. The vessel will displace about 65,000 tonnes, be 284 metres (932 ft) long and capable of carrying up to 40 aircraft and will become the Royal Navy's largest ever warship.

The generators are major components of the electrical system for the two new carriers for which Converteam has designed the innovative Integrated Full Electric Power (IFEP) and propulsion system. The two 36 MW generators, manufactured in Rugby, England, will supply the four 20 MW Converteam Advanced Induction Motors. The generators will be coupled with Rolls-Royce MT30 gas turbines before final installation in the ship. Converteam UK is a founder member of the Power and Propulsion Sub Alliance for the two carriers, along with Rolls-Royce, Thales UK and L3 Communications. This partnership has brought together leading companies in their specific fields in order to provide a cost effective mechanism for delivery of an integrated power and propulsion system for [Queen Elizabeth](#) and [Prince of Wales](#). In addition to the supply of propulsion motors and associated generators, Converteam's work scope includes four additional electrical power generators, the high voltage switchboards, the variable speed drives and harmonic filters plus the Electrical Power Control and Management System (EPCAMS).

Mark Dannatt, Director Naval at Converteam commented: "The relationship with our sub alliance partners(2) has proven invaluable in ensuring the successful integration of these complex machines into complete systems. With the ability to communicate easily between our partner companies' engineering departments and ourselves, we are confident in continuing to meet the program requirements for integration and assembly of our power, propulsion and control systems throughout the life of the project." This contract confirms Converteam's expertise in electrical design and machine manufacturing. In addition to the supply of propulsion motors and associated generators, the scope includes four additional electrical power generators, the high voltage switchboards, the variable speed drives and harmonic filters plus the Electrical Power Control and Management System (EPCAMS). [Source : MarineLog](#)

Asia-north Europe rates grew volatile since 2008 EU conference ban

FREIGHT rate volatility on the Asia to north Europe trades has increased since the European Commission banned the Far Eastern Freight Conference (FEFC) by repealing its block anti-trust exemption in October 2008, says new research.

Since then, Asia-north Europe trades have experienced rate volatility in a 20 per cent range every year compared to an annual average of 14 per cent fluctuation over the previous 10 years before the ban, say Alphaliner researchers.

"Rates on the non-European trades tracked by the CCFI [China Containerised Freight Index], trades which retained conference immunity, showed less volatility during the October 2008-2011 period. This evidence suggests that the absence of the Far Eastern Freight Conference has resulted in an increased rate volatility compared to trades which continued to enjoy anti-trust immunity," said the Alphaliner report.

Said Hapag-Lloyd: "The major EU trades have experienced more rate volatility over the past two years than the major non-EU trades. We believe this relates at least in part to the stabilising influence that comes from carriers being able to share market information and discuss general rate trends and establish voluntary rate guidelines."

Said Maersk: "While the EU conference block exemption was in place, Maersk did not necessarily offer the same pricing as the FEFC. Competitive pressure and less-than-full vessel utilisation levels forced rates from US\$2,150 per TEU in March 2010 to \$880 per TEU currently. This rate erosion has occurred despite the significant increase in operating costs over the same period due to the rise in fuel costs." Said "K" Line: "Yes [the FEFC had an impact] in terms of information exchanges especially concerning supply demand predictions, allowing better utilisation and helping to maintain a more efficient service." Said non-conference member Evergreen: "The FEFC served as a discussion platform for conference carriers to discuss market conditions in that trade and allowed independent carriers to have an insight as to how the FEFC members were reacting to such conditions." [Source : Schednet](#)



The empty **APL WASHINGTON** seen approaching the Brani container terminal in Singapore last Wednesday –
Photo : Piet Sinke ©

APL cold-irons ships in Oakland, plugging into shore power

APL says it has flipped the switch on a clean-air effort by shutting down, or cold-ironing a vessel's engines, to reduce exhaust emissions at the Port of Oakland opposite San Francisco. "We have brought cold-ironing to the port," said APL Americas president Gene Seroka. "When others do as well, we can further reduce vessel emissions and re-enforce that global trade growth is sustainable."

The 900-foot **APL Singapore** switched off its auxiliary diesel engines after berthing at APL's global gateway central terminal. The carrier said in a statement that it marked the official launch of its programme to cold-iron five vessels this year that are deployed on the transpacific trade between Asia and the US. The company said it expects cold-ironing to eradicate 50,000 pounds of nitrogen oxides emissions from its ships annually in Oakland. Emissions of particulate matter are expected to drop by 1,500 pounds a year.

It noted that the state of California has mandated cold-ironing for container ships by 2014. At that time, half of a carrier's fleet must rely on shore power when berthed in California ports.

The Singaporean ocean liner said it has spent US\$11 million to retrofit the five container vessels and re-wire its terminal for cold-ironing. It was awarded US\$4.8 million in California Air Resources Board grants by the Bay Area Air Quality Management District to complete the project.

"We commend APL's efforts to move early to upgrade their berths and their ships in order to plug them into the grid when they're berthed at their port of Oakland terminal," said Air Resources Board chairman Mary Nichols. "Working with the Bay Area Air Quality Management District, APL leveraged ARB's incentive funding to make this project a reality so the residents of port communities will breathe cleaner air." Source : Schednet

CSAV replaces transshipment service with Far East-West Africa direct loop

CHILE's CSAV is preparing to commence a direct, weekly Asia-West Africa service, replacing its transshipment service, as carriers increasingly turn to emerging markets to diversify cargo flows and revenue sources.

The new service will combine the Far East-South Africa service (New Discovery), which is operated using eight ships ranging from 2,500 to 4,100 TEU, and the Durban-West Africa feeder service (WAE) that uses four vessels of 1,800-2,500 TEU.

The service will call at ports in South Africa in both directions and will continue to be named the New Discovery service. Its port rotation is Ningbo, Shanghai, Shenzhen-Chiwan, Hong Kong, Port Kelang, Durban, Lagos, Cotonou, Tema, Abidjan, Durban, Port Kelang and back to Ningbo. The new service will deploy ten 2,800-TEU ships, primarily taken from the existing New Discovery and WAE services. **Source : Schednet**



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HAL's **RYNDAM** seen moored in Flam (Norway) – **Photo : Capt. Petrus Dorpmans ©**

PetroVietnam expects approval for LNG terminal project next week

State-owned PetroVietnam has submitted plans for a 1 million mt/year LNG import terminal in southern Vietnam to the country's government, and expects official approval for the project next week, company official Ngo Anh Hien said at an industry event Tuesday.

Ngo said that "\$300 million will be invested in the project along the Thi Vai river, and the plan is for the terminal to commence operations by 2014." If the project starts up as planned, it will be the first operational LNG import terminal in the country. Ngo added that the investment required for the 1 million mt/year facility was capped by existing facilities such as a jetty at the Thi Vai site. "The investment will be used to build a 100,000 cubic meter storage tank, regasification facilities and a 20 km pipeline inland to join the the domestic gas production pipeline network," he said.

Due to the limited capacity of the facility, Ngo added that the Thi Vai terminal would only be able to accommodate a LNG ship with a capacity of 75,000 cu m. PetroVietnam dropped its original plan of importing LNG for south Vietnam via a floating storage and regasification unit, or FSRU, due to an electricity and power shortage in the region. Ngo said that the company would still import LNG using an FSRU for north Vietnam by 2018 before building a land-based terminal.

Ngo said a second 3 million mt/year LNG terminal could be built at Son My in southern Vietnam. This facility could be expanded to 6 million mt/year, he said but he did not provide more details. PetroVietnam also has plans to build a 2.2 million mt/year LNG import terminal by 2015, Platts reported in mid-April. **Source: Platts**



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The bulker **BING N** seen anchored off Singapore yesterday afternoon – **Photo : Piet Sinke ©**
(Thanks Haslan for your Emerald Class ticket – appreciated !!)

Maersk and MISC revamp SE Asia-NZ service with extra port calls

MAERSK Line together with Malaysia's MISC plan to add a second string to their joint south east Asia-New Zealand service by splitting the existing weekly loop into two weekly slings combined within a nine-week butterfly service (NZ1/NZ2).

Alphaliner reports that the butterfly loop will call at Tanjung Pelepas, Singapore, Brisbane, Auckland, Tauranga, Port Kelang, Tanjung Pelepas, Singapore, Auckland, Lyttelton, Port Chalmers and back to Tanjung Pelepas.

The service revamp will add a weekly call for Brisbane, direct port calls to Tauranga and Lyttelton, and a second weekly call for Auckland, it said. The amended service deploys nine 3,500-4,100-TEU ships, including the four used on the current loop.

"As far as Maersk Line is concerned, the new service will include the volumes ensured with the seasonal service usually active during the fruit crop season, from February to July. As for MISC, it is likely that it will transfer to the new

butterfly loop the volumes carried through slot buying on the SE Asia-ANZ service ensured by PIL, OOCL, MOL and NYK (NZS)," the report said. **Source : Schednet**

Melbourne port to raise port fees from July

Australia's Melbourne port will raise port fees and charges from 1 July as part of its cost recovery after completing a channel deepening project. Under Port of Melbourne Corporation's (PoMC) new tariff schedule, wharfage charges for twenty-foot containers will increase by A\$1.70 to A\$40.10 including goods and services tax (GST), while empty container charges will increase by A\$0.40 to A\$10.00 plus GST. The infrastructure levy will increase by A\$1 to A\$34.10 plus GST with direct Bass Strait movements retaining their exemption. "Foremost amongst our considerations is the need to adequately and prudently fund port infrastructure against the background of rising engineering costs to develop and maintain a level of service our customers rightly expect," said Stephen Bradford, chief executive officer of PoMC. "The modest fee increases are generally in the range of 3.0% to 4.5% with minor reductions in concessionary rates which have been previously flagged with industry through consultation," he said. **Source : Seatrade Asia**

FSL Trust acquires first LR2 tanker from Torm

First Ship Lease (FSL) Trust has entered into an agreement to acquire its first long range (LR2) product tanker from Torm Singapore for \$46m, bringing FSL's vessel portfolio to 24 vessels. The 109,672 dwt **Torm Margrethe** is planned to be immediately leased back to Torm Singapore in June on a bareboat charter basis for a lease term of seven years. The new transaction will increase FSL's total remaining contracted revenue to \$602m, excluding extension options. The trust's remaining lease term for its fleet portfolio will remain at the current 6.8 years. "While we now have the flexibility to take on both time and bareboat charters with terms shorter than seven years, our ship leasing business will remain 'long-biased'," said Vijay Kamath, senior vice president and head of sales at FSL. **Source : Seatrade Asia**

.... PHOTO OF THE DAY



RAF helicopter exercise on the **Stena Hollandica** during Harwich approach with on the background a Harwich pilot vessel and the outbound going supplier **Olympic Zeus**. **Photo: Mark de Bruin ©**

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