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The NORTHERN HARMONY seen approaching Singapore Brani container terminal
Photo : Piet Sinke ©

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Greens nicked in Cairn rig protest

Danish Navy troops have stormed a Cairn Energy-operated drilling rig off Greenland arresting two Greenpeace protesters.



The environmental group has, however, vowed to continue its protest against the UK independent's Arctic drilling plans which have seen it twice board the semi-submersible unit **Leiv Eiriksson**. Just before midnight on Wednesday a group of naval climbers scaled the rig and broke into a survival pod which had been erected by Greenpeace activists on Sunday. The two 25-year-old activists inside – a male and female from the UK and US – were both arrested and taken off the structure.

Photo : Cpt. Lawrence Dalli
www.maltashippphotos.com

"Shortly before their arrest the Greenpeace climbers used a satellite telephone to call Cairn Energy and asked them to publish their oil spill response plan," a statement from the

environmental watchdog read today. "Despite repeated requests Cairn has refused to make the document public, while claiming to follow stringent safety standards that require the publication of such a plan. "Our climbers are in jail now, but this won't stop us opposing the madness of drilling for oil in a region where a spill would be almost impossible to clean up. "This isn't over. We'll keep on pushing till the oil companies get out of the Arctic." Edinburgh-based Cairn confirmed the development in its own statement today, insisting "the authorities in Greenland took the action to ensure the safety of those involved in and around the drilling operations".

It continued: "Cairn respects the rights of individuals and organisations to express their views in a safe and peaceful manner but would be concerned with anything that presents a safety risk for those involved and the operations". Greenpeace claimed its protest had stopped the Ocean Rig-owned unit from drilling for four days, "which was four days in which a Deepwater Horizon-style blow-out couldn't happen and this beautiful fragile environment was safe". However, Cairn had earlier denied that there had been any halt to operations. Shares in Cairn slipped a further 2.3% before opening of trading in London today. **Source : upstreamonline**



A fully loaded **BERGE STAHL** seen at Maaspilot station enroute the EECV / Caland Canal – **Photo : Luuk Silvius ©**

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Shocking new approach to shipboard safety

Videotel Marine International, the leading provider of maritime training systems, has just launched an innovative new training module designed to aid the seafaring industry in its battle to reduce common ship board accidents and the tragic consequences that can ensue. The Hazard Series II module makes extensive use of modern image techniques to grab the viewer's attention and shock crew members into greater awareness of their own safety and that of their colleagues.

Hazard Series II comprises 10 hard hitting short films designed to both shock and teach the viewer. Filmed using real crew doing real work, they graphically illustrate common errors and then show how, using correct procedures and working techniques, incidents can be avoided before they occur. "Adequate training, safe working practices and good safety management systems all contribute to a safer working environment on board," says Nigel D. Cleave, Videotel's Chief Executive Officer. "Videotel is committed to developing quality training that makes a real difference – both to the industry as a whole and to the lives of individual seafarers." Aimed at cadets, deck & engine crew, students at maritime colleges and training officers, this new programme confronts the severity of some easily avoidable mistakes. It provides a fresh new approach to a variety of topics including working on deck in heavy weather, working aloft, electrical work and manual handling. The programme has been produced in association with The Standard P&I Club. Chris Spencer, Standard Club's Director of Loss Prevention adds: "The club prides itself on the quality of its service to its members and sets great store on responsiveness and support at all times. The club is committed to assisting members in reducing the number of accidents and claims. This is achieved through a programme of ship condition surveys, management risk reviews, publications, training focused on topical subjects and the club's safety and loss

advisory committee which comprises senior technical and operational personnel drawn from a cross-section of the membership.” A promotional DVD is also available and allows the viewer to watch up to three of the ten films available. Accompanied by an E-booklet, each film has a chapter detailing the hazards and precautions that must be taken at all times. **Source: Videotel**



The **HELEN** seen outbound at the Westerscheldt River passing Terneuzen

Photo : Richard Wisse – www.richard-photography.nl (c)

Global Dry Bulk Shipping Industry Report: 2011 Edition

Economies of the various nations of the world, both developing and developed have grown manifold over the past few decades. One of the most important features of growth in world economies and globalization in recent years is the dry shipping market which constitutes the back bone of the international trade. Having shown a growth over the past several years with the exception of year 2009, the global seaborne dry bulk trade is expected to continue to grow at a CAGR of approximately 4.6% during the period spanning 2011 to 2013.



The bulker **NEWLEAD VENETICO** seen anchored off Singapore last Thursday – **Photo : Piet Sinke ©**

Iron ore constitutes the largest share in seaborne dry bulk trade, followed by coal, grain and other minor bulks. The global seaborne iron ore trade has shown constant growth in the past decade and the same is expected to continue in the years ahead due to expected growth in demand and production of steel in many major economies, mainly in China

and Japan. Coal, used worldwide as a source of energy and steel production, is another important constituent of global seaborne dry bulk trade. The demand for coal, both thermal and coking coal, increased in 2010 in the light of growth in all major markets and the same is anticipated to continue to increase due to growing imports of thermal coal by China and rising demand for coking coal, particularly from Japan. The worldwide seaborne grain trade also increased in 2010 after registering a decline in 2009, on the back of economic recovery in the importing regions. Of all the seaborne dry bulk trade, Asian nations are the largest consumers with China being the largest consumer of iron ore and Japan being the largest importer of thermal coal. The major exporters of dry bulk commodities are Australia, Brazil, South Africa, Indonesia, and North America. The total dry bulk fleet, which comprises our types of vessels: capesize, panamax, handymax, and handysize; is showing a steady growth on the back of increased new orders and reduced scrapping of dry bulk vessels.

The growing increase in industrial production in emerging and developing economies like China and South East Asian countries constitutes a major driving force and is expected to translate into continued increase in demand for dry bulk commodities in the following years. Another major factor of growth of seaborne dry bulk trade is rising steel production and growing demand for energy, necessitating increased trade of iron ore and coal. Rising world population and economic recovery in the importing regions will drive the demand and trade of grains, thus contributing in the overall growth of global seaborne dry bulk trade. The global dry bulk shipping market is intensely competitive and fragmented with no single owner accounting for clear majority share. However, due to low entry barriers in the market, there stands a risk of increased competition by new entrants. The companies operating in the industry compete mainly on the basis of vessel capacity, fleet size, and price, among other such factors.

The report provides an analysis of the global seaborne dry bulk industry with a focus on major commodities like iron ore, coal and grain. It assesses the factors that are influencing the demand and supply of dry bulk vessels. It also presents a competitive landscape of the dry bulk shipping industry with a focus on leading carriers and their respective business strategies. By combining SPSS Inc.'s data integration and analysis capabilities with our relevant findings, we have predicted the future growth of the industry. We employed various significant variables that have an impact on this industry and created regression models with SPSS Base to determine the future direction of the industry. Before deploying the regression model, the relationship between several independent or predictor variables and the dependent variable was analyzed using standard SPSS output, including charts, tables and tests. **Source: Research And Markets**



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Seabourn takes delivery of third ship from Mariotti

Carnival Corporation & plc's Seabourn cruise brand took delivery of the new 450-guest **Seabourn Quest** at the T. Mariotti shipyard in Genoa, Italy. The intimate, all-suite ship is the third vessel constructed by Mariotti for Seabourn's fleet, completing a three-year expansion that increased the ultra-luxury line's capacity by more than 200 percent.

"We are very pleased and excited to take delivery of **Seabourn Quest**," said Richard Meadows, Seabourn's president. "She is a beautiful vessel, and I have no doubt she will earn as much praise from the experts, and as much affection

from our guests as her two sister-ships. Her officers, staff and crew are ready to welcome travelers on board to experience Seabourn-style cruising on our newest ship."



Emmy- and Tony Award-winning actress Blythe Danner will serve as godmother and name the ship during a glittering sunset ceremony at the port of Barcelona on June 20, 2011. That evening, the ship will depart on a 14-day Maiden Voyage to Athens, stopping at the sort of beautiful seaside towns in France, Italy, Greece and Turkey that are a

hallmark of the Seabourn cruise experience.

Seabourn Quest's maiden season includes seven-day Eastern Mediterranean cruises, operating alternately between Athens and Istanbul, and Venice and Athens, as well as a seven-day Black Sea voyage. In the fall, the ship will cruise across the Atlantic Ocean from Malaga, Spain, to Fort Lauderdale, Fla., from where it will sail on a series of round trip voyages in the Caribbean. On January 5, 2012, **Seabourn Quest** will begin a 109-day Maiden World Cruise from Ft. Lauderdale to Venice on a unique eastbound course via South America, South Africa, the Indian Ocean, Southeast Asia, the Middle East, and the Mediterranean.

Seabourn Quest is the third iteration of the sleek and widely admired design that first appeared as **Seabourn Odyssey** in June 2009, and has been hailed as "a game-changer for the luxury segment." The second sister-ship, **Seabourn Sojourn**, entered service in June of 2010. **Source : MarineLog**

Ship's Registry: The Bahamas

Guest capacity: 450 - Crew members: 335

Tonnage: 32,000 grt

Length: 650 feet - Breadth: 84 feet - Draft: 21 feet

Cruising speed: 19 knots



The **FIVEL** seen in Cape Town to take bunkers – **Photo : Aad Noorland ©**

FAIRMOUNT TUGS DEPARTED FROM ROTTERDAM



The **FAIRMOUNT SUMMIT** and the **FAIRMOUNT SHERPA** departed from Rotterdam bound for Stavanger
Photo top : Kees Torn © Photo below : Marijn van Hoorn ©





'Eindelijk, er waait een andere wind'

Door : Wendy van den Hurk

Na jaren van lobbyen merkt **Alex Nelis** van **Zeeland Cruise Port** eindelijk dat overheden het belang van de cruisevaart voor de provincie inzien. Dat zei Nelis nadat dinsdagmiddag zo'n 650 passagiers en bemanningsleden van de ms **Albatros** -de rest bleef aan boord- aan wal stapten in de Vlissingse Buitenhaven. De Duitse toeristen werden ontvangen met folklore en er stonden bussen klaar om ze naar her en der te vervoeren. Drie bussen waren beschikbaar gesteld door de gemeente Vlissingen. Dat was de vorige keren dat cruiseschepen er afmeerden, wel anders. "Er waait een andere wind. Eindelijk."



De **ALBATROS** vertrekt uit de buitenhaven van Vlissingen na een succesvol bezoek – Foto : Jan Schut ©

Dat komt mooi uit, want Nelis is zo'n beetje door zijn budget heen. Geld om internationale cruisebeurzen af te gaan en daar Zeeland te promoten, is op. "Nu is het moment voor overheden om die taak op zich te nemen. Ze mogen met ons mee." En betalen. De provincie heeft onlangs nog anderhalf ton beschikbaar gesteld aan de gemeente Vlissingen. Die mag daar, uitgesmeerd over drie jaar, mee de aandacht vestigen op Zeeuwse aanlegplaatsen. Volgens Nelis valt er genoeg te 'jagen'. "Er zijn genoeg rederijen die naar Zeeland willen. Maar er zijn er evenzoveel die zich door aantrekkelijke tarieven laten verleiden tot Antwerpen." De gemeente spreekt begin juni met de provincie over besteding van het geld. Bron : PZC

Baltic index up for 8th day on firmer capesize rates

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose for an eighth session on Tuesday with cargo bookings on the larger capesizes driving market activity. Brokers said the smaller panamaxs

remained softer due to slower business. The overall index rose 0.41 per cent or six points to 1,480 points and was at its highest since April 4. Prior to the move higher, it had fallen for seven straight sessions. There was no Baltic data on Monday due to a public holiday. 'There has still been a fair amount of iron ore fixing on the bigger ships but not so much activity on the sub-apes,' said Peter Norfolk, research director at freight broker FIS. 'Looking at the fixtures, on the sub-apes it seems pretty becalmed at the moment.'

The outlook for dry bulk rates has been grim, because ship supply has outpaced demand to ship commodities. There were also expectations the onset of India's monsoon in June would reduce iron ore exports as rivers rise, hampering goods transportation.

The Baltic's capesize index rose 2.91 per cent, with average daily earnings rising to US\$10,796. Capesizes typically haul 150,000- tonne cargoes such as iron ore and coal. 'The Pacific basin remains difficult, however, and despite the more positive earnings in the Atlantic, rates remain historically depressed and there is concern ballasting ships could snuff out the recovery, in our opinion,' Cantor Fitzgerald said.

The Baltic's panamax index fell 1.88 per cent, with average daily earnings inching lower to US\$14,679, dropping for a second session. Panamax vessels usually transport 60,000- 70,000 tonne cargoes of coal or grains. 'The panamax market has been slightly more muted,' said Arctic Securities analyst Erik Nikolai Stavseth. 'We expect sideways movements in dry bulk in the short-term as spot rates are now closely aligned with forward curves and port congestion appears to be easing in Australia.'

The Baltic's supramax index fell 0.07 per cent on Tuesday. '(Supramax) activity softened somewhat with a slowdown of cargoes out of India, and concerns that flooding in the Mississippi could negatively impact exports out of the US Gulf,' Cantor Fitzgerald said. Floods and cyclones in Australia in February hit coal production, and some producers are still struggling to return to normal operations, hurting capesize activity. Operators were also watching for further signs that China's economy was slowing. The index has more than halved in the past six months to near levels last seen during the financial crisis in 2008. **Source : Reuters**



The **CMA CGM BUENOS AIRES** seen of Tenerife – **Photo : Ton Grootenboer ©**



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Clarification by CMA CGM Group

Container transport regulations and legal liability in declaring the nature of transported cargo. CMA CGM leads the way in applying international regulations.

CMA CGM Group would like to respond in more detail to the many questions concerning international legislation governing container transport, and particularly regarding responsibilities in the seizure of the [MV Victoria](#) containership in international waters by the Israeli Navy last March.

As the world's third largest container shipping group, CMA CGM carries nearly nine million containers around the world every year and has deployed extremely strict policies concerning compliance with national and international regulations, the security of its vessels and the type of cargo they carry.

Fraudulent shipping documents

Like other leading international maritime shipping companies, on very rare occasions, CMA CGM has to deal with fraudulent shipping documents, containing misleading information about the true nature of the shipped cargo.

In March 2011, for example, the shipper of three containers carried on the [MV Victoria](#) falsely described their contents in the shipping documents. These documents, prepared by the shipper, clearly indicated that the containers were loaded with lentils, when in fact they contained weapons.

Declarative principle

CMA CGM reaffirms that container shipping is based on the same principle as postal mail, i.e. the declarative principle.

A maritime shipper loads containers that are delivered sealed to dockside, without any other knowledge of their contents than what is declared by the customer on the shipping documents. As a result, the carrier cannot be held liable for the contents. The shipping documents are presented to customs officials and local authorities, who then grant the export licenses. They are the only persons authorised to inspect container contents, as needed.

In the case of the [MV Victoria](#), after impounding the incriminated containers, Israeli authorities allowed the ship to continue on its voyage. No fines were levied, no security deposit was required and no legal action was taken against the ship or its owner, which was in no way held to be liable.

Diligent application of UN, UE and US rules and regulations

As regards trade to and from Iran, CMA CGM diligently applies the rules prescribed by the United Nations, the European Union and the United States.

In particular, CMA CGM Group has undertaken a large number of practical measures with the creation of an in-house Iran Compliance Desk, which works with Group agents to ensure that cargo carried to and from Iran complies with prevailing regulations. In addition, Group employees are continuously trained in applying strict procedures to comply with rules and regulations.

Practical measures taken by CMA CGM Group:

- Creation of an Iran Compliance Desk, which works with Group agents to ensure that cargo carried to and from Iran complies with the above-mentioned regulations, notably by:
- Verifying the identity of the parties in the transport contract via the Group's information systems.
- Verifying the legality of the transported cargo.
- Obtaining a letter of indemnity from the shipper confirming the legality of the shipment and undertaking to indemnify the carrier for any liability incurred in transporting it to Iran.
- Inspecting any cargo loaded in Iran.
- Ensuring container traceability, so that contraband cargo may be impounded and returned to the shipper.
- Awareness building initiatives and written directives issued to every agency concerning compliance with embargos and procedures introduced by the head office.
- Training in OFAC rules and regulations conducted for all CMA CGM Group employees.
- French government authorities (DGSE, SGDSN, etc.) informed of any suspicions concerning the transport of contraband cargo.
- Close collaboration with national and international authorities in charge of fighting against the trade in illegal goods.

Source : CMA CGM Group

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HAL's **PRINSENDAM** visited the port of Brest – Photo : Jacques Carney ©



Boskalis sets stock dividend conversion rate

On 12 May 2011 the dividend at Royal Boskalis Westminster NV for 2010 was set at €1.24 per ordinary share with a choice of stock or cash dividend. With the dividend distribution as stock, shareholders will receive 1 new ordinary share per 26 dividend rights of ordinary shares.

The conversion rate is based on the volume weighted average stock price of Boskalis shares traded on NYSE Euronext Amsterdam over the period 30, 31 May and 1 June 2011 of € 32.6657. Both the cash and stock dividend will be made payable from Wednesday 8 June 2011. Cash distribution will be subject to deduction of dividend tax as required by law. Source : Dredging news online

NAVY NEWS

Taiwanese coast guard "Hai An No.6" (海安六號) exercise

http://www.youtube.com/watch?v=1EKHgOW0a9o&feature=player_embedded



Above seen the **HMS Diamond** departing Portsmouth Harbour as seen from the Royal Research Ship **James Clark Ross**. - Photo : Mike Gloistein - www.gm0hcq.com ©

Revised U.S. Fleet Plan Extends Some Ships to 70 Years

The U.S. Navy's two command ships, each about 40 years old, are busy vessels. The Japan-based **Blue Ridge**, flagship of the U.S. Seventh Fleet, recently completed a cruise around the Far East and supported relief operations in Japan. The **Mount Whitney**, flagship of the Sixth Fleet in the Mediterranean, served as a headquarters ship for the initial coalition strikes in March against Libya. The ships are at a stage in their service lives where the Navy normally might be expected to plan for replacements. But in a recent update to the 30-year shipbuilding plans, the ships have been extended to serve another 28 years - until 2039.

That would mean the **Blue Ridge**, launched in January 1969, will have spent more than 70 years in the water. The **Mount Whitney** is one year younger. A notional replacement ship, dubbed LCC(X) - or sometimes JCC(X), where the "J" stood for "Joint" - has faded in and out of several previous 30-year plans. The ships were always dropped for

affordability reasons. The Navy then planned for the current ships to remain in service until 2029, and now has extended that deadline.

The 70-year planned service life might be a new record for an active Navy ship. Aircraft carriers are intended to serve for 50 years, and most surface combatants such as cruisers and destroyers are planned for 30-, 35- or 40-year lives. Only the sail frigate Constitution, a museum ship in Boston that was launched in 1797, has been in service longer, and she was never expected to last this long.

The revised command ship schedule is contained in an updated version of the Navy's 30-year plan sent to Congress in mid-May. The updates consist of several tables and a cover letter, and lack the explanations and written information provided in the full plan. Copies of some of the tables were acquired by Defense News.

Starting in 2011, the Navy is no longer required to submit a full plan each year to Congress, but rather is to tie the document to the Quadrennial Defense Review, a strategy document issued ever four years that outlines the requirements for U.S. military forces. Some in Congress, including Rep. Rob Wittman, R-Va., would rather return to annual filing requirements. Wittman, chairman of the House Armed Services oversight and investigations subcommittee, has scheduled a hearing on the matter for June 1.

No major changes are in the new fleet plan, but some of the tweaks include:

- As expected, a DDG 51-class Flight IIA destroyer was added in 2014, raising the number from one to two ships to be ordered. The Navy has previously discussed this addition, which is based on a multiyear procurement plan starting in 2013.
- A fourth littoral combat ship (LCS) has been added to 2012, as reflected in the 2012 budget request.
- Purchases of the T-AO fleet oilers have been brought forward to 2014 - also previously announced.
- An extra T-AGOS ocean surveillance ship has been added in 2013.
- One Joint High Speed Vessel (JHSV) has been eliminated in 2016, going from two to one.
- The plan still reflects a Mobile Landing Platform (MLP) ship in 2013, but that ship will be eliminated, as called for in the 2011 defense budget finally passed in early May. The Navy intends to buy three MLPs, the third of which is in the 2012 budget request.
- In the outyears, the Navy cut an LSD(X) landing ship dock replacement ship from 2039 and now plans to build 11 of the ships.
- The first LPD(X) amphibious transport dock replacement is set for 2040.
- A big-deck assault ship is planned for 2041.
- The buys for LCS replacement ships in the 2030s have been beefed up, with three instead of two ships per year now scheduled for 2036 through 2041.
- A new surface combatant, previously designated DDG(X), has become the DDG 51 Flight IV, scheduled to begin in 2032 with two ships per year through 2041, except for three ships in 2036. The move means the basic DDG 51 Arleigh Burke-class design, first procured in 1985, will be bought continuously for at least 56 years.

The plan does not address shortfalls in major surface combatants - cruisers and destroyers - or in attack submarines.

With all ships accounted for, the revised plan shows the Navy purchasing 270 ships from 2012 through 2041, plus another five JHSVs using Army funds. **Source : DefenseNews**

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Celebrity Cruises' Sleek New Celebrity Silhouette Makes First Public Appearance



The sleek silhouette of Celebrity Cruises' new **Celebrity Silhouette** has emerged from Meyer Werft shipyard in Papenburg, Germany, where numerous area residents were lined up to be among the first to see the fourth in Celebrity's stylish, five-ship Solstice Class fleet. **Photo : Kees de Vries - www.keesdevries.net ©**

Celebrity Silhouette sets sail in July of this year, enhancing guests' precious vacation time with a host of industry-first venues and experiences within The Lawn Club, including the interactive "Lawn Club Grill," where guests can select and grill their own meats side-by-side with Celebrity's expert chefs, or have them cooked to order; the relaxing, private, wi-fi-equipped cabanas called "The Alcoves"; "The Porch," a breezy, casual dining spot offering sandwiches, coffees and captivating views of the sea and the ship's lush lawn, and "The Art Studio," where vacationers can bring out their inner artist. The ship also will present another entirely new venue, "The Hideaway," an intimate, quiet space reminiscent of a childhood tree house.

NORDEN orders 4 MR product tankers from Korean STX Offshore & Shipbuilding Co.

NORDEN has ordered 4 MR product tankers from the Korean yard STX Offshore & Shipbuilding Co., Ltd. The vessels which have a cargo capacity of 49,600 dwt. are scheduled for delivery in the first and second quarters of 2013. NORDEN has options on 2 additional vessels from the yard.

The vessels will be equipped with an electronic main engine and other equipment and systems which all together are expected to improve the fuel efficiency of the vessels by more than 15% and reduce the CO2 emissions correspondingly. The improvements imply that the vessels, when sailing at normal speed, will consume 4 tonnes of fuel less per day. Compared to NORDEN's most recent newbuildings from 2007, there is a 25% reduction of fuel consumption and CO2 emissions. The contracting is part of NORDEN's strategy to expand the fleet of owned product tankers by purchasing or contracting quality vessels at favourable prices. The investments are expected to yield attractive returns as freight rates and asset prices normalise, and a larger owned fleet also results in economies of scale and makes it easier for NORDEN to meet the oil companies' tightened requirements on quality and safety on board the vessels. **Source : PortNews**

Sosnovsky Shipyard launches 2nd SV for Kamchatka region

Sosnovsky Shipyard launched the second supply ship "**Sosnovka-2**" of project DCV47 (yard number 10501), the Marine Engineering Bureau said. The self-propelled Ro-Ro barge of carrying capacity of 250 tons is intended for shipping general, bulk and containerized cargoes on the cargo deck, as well as wheeled and tracked vehicles by rolling

on board, for offshore loading and unloading of ships. The vessel is designed for delivery of cargo to the unequipped shore with rolling off the cargo through the bow ramp or offloading by the ship crane.

The vessel was ordered by the Federal Agency of Sea and River Transport. The newbuilds construction is funded through the Federal Target Program "Economic and Social Development of the Far East and Transbaikalia until 2013".

The vessel is 42.6 m, LVL draft - 2 m, max. speed - 9 knots. Rated power of 2 main engines - 256 kW each.

Ship Class MS: KM (*) Ice 2 [1] R1 AUT3 OMBO. Keel-laying of [Sosnovka-1](#), the lead ship of DCV47 project was on January 13, 2010, the launch – on May 13, 2011. The [Sosnovka-2](#) was laid on January 18, 2010 and launched on May 25, 2011. The shipyard started building the 3rd and 4th SVs of the series on Feb. 28, Mar. 11 this year, respectively.

Based in Sosnovka of Kirov region (Russia) Sosnovsky (Sosnovka) Shipyard JSC was founded in 1924. The company specializes in construction of vessels of various modifications using flow production. The shipbuilder is capable of manufacturing up to 300 small vessels annually. **Source : PortNews**

BAE Systems announces production begins on second aircraft carrier

Construction of [HMS Prince of Wales](#), the second of the two new [Queen Elizabeth \(QE\) Class](#) aircraft carriers for the Royal Navy, started May 27th at BAE Systems' Govan shipyard on the Clyde..

Employees and guests gathered at the shipyard as Secretary of State for Defence, Dr Liam Fox, was invited to press the button on the company's plasma machine to cut the first steel for the vessel, marking a pivotal stage in the programme to deliver the nation's flagships..

Dr Fox said: "We are committed to delivering this next generation of powerful British aircraft carriers that will mark a step change in our carrier strike capability and form the cornerstone of the Royal Navy's Future Force 2020. This major construction project is creating and sustaining thousands of jobs in shipyards around the country."

Mick Ord, Managing Director of BAE Systems' Surface Ships business, said: "This is a proud day for our workforce, our Aircraft Carrier Alliance partners and the thousands of people throughout the supply chain who are contributing to the delivery of the Royal Navy's new aircraft carriers. The construction of these 65,000 tonne ships is a huge feat of engineering and the rapid progress we have made, with work starting today on the second carrier, clearly shows the skills and expertise we have across British industry."

Second Sea Lord, Vice-Admiral Charles Montgomery, who also attended the steel cutting ceremony, said: "The [Queen Elizabeth Class](#) will provide Britain with the means to deliver air power from the sea, wherever and whenever required, and in a stronger and more decisive form than ever before. In addition they will be able to undertake a wide range of tasks including support to peace keeping operations and delivery of humanitarian aid in time of crisis. They will undoubtedly prove a tremendous asset both to the Royal Navy and to the UK as a whole."

BAE Systems is a member of the [Aircraft Carrier Alliance](#), working in partnership with Babcock, Thales and the Ministry of Defence to deliver the biggest and most powerful surface warships ever constructed in the UK. Sustaining thousands of skilled jobs throughout industry, work is well advanced with construction on the first of class [HMS Queen Elizabeth](#) underway at six shipyards across the country, including BAE Systems in Glasgow and Portsmouth, as well as Alliance partners at Appledore, Merseyside, Newcastle and Rosyth, where final assembly will take place..

The company provides overall leadership and programme management to the QE Class programme. It also plays a central role in the design and build of the ships. Construction of the mid and stern sections of [HMS Queen Elizabeth](#) are underway at the company's Govan yard while the forward and lower stern sections are in build at its Portsmouth facility. BAE Systems is also set to begin work on the two island structures for the first ship, which house the bridge and air traffic control facilities in the coming months. Additionally, BAE Systems is responsible for the design, manufacture and integration of the complex mission systems for the aircraft carriers..

Each 65,000 tonne aircraft carrier will provide the armed forces with a four acre military operating base which can be deployed worldwide. The vessels will be versatile enough to be used for operations ranging from supporting war efforts to providing humanitarian aid and disaster relief. The QE Class will be the centre piece of Britain's military

capability and will operate at least 12 of the carrier variant Joint Strike Fighter jets, allowing for unparalleled interoperability with allied forces. **Source: BAE Systems.**

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Last Wednesday in the evening the SMS tug **ENGLISHMAN** arrived in the Sloehaven (Vlissingen) with the **SMIT BARGE 2**. - Photo : Wim Kosten - <http://www.maritimephoto.com> ©

Gunvor cancels Murmansk port buyout deal, a source says

The expected deal to buy a control stock in JSC Murmansk Commercial Seaport (MCS) by structures of major oil trader Gunvor has been canceled, PortNews reported citing a source close to the negotiations. According to the source, the result of technical audit of the company did not satisfy potential buyers who said the stake price was too high.

Possible buyout of Murmansk Port was first reported in February this year. According to some media reports, the talks about possible sale of the company began in November 2010. Officially, Gunvor has never confirmed the interest in acquisition of the port. However, a spokesman for Gunvor's co-owner Gennady Timchenko, had told the Kommersant

that "investments in the coal industry is an interesting direction." The businessman refused to say exactly what assets he would be willing to buy. JSC Murmansk Commercial Seaport was founded in 1994. The stevedore company operates 17 berths of total length of about 3,000 meters at the port of Murmansk. The berths depths allow accommodation of vessels with length of over 265 meters and breadth of 15,5 meters. In 2010, the company handled more than 12,8 million tons of different cargo. Murmansk is a major gateway for Russian coal exports.

The main shareholders of Murmansk Commercial Seaport are Dutch company Specialized Project Investments BV (46.63% of shares) and Russian Govt. (34%). The Board of Directors of MCS includes: Sergey Gorelik, Victor Yeremin, Leonid Livshits, Vladimir Lobastov, Sergey Maximov, Alexei Milkamanovich, Vladimir Pogodin, Alexander Sergeyev, Anatoly Shadrin. **Source : PortNews**



The Damen Shipyards built **CHATU** seen in the port of Dar Es Salaam - **Photo : Anthony van der Hoest ©**

Maersk Implements Piracy Surcharge

Maersk Line announced a piracy risk surcharge on containers shipped between India and the Middle East region. Effective June 1, the surcharge is \$70 per 40-foot equivalent unit. "As a result of the increased piracy activity, and in light of our continuous efforts to prevent piracy attacks and to protect our crew and cargo in the intra-Gulf region, we will introduce an emergency risk surcharge to mitigate the expenses incurred on securing and maintaining reliable and safe services," the Danish carrier said in a trade notice Wednesday. The intra-Gulf region primarily includes ports in the United Arab Emirates, Saudi Arabia, Kuwait, Oman, Qatar and Bahrain. **Source: Journal of Commerce**

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BARGES WITH SCRAP STEEL OF HYUNDAI 105 AWAITING DISCHARGING



2 flattop barges loaded with several large pieces of scrap steel recovered by salvage teams in combination with the sheerlegs **SMIT CYCLONE** and **TAKLIFT 1** from the wreck of the **HYUNDAI 105**, which sank several years ago in the Singapore straits, are seen anchored for several weeks now in the Singapore Straits awaiting permission by Indonesian authorities for discharging / landing ashore.

According information received the salvage works on the **HYUNDAI 105** are at present "on hold" leaving both sheerlegs and the supporting units **SMIT-LLOYD 27** and **IBIS** idle anchored near the location as can be seen on the left.

Photo's : E. Knisp ©



SUNDOWNER PARTY AT NEW KLD SHIPPING AGENCY IN WALVIS BAY



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Last week a *sundowner party* was held by the newly establishes **KLD shipping agency** in Walvis Nay in Namibia, at the photo is seen (left to right) : **Morné Schloms**, **Lorraine Horn**, The Mayor of Walvis Bay – Clr. **Derek Klazen**, **Katja Glöditzsch**, **Carlos Morgadinho**

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TBS International Takes Delivery of Its Sixth Newbuild Roymar Class Multipurpose Tweendecker and Expands Fleet to 52 Vessels

TBS International plc announced that it has taken delivery of the newly-constructed vessel M/V **Maya Princess** from China Communications Construction Company Ltd./Nantong Yahua Shipbuilding Group Co., Ltd. The M/V **Maya Princes** is the sixth and final delivery in the series of six "**Roymar Class**" 34,000 dwt multipurpose tweendecker vessels that the Company ordered at a purchase price of \$35.4 million per vessel. This vessel, like her sister ships, has box-shaped holds, open hatches and fully retractable hydraulic tweendecks, is geared with 35 and 40 ton cranes combinable up to 80 tons, and has a modern fuel-efficient engine enabling the vessel to operate efficiently at 15 knots.

With the delivery of the **M/V Maya Princes**, TBS's current fleet expands to 52 vessels with an aggregate of 1.6 million dwt tons, consisting of 30 tweendeckers and 22 handysize/handymax bulk carriers. Joseph E. Royce, Chairman, Chief Executive Officer and President, commented: "The addition of the **M/V Maya Princes** to our fleet is an important event for our company, as we have now taken delivery of all six Roymar Class multipurpose tweendecker vessels. These newbuilds were specifically designed by a TBS team of experts to accommodate the needs of our customer base. They have been utilized predominantly in our TBS Pacific trade route which connects the growing economies of Latin America and East Asia, regions where TBS has a long established franchise. These six newbuilds have enhanced our operational efficiency and the TBS Five Star customer service consisting of ocean transportation, projects, port services, operations, and strategic planning."



Above seen the 1977 built PAN flag tug **IONION PELAGOS** entering Marsamxett Harbour to moor at Manoel Island Marina, Malta for the first time on Tuesday 31st May, 2011.

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

PIL-WHL shelves Asia-north Europe service, but buys Cosco slots

PIL and Wan Hai have scrapped their Far East-North Europe service (FES) but will continue to serve the trade through slot buying on two of Cosco's Far East-Europe services amid a squeeze on freight rates that started late last year and weak demand. The two Cosco services are part of the CKYH network, the NE1 and NE3 loops.

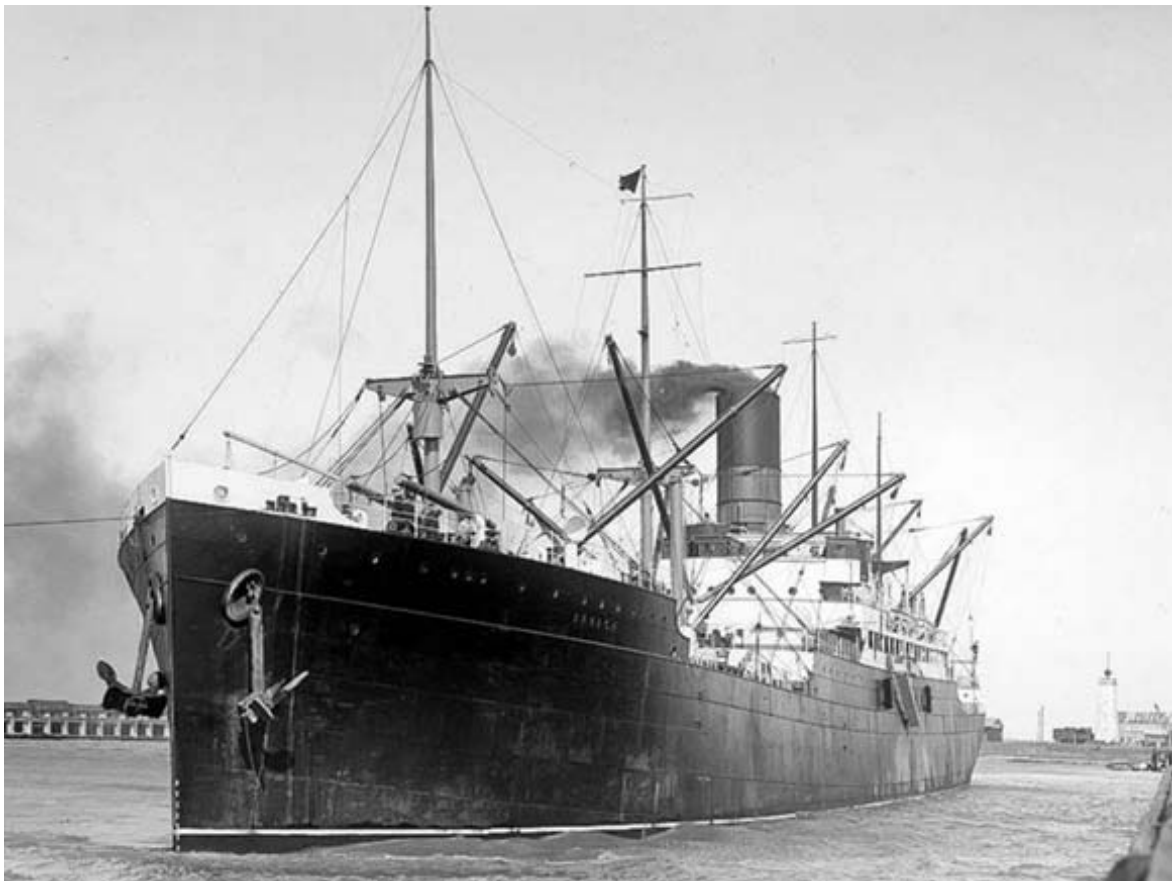
The FES was first launched in April 2004, but was shelved in December 2008 after freight rates collapsed in the wake of the global financial crisis. Alphaliner said recovery in freight rates last year prompted PIL and Wan Hai to reinstate the service in March 2010. The two carriers took slots on Cosco's Asia-Europe services during the last service suspension. The report said both ocean liners will provide alternative sailings to north European ports on the NE1 that calls at Singapore, Shenzhen-Yantian, Shanghai, Ningbo, Hong Kong, Guangzhou-Nansha, Hamburg, Rotterdam, Felixstowe, Singapore; and on the NE3 calling at: Guangzhou-Nansha, Hong Kong, Xingang, Dalian, Qingdao, Ningbo, Shenzhen-Yantian, Singapore, Rotterdam, Felixstowe, Hamburg, Antwerp, Guangzhou-Nansha. "The FES is the smallest of the direct Far East-north Europe loops, with an average weekly capacity of 4,250 TEU. Its suspension will

not have a significant impact on the overall trade capacity as it accounts for only 1.5 per cent of total capacity on the route," said Alphaliner. **Source : Schednet**



The **CSL TRIMNES** (ex **TRIMNES**) seen enroute Amsterdam – **Photo : Marcel Coster ©**

OLDIE – FROM THE SHOEBOX



Above seen the 1917 built Passenger / cargo (ref) British flagged **ARMAGH**, which was built at the Swan Hunter yard in Wallsend under yard number 963, the vessel was powered by Twin Screw, 4 Steam turbines geared to 2 shafts. 8 single boilers 190psi by Wallsend Slipway Co. of Newcastle. The **ARMAGH** was an Irish Counties ship built for the carriage of frozen meat from NZ to the UK. Her sistership was the Federal Line Vessel **Northumberland**. Dec.15th 1923 whilst leaving Liverpool bound for Brisbane, she stranded on Taylors Bank revetment at the mouth of the River

Mersey. She broke her back and became a total loss. **Photo:** The Late **Allan Green Victoria Australia** / coll **Gordy Ross**

.... PHOTO OF THE DAY



The **MRC HATICE ANA** seen at Maaspilot station – **Photo : Marijn van Hoorn ©**

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