

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 163



Number 163 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 12-06-2011**

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Seen from the wheelhouse of the HANJIN CHINA, the container liner turning to port in the Beerkanaal (Rotterdam-Europoort) entrance before heading for Maaspilot station to disembark the pilot.

Photo : Rik van Marle ©

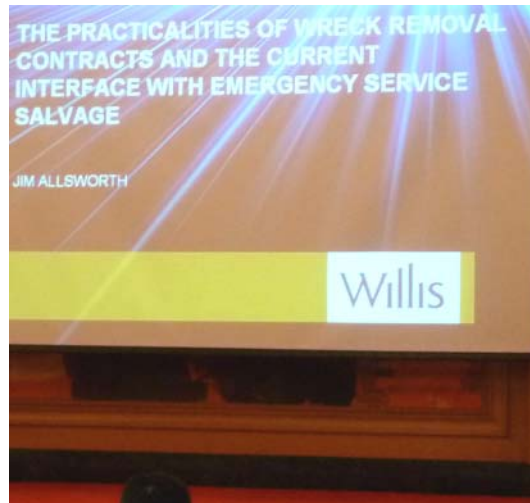
EVENTS, INCIDENTS & OPERATIONS

ASIA MARINE CONFERENCE



June 7-9 **WILLIS** organized the **Asia Marine Conference** in the Mandarin Oriental hotel in Kuala Lumpur, during this days several experts from the insurance market, arbitrators and other experts in the shipping industry gave their vision during the several lectures presented. Left seen **T&T Bisso**

Salvage Asia's Richard van der Werf gave a presentation named " *the true cost of salvage*" whilst **Jim Allsworth** of **C-Solutions**, as seen above presented " *The practicalities of wreck removal contracts and the current interface with emergency service salvage*" **Photo's : Piet Sinke ©**



Baltic index falls for 5th day, activity subdued

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, fell to its lowest in over two weeks on Friday as growing vessel supply pressured earnings. Brokers said cargo volume was being driven by the smaller panamax bulkers.

The overall index fell 0.7 percent or 10 points to 1,418 points, down for a fifth straight day. Prior to this week's drop, the index was flat on Friday and rose for 10 sessions before that. "Capes are likely to come under more pressure. More previously idled vessels are coming back into the market. Steel production in China is also likely to fall in June-August due to the electricity allocation restrictions," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research. "Very large iron ore port stockpiles also stand to put pressure on capesize rates." February

floods and cyclones in Australia hit coal production, and some producers are still struggling to return to normal operations, hurting capesize activity. The outlook for dry bulk rates has been grim because ship supply has outpaced demand to ship commodities. The situation has been compounded by the deployment of a vessel owned by top iron ore producer Vale of Brazil, the first of the world's largest dry bulkers to enter the fleet. There were also expectations India's monsoon would reduce iron ore exports as rivers rise, hampering goods transportation. "Dry bulk freight rates are expected to remain subdued in June on the back of the upcoming Indian monsoon, which will most likely reduce iron ore exports from India," said brokerage ICICIdirect. "Also, China could be importing lower volumes of iron ore due to current high level of inventories." China showed robust demand for crude oil and coal in May, shrugging off higher prices to boost imports by more than 20 percent, but its appetite for overseas copper supplies remained sickly and iron ore buying showed signs of ending a strong run. The Baltic's capesize index .BACI fell 1.18 percent, with average daily earnings falling to \$9,320. Capesizes typically haul 150,000-tonne cargoes such as iron ore and coal. The Baltic's panamax index .BPNI rose 1.26 percent, with average daily earnings rising to \$15,455. Earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, have more than halved since the same period last year. "Prospects are more encouraging for panamax rates. Asian thermal coal demand is going to be extremely robust this summer. In our view it will exceed the very bullish forecasts out there," Commodore's Landsberg said. Brokers said coal cargoes from Australia and Indonesia to China were providing some support to panamaxs, although gains were capped by slower grains activity out of South America. Operators were watching for further signs that China's economy was slowing, given the dry freight market's dependence on Chinese imports, especially of coal and iron ore. The index has more than halved in the past six months to near levels last seen during the financial crisis in 2008. **Source: Reuters**

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ROTTERDAM A DYNAMIC PORT



Above seen from the departing **ELEONORA MAERSK** the Europa harbour in Rotterdam-Europoort with on the right the arriving **ALBERT MAERSK** at APM terminals and the departing HAPAG container liner **LONDON EXPRESS** furthermore some movements of inland water vessels – **Photo : Rik van Marle ©**

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The **STENA PROVENCE** seen approaching the IJmuiden locks enroute Amsterdam – Photo : H.Blomvliet ©

SHIPSPOTTING EVENT 19-06-2011

On 19/06/2011 we sail again. We leave from Terneuzen bound for Flushing Roads, where we will drop anchor along the busy Westerscheldt river. All ships to and from ports such as Flushing, Terneuzen, Ghent and Antwerp will pass us by within a few meters and also the deep-sea and the river pilots changeover will be observed close-by. Hopefully, we will be able to enjoy a pleasant day with a lot of vessel activity and a lot of photos.

People, not that keen on vesselspotting are also welcome for this excursion. Enjoying a glass in the sun, good conversation on board of casting a line, in an attempt to catch a wonderful evening meal. As you can see this excursion will be full of surprises and this for only € 25 per person. We don't foresee a joint evening meal to keep the registration cost as low as possible, but in the event of demand, this can be provided. Timely registration is the message. <http://www.stevo.be/events/2011-flushing-road/2011-fr-registration/>

Asian debut for new green recycling contract

Following the adoption of a new "green" ship recycling contract by BIMCO's Documentary Committee in Vancouver on 6 June, Documentary Officer Mr. Wayne Zhuang has been invited to introduce the new form at the 3rd Asia Shipping Recycling & SNP Summit in Shanghai from 30th June to 1st July. This is a tremendous opportunity for BIMCO to explain to the Asian sector of the industry the thinking behind this initiative to develop a commercial solution for the recycling of ships in an environmentally responsible manner prior to the coming into force of the Hong Kong Convention. Mr. Zhuang will also take the opportunity at the Conference to provide an update on the current revision of the

internationally used contract for the sale of second hand vessels, SALEFORM 93. Close consultation with the industry prior to the revision revealed a need for a modest revision of the agreement to incorporate commonly made amendments and to add greater clarity to some of the provisions. The project is now close to completion and those attending the Conference will be able to hear first-hand about the proposed amendments to this important document. The organisers of the Asia Ship Recycling and SNP Summit in Shanghai have agreed a special discount of 20% for BIMCO members who may wish to attend the Conference. Details of the Conference can be found from the below link.

Source: [Bimco](#)



Seen on June 5, 2011, the tug [Charles H. Cates 10](#), on route to a ship docking assignment, Burrard Inlet, Vancouver, B.C.
Photo : [Mike Zelt](#) ©

Indian Shipping Ministry taking steps to promote cruise tourism



The Ministry of Shipping is taking steps to promote cruise tourism in the country by modernising and upgrading infrastructural facilities at major ports, according to Shipping Minister G.K. Vasan. Flagging off m.v. [AMET Majesty](#), the first training-cum-cruise ship launched by AMET Shipping Private Limited, on Wednesday, he said that cruise tourism was yet to gain popularity though it had potential.

To achieve its target in cruise passenger volume, the Ministry would take steps to modernise, expand or upgrade infrastructural facilities at Mormugao, Mumbai, Kochi and New Mangalore ports. "As a training ship will not yield enough revenue, AMET University has purchased a

ship that combines cruise and training. It is an innovative idea and it is being launched from Tamil Nadu. It will be a role model for others to follow. This ship will offer onboard training to seafarers for over six months. The Shipping Corporation of India will deploy four training ships to prepare more seafarers."

Mr. Vasan also said that **AMET Majesty** would be given special permission for berthing at all major ports. AMET University vice-Chancellor **S. Bhardwaj** said that the vessel had approval to provide training to 210 cadets with required sea time. It would cater not only to cadets from India, but also those from other parts of the globe. It would also offer affordable and unique tour to the cruise passengers.

Chennai Port Trust Chairman Atulya Misra said that with the call of two passenger ships this year, cruise tourism was set to gain new heights. The number of cruise passengers from the city had risen to 7,000 from 3,000. As per the itinerary, **AMET Majesty** would sail from Chennai to various destinations such as Visakhapatnam, Port Blair, Phuket, Langkawi, Trincomalee, Goa, Cochin, Karaikal, Mumbai, Maldives and Lakshadweep.

An official release stated that it had been certified by the 'Det Norske Veritas', the renowned Norwegian classification society, to carry 150 passengers on short international voyages. The Directorate General of Shipping had, in principle, approved the ship for training 90 nautical cadets and 120 engineering cadets for six months of their required post-sea training to appear for the competency examination. The vessel has nine decks, 268 cabins, spa, swimming pool, lounges, entertainment and dance floor.



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The WORLD seen moored at the Northumbria Quay in Newcastle – **Photo : Derrick Johnson ©**

Vice-chairman of Varun Shipping becomes new BIMCO president

BIMCO members elected Yudhishtir Khatau as the 41st President of the international shipping organization at their general meeting in Vancouver, Cargonewsasia reports. Succeeding German owner Robert Lorenz-Meyer, who has completed his two year time in office, Khatau is the first president from India and at 43, the youngest ever in the organisation's 106 year history. He is vice-chairman and managing director of Mumbai based Varun Shipping Company that operates LPG carriers, tankers and offshore anchor handlers. **Source : PortNews**

TCC in bankruptcy court, cites customer failure to meet volume vows

TRANSPACIFIC carrier, The Containership Company, the exciting new start-up of April 2010 with its no-frills port-to-port service, has filed for Chapter 15 bankruptcy protection of its US assets. The Norwegian-registered company ascribed its financial problems to increased competition on eastbound trades plunging freight rates as cargo volumes plummeted, reported London's Containerisation International. "A number of customers failed to meet minimum quantity commitments. To further worsen the problem, the company was adversely affected by increased fuel prices," said a court document statement from TCC whose demise came less than a year since it launched its Great Dragon Service from Taicang, near Shanghai, to Los Angeles. The low-cost carrier intends to seek financial compensation through the courts of 83 shippers who failed to honour contracts. **Source : Schednet**



This shot was taken thru a gap between a tree on the right and that red crane on the left. Our usual higher vantage point is out of bounds at the moment while they deconstruct the Timeball Station. A project expected to take around twelve weeks. The Indian flag bulk carrier **Mandakini** being turned around at the Lyttelton coal berth to complete loading for Haldia. **Photo : Alan Calvert ©**



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Full steam ahead in shipping push

After the Hong Kong shipping industry complained about insufficient government attention, the development of the sector has been included in the 12th Five-Year Plan of the central government. The SAR government, meanwhile, is also trying its best to provide support, with the objective of making the territory the No1 shipping and logistics hub in the region.

In this regard, an important seminar is being organized for the latter part of the year, with the corresponding heavy promotion. Secretary for Transport and Housing Eva Cheng Yu-wah, the official who heads this policy area, has assumed the role of ambassador for the trade, leading a recent delegation to Seoul to promote the strengths of our shipping industry.

Delegation members included officials from the Hong Kong Maritime Industry Council and the Hong Kong Port Development Council, as well as industry leaders and Miriam Lau Kin-yee, the lawmaker representing the sector.

The mission of the delegation was to drive home that Hong Kong is serious about developing its shipping and logistic industry. South Korea was chosen as the destination, because the country has a sizable shipping and shipbuilding industry, and therefore is a potential client for Hong Kong's related services in maritime law, arbitration, insurance, financing and as a shipping agent.

The territory's services aren't cheap, but the standard is high, which makes it the top choice if quality services are needed. Cheng had a packed itinerary, and made the most out of the trip, including meetings with officials from the Seoul maritime ministry and four top shipping companies. She also delivered a keynote address to introduce the wide range of professional maritime services offered by Hong Kong. Siu Sai-wo is chief editor of Sing Tao Daily **Source :** The Standard



Noka Shipping banned from U.S. waters for five years

Greek ship management company Noka Shipping Company Ltd. pleaded guilty and was sentenced this week in federal court in Corpus Christi for deliberately concealing pollution discharges from the M/V Florin directly into the sea and for failing to notify the U. S. Coast Guard of numerous safety hazards on board the vessel, reports the U.S. Department of Justice.

Noka Shipping pleaded guilty to a violation of the Act to Prevent Pollution from Ships for failing to properly maintain an oil record book as required by federal and international law, as well as, a violation of the Ports and Waterways Safety Act, for failing to report a hazardous condition on board to include excessive amounts of oil in the vessel's machinery spaces and bilges, excessive oil leaks on the vessel's main engine and generators, an authorized oil drainage system for the engine room and oil in the vessel's fire suppression system.

The company was sentenced to pay a \$750,000 criminal fine along with a \$150,000 community service payment to the congressionally-established National Marine Sanctuary Foundation. The money will be designated for use in the Flower Garden and Stetson Banks National Marine Sanctuary, headquartered in Galveston, Texas, to support the protection and preservation of natural and cultural resources located in and adjacent to the sanctuary. Noka was also sentenced to five years probation. As a condition of the probation, all ships owned or managed by Noka will be barred from entering U.S. ports and territorial waters for five years.

"Senior officers allowed hazardous conditions to prevail aboard the **M/V Florin** and maintained false records that concealed the deliberate discharge of oily waste into the ocean in violation of the Act to Prevent Pollution from Ships," said Ignacia S. Moreno, Assistant Attorney General for the Environment and Natural Resources Division at the Department of Justice. "Now Noka will not only pay a significant criminal penalty for breaking laws that help protect our oceans from pollution, but they also will lose the privilege and the profit of conducting commerce in U.S. ports for five years."

"Pollution prevention acts were put in place to protect our natural resources now and for future generations," said Jose Angel Moreno, U.S. Attorney for the Southern District of Texas. "It is more than disheartening to see companies knowingly and purposely dumping oil-contaminated waste into those resources; it violates the law. We take those violations seriously and shipping companies will be held accountable."

According to the joint factual statement, from at least June 15, 2010 until Sept. 27, 2010, senior engineering officers on board the **M/V Florin** acting on behalf of Noka used the vessel's fixed piping system and fire main pump to bypass pollution prevention equipment to discharge oily bilge waste directly overboard into the sea.

According to court documents, the engineers knowingly failed to make the required entries into the oil record book including the fact that oily waste had been discharged directly into the ocean using the fire pump and circumventing the internationally required pollution control equipment. The senior engineers also made false entries in the oil record book to conceal the fact that the pollution control equipment had not been used. The crewmembers then attempted to conceal the discharges on Sept. 27, 2010 during a Coast Guard boarding at the port in Corpus Christi, by providing the falsified oil record book to the boarding crew.

With regard to the failure to report the vessel's safety issues the company knew that before coming to the United States that it was under a legal obligation to notify the Coast Guard of any hazardous condition. According to court documents the vessel was boarded by Coast Guard inspectors on June 15, 2010 in Houston, whereby numerous safety deficiencies were discovered and required to be corrected. However, these deficiencies were not corrected and Noka failed to report these conditions upon the vessel returning to the port of Corpus Christi on Sept. 27, 2010.

The investigation was conducted by the Coast Guard Sector Corpus Christi, Texas and Coast Guard Investigative Service in Corpus Christi. The case is being prosecuted by Assistant U.S. Attorney Jeffrey S. Miller from the U.S. Attorney's Office in Corpus Christi and Trial Attorney David O'Connell from the Justice Department's Environmental Crimes Section. **Source : MarineLog**

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NAVY NEWS



HMS ENTERPRISE H88 Oceanographic & Hydrographic Survey Ship sails back to Devonport after a mammoth 20 month deployment. After having sailed over 50,000 miles to West Africa, Gibraltar, Oman and Southern Red Sea.

HMS Enterprise will now have a busy period of maintenance and system upgrades followed by operational sea training before deploying again at the end of this year **Photo : Ian Denton ©**

Keel Laid Down Largest Naval Vessel for RNLN at Damen Shipyards Galatz

On 7 June 2011, at the Damen yard in Galatz, the keel was laid down for the Joint Support Ship (JSS) **KAREL DOORMAN**. The ceremony was performed by Rear Admiral K. Visser of the Royal Netherlands Navy.



Further construction of the vessel will largely take place at Damen Shipyard Galatz, supervised by Damen Schelde Naval Shipbuilding (DSNS) whereas the final systems outfitting, commissioning and testing of the vessel and all of her systems will take place at DSNS in Vlissingen. About the Joint Logistic Support Ship

The JSS has been designed to operate both in the lower and higher levels of the force spectrum, and measures 205 meter in length and 30 meter in breadth. Total displacement is 28.000 tonnes, speed 18 knots. The vessel accommodates 180 crew and up to 120 non-listed persons, such as helicopter crew and medical teams. Further large areas for evacuees can be arranged.

The JSS has 2000 lane meters for transport of materiel, a helicopter deck with landing spots for operating two Chinooks simultaneously, and a hangar with a storage capacity of up to 6 helicopters. For maritime support the ship has the holding capacity of approx 8000 m3 of fuel, more than 1000 m3 of heli fuel, approx 450 m3 of potable water and approx 400 tonnes of ammunition.

The JSS has the facilities for loading and unloading operations of materiel and goods in harbors, near the shore or at open or at sea : two Replenishment-At-Sea masts, an elevator and crane for up to 40 tons, a roll on/roll off facility for vehicles, and a steel beach stern construction for accommodating cargo transfer via landing craft. For self defence purposes the weapon suit consists of two Goalkeepers, two 30 mm automatic guns, and four automatic medium caliber gun systems.

In order to reduce the vulnerability, the vessel will be outfitted with signature reduction measures, ballistic protection, blast resistant constructions, redundant-, shock resistant-, and decentralized systems, a gas citadel and extensive fire fighting systems.

The manning requirement is low as the the vessel is designed with a layout optimized for day-to-day operations and the automation level for this vessel is high. It includes a calamity system, a warning system, an overview system and extensive subsystem automation. Also the communication and networks are state of the art, tailored to operate in a joint network environment. The Damen Shipyards Group offers a complete range of naval and patrol vessels ranging from 7 to over 200 meters. Part of this portfolio are the Damen Schelde Naval Shipbuilding (DSNS) naval combatants and auxiliaries, embodied by the SIGMA and ENFORCER series. At present DSNS has under construction for the Royal Moroccan Navy: Three Sigma Class frigates and for the Royal Netherlands Navy: four Patrol Ships and a Joint Logistic Support Ship (JSS).



A Sailor throws a heaving line to line handlers aboard the Ohio-class guided-missile submarine **USS Michigan (SSGN 727)** as it arrives at Naval Magazine Indian Island. Michigan, based at Naval Base Kitsap-Bangor, recently completed a 13-month forward deployment to the U.S. 7th Fleet area of responsibility. **Photo : U.S. Navy**

SHIPYARD NEWS



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The French TSHD **SAMUEL DE CHAMPLAIN** seen in drydock in St. Nazaire – Photo : Arie Verheij ©

Hyundai Heavy eyes bid for Hynix

Hyundai Heavy Industries, the world's largest shipbuilder, is considering a bid for a controlling stake in Hynix Semiconductor worth about \$2.8bn as creditors launch another attempt to sell the leading memory chipmaker, ft.com reports.

"We are looking at the sale with interest," a Hyundai Heavy said, responding to market rumours that the shipbuilding giant would take over its former affiliate. Hyundai Heavy is looking to diversify its interests away from shipbuilding into electric power generation, but analysts say the deal could also reflect its desire to rebuild the family conglomerate, or chaebol. Hynix was formerly known as Hyundai Electronics.

The news pummelled shares of Hyundai Heavy due to concerns that there were few synergies between the two companies. Its shares closed down 6 per cent at Won466,000 while Hynix gained 1 per cent to close at Won28,900.

Nine creditors-turned-shareholders, including Korea Exchange Bank, are planning to launch a sales process this month for a 15 per cent stake in Hynix, in their third attempt to find a strategic buyer in as many years. The stake has a stock market valuation of \$2.4bn but analysts estimate it is worth about \$2.8bn because the rest of the shares are widely dispersed, giving the owner the chance to control the company.

Hyundai Heavy declined to comment on why it would be interested in Hynix but analysts said the shipbuilder apparently wants to rebuild parts of the former Hyundai family conglomerate, which had been split up in the aftermath of the Asian financial crisis in 1997. "Some say that Hyundai Heavy wants Hynix for its renewable business such as

solar power but it seems a little far-fetched,” said Jae Lee at Daiwa Securities. “There seems to be no clear business link but the company may want to take back part of the former Hyundai empire, like in the case of Hyundai Engineering & Construction.”

Hyundai Motor, a former affiliate of Hyundai Heavy, this year took over Hyundai E&C after a heated family battle to take control of the country's largest building group. “It is hard to see any clear synergy from the deal but Hyundai Heavy may see some merit in that it could take control of a sizeable company at a relatively low cost,” said Han Young-soo at Samsung Securities.

Creditors have struggled to find a local buyer for Hynix after rescuing the chipmaker, which almost collapsed in 2001 under the weight of its debts. Their last efforts in early 2010 failed to attract any bidders. Potential buyers were deterred by the semiconductor industry's volatile business cycle and heavy capital requirements. **Source : PortNews**

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Yangzijiang inks \$700m Seaspan orders

China-based Yangzijiang Shipbuilding's subsidiaries have entered into shipbuilding contracts worth \$700m with New York-listed Seaspan Corporation. Jiangsu New Yangzi Shipbuilding and Jiangsu Yangzi Xinfu Shipbuilding will construct seven units of 10,000 teu containerships with options for additional 18 units of similar ships to be built. The seven new containerships are scheduled for delivery in 2014 and 2015.

“This newly developed container vessel type is fuel-efficient in nature and its proprietary designs meet the current demand for larger capacity vessels with lower emission and eco-friendly,” Yangzijiang said in a statement. **Source : Seatrade Asia**

Another new order for Kleven - Sanco orders seismic vessel

Kleven Maritime's orderbook continues to increase. Sanco Shipping has signed a contract with Kleven Maritime a seismic ship with an option for an additional vessel. With this contract, the group's order backlog stands at 11 ships with a combined value of about Nkr 4.2 billion. Sanco Holding AS, a wholly owned subsidiary of Sanco Shipping has ordered a ST 324 CE seismic vessel for delivery in May 2013. The vessel is designed by Skipsteknisk in Ålesund and will be 88.9m in length with a beam of 21.5m and deadweight of 2,700 tonnes. **Source : Offshore shipping Online**

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Southwold - tankers to stay

Ship-to-ship (STS) oil transfers will be allowed to continue off the UK's Suffolk coast. UK Shipping Minister Mike Penning said the Sole Bay area, off Southwold, was the best place for ship-to-ship transfers in UK waters – despite severe opposition from local residents and the tourism industry. STS tanker transfers, many of which have sailed from the Baltic Sea ports, to load larger vessels anchored off the coast, have been taking place for years, but this practice was due to be outlawed by the previous Labour Government.



Above seen the **EAGLE SIBU** alongside the **FRONT FALCON** during STS operations

Photo : Henrik Kvist - www.skibsfotografen.dk ©

That legislation was overturned by the new UK Coalition Government – following an Early Day Motion signed by Suffolk Coastal MP Therese Coffey and Waveney MP Peter Aldous – and plans were announced at the end of last year to limit the practice to Sole Bay. Penning announced to the House of Commons this week that the transfers would continue to take place off Southwold, under strict conditions. "Having taken account of all the representations made, both in the main review and in the extension of the review in February and March, I have again come to the conclusion that this is the appropriate course of action," he said. "The recognition of these waters off the Suffolk coast as a suitable area for carrying out ship-to-ship transfers is based on the Maritime and Coastguard Agency's and the industry's actual experience of the successful use of these waters for ship-to-ship transfer operations over a number of years without pollution of the seas and coasts," he concluded. In 2009, the Lowestoft and surrounding area's economy was boosted by an estimated £5 mill, as local marine companies serviced the tankers, while their crews visited and stayed in local towns. Local Waveney MP Peter Aldous said: "The industry is highly regulated and monitored with an excellent safety record and as an MP representing a working port, I cannot favour banning a practice that has been taking place off our coast for years, jeopardising local jobs in the process, without good evidence." **Source: Tanker Operator**

SDRL - Seadrill orders new semi-tender for delivery in 2013

Seadrill has yesterday entered into an agreement with Keppel FELS Limited in Singapore to build a new semi-submersible self-erecting tender rig (semi-tender). Total project price for the rig is estimated at below US\$200 million (including the drilling equipment set, project management, spares, capitalized interest and operation preparation). The new rig is scheduled for delivery in the second quarter 2013 and will be based on a similar design and specification as the semi-tender West Jaya, which was delivered from the Keppel FELS yard in March this year and is contracted for a minimum of two years. Similar to previous semi-tenders, the new unit is suited for harsher environment and deepwater drilling operations in combination with floating wellhead platforms such as Tension Leg Platforms and Spars. The new unit is based on the KFELS SSDT 3600E design and adds to the seven semi-tenders that Keppel has earlier built for Seadrill since the launch of the design in 1994. The unit will feature a crane capacity of 250 tones, four mud pumps and accommodation for 160 people. Alf C Thorkildsen, Chief Executive Officer of Seadrill Management AS says, "We are pleased to announce the addition of a new semi-tender to our existing fleet of 19 tender rigs. The tender rig business has delivered excellent operational results as well as outstanding economics over

the last decade. Based on the continued strength of the offshore drilling market we continue to see strong growth and earnings potential for our business. The new semi-tender has a favorable construction price and an equipment specification list that will meet our customers' future needs. We have had very good experience with the Keppel FELS yard and this design and we are confident that the new unit will be delivered on time and within budget once again. "

Source: Seadrill Limited

KOTUG ´s Newbuilding Rotor-Tugs "RT Champion and RT Leader" christened in Rotterdam



As reported already last week, during this year's traditional and busy "**Herring-Party**" in Rotterdam on Monday June 6th, KOTUG performed the christening ceremony of the **RT Champion** and **RT Leader**. Sponsor lady **Marie-Louise Vlaming** christened the tug **RT Leader**. Ms Vlaming works as an Operational Manager at Vopak Terminals Vlaardingen. She was proclaimed as the winner of Young Harbour Talent 2010. As a member of the Recommendation Comité for Young Harbour Talent, KOTUG's president **Ard-Jan Kooren** promotes to work



with Young Potentials and ladies in the Harbour.

Sponsor lady **Johanna de Vries**, christened the tug **RT Champion**. Mrs De Vries is married with René de Vries, (State) Harbour Master of Rotterdam. As a token of appreciation, regarding the pleasant and professional cooperation with René de Vries and the colleagues at the Port of Rotterdam, KOTUG asked Mrs De Vries as sponsor lady of the **RT Champion**.

Both tugs have a length of 32 m, a width of 12 m, 3 Schottel propulsion units with total 7.200 BHP and a bollard pull of 85 tons. **RT Champion** and **RT Leader** are the 5th & 6th tugs respectively of a series of 6 sister vessels, all built at Niigata Shipbuilders, Japan, part of KOTUG ´s comprehensive fleet



extension and renewal program. As a part of its corporate strategy, KOTUG continues to invest into a modern and strong tug-fleet to keep the high quality of their service. The sister vessels left Niigata shipyard on 29th January 2011, sailed under their own power to Rotterdam and arrived on 12th April 2011. Since then **RT Champion** and **RT Leader** commenced their towage activities in the port of Rotterdam.

Left : **Ard-Jan Kooren** seen with singer **Lee Towers** visiting the **RT LEADER** with on the right seen the tug's engineer and newsclippings contributor **Jacco van Nieuwenhuyzen**.



Seaspan Accepts Delivery of Sixty-First Containership

Seaspan Corporation announced that it accepted delivery of its first 13,100 TEU containership, the **COSCO Glory**. The new containership, which was constructed by Hyundai Heavy Industries Co., Ltd., is Seaspan's sixth delivery in 2011 and expands the Company's operating fleet to 61 vessels.

The COSCO Glory is on charter to COSCO Container Lines Co., Ltd. ("COSCON") under a twelve-year, fixed-rate time charter. The ship is the eleventh of a total of eighteen vessels to be chartered by Seaspan to COSCON.

Gerry Wang, Chief Executive Officer, Co-Chairman and Co-Founder of Seaspan, commented, "We are pleased to achieve this latest milestone, as we take delivery the first of eight 13100 TEU vessels. The COSCO Glory is the largest vessel in our fleet and a flagship vessel in the COSCON containership fleet. We look forward to taking delivery of the remaining seven vessels in this class and further strengthening our deep relationship with COSCON."



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PNG Ports get mobile cranes

PNG Ports Corporation will soon introduce three mobile harbour cranes in Port Moresby and Lae expected to significantly improve the production rate of both ports. Implementation of the cranes is part of the corporation's remodelling exercise aiming at transforming the ports into commercially viable, modern and competitive ports. The mobile harbour cranes are also expected to reduce the berth occupancy rates and ship waiting time for the two major ports.

PNGPCL Chief Executive Officer, Brian Riches said the LNG Project and other flow on investments will not only have a profound effect on PNG's Economy but also on the capacity of PNG Ports to efficiently and effectively facilitate trade.

"PNG Ports is an important stakeholder within the logistical supply of chain that will play a significant role to meeting this increasing demand and the introduction of the harbour cranes will assist the facilitation of these demands," he said.

Mr Riches said the mobile harbour cranes would provide a long term solution to counter any congestion issue and to increase overall port productivity. PNG Ports has also begun the construction of catering facilities to the Lae and Port Moresby ports. "The engagement of professional catering services is an additional initiative by PNG Ports to our stakeholders in the Shipping Industry in particular the stevedores. To assist these key management initiatives, the Corporation has determined that it needs quality and efficient catering service providers for stevedores and other stakeholders at the ports of Lae and Port Moresby," said Mr Riches. He said the messing facilities would not only serve stevedores, but other stakeholders at the ports as well. The corporation has also been undergoing an organisational

transformation. The Human Resources Division recently held a two-day management induction that saw staff from the Port Moresby head office go over the operational aspects of the port facilities and their role from the perspective of stakeholders in the industry. "The need for PNG Ports to educate its staff of these changes is vital as it plays a significant role in achieving our corporate goals," Mr Riches said. [Source : Post-Courier Online](#)

Kenya tells Maersk to drop new container charges

Plans by a shipping line to introduce extra charges for empty containers has sparked controversy in the Kenya maritime industry, reported All Africa. In a notice to all shippers on May 31, Maersk Line said it would with effect from July 1 increase charges for containers delivered to shippers based on the time spent before they are returned.

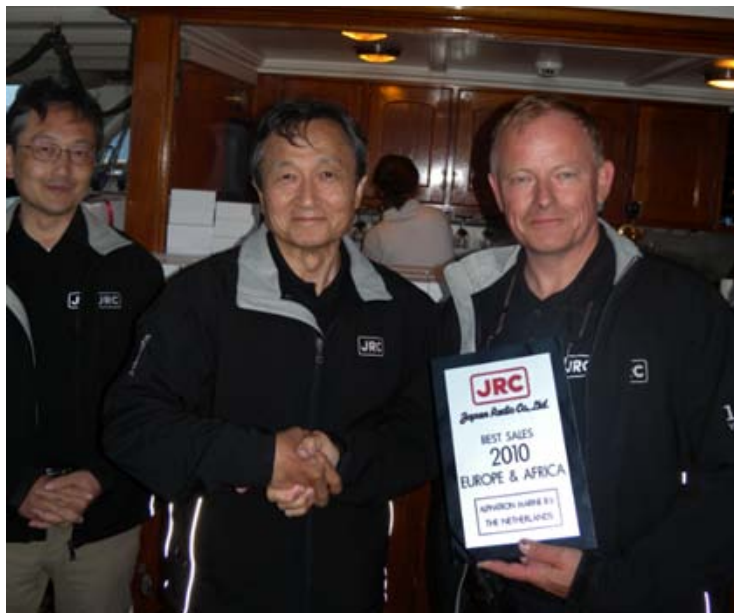
For the first seven days, the charge has been US\$6.6 but has been raised to \$10 per day. The containers used to attract a charge of \$13.2 a day after those seven days, but this has been raised to \$15. In the notice, Maersk said the increase would cushion the line from increased prices of building new containers and assist in reducing congestion at the port as well as ensuring maximum turnaround of equipment.

However, the Kenya Maritime Authority (KMA) has said the increase was unjustified and instructed the shipping line to withdraw the notice. "As Maersk Line is well aware, factors influencing container dwell time at the port or Container Freight Stations are not influenced by the actions of the importer alone but also by various maritime service providers in the cargo logistics chain," KMA director-general Nancy Karigithu said.

In a notice published in local dailies, she asked importers not to pay the new charges. The proposed increase comes at a time when the port of Mombasa is said to be one of the most expensive in the region as a result of delays in discharging cargo. The extra expenses in the logistic chain are consequently passed on to the consumers.

According to Kenya Ports Authority, the delays would be addressed when the port creates extra capacity to deal with growing number of cargo volumes. Besides the failure by Kenya Revenue Authority's online cargo clearing system (Simba) that led to massive backlog of cargo at the port, KPA also attributed delays to repairs going on at berth 18, which has reduced available berths for container ships to two. [Source : PortNews](#)

Alphatron Marine ontvangt "Best Sales" award van JRC



Alphatron Marine heeft wederom de award "Best Sales" van Europa en Afrika in ontvangst genomen tijdens de jaarlijkse conferentie van JRC.

ALPHATRON

JRC (Japan Radio Company) organiseert jaarlijks een conferentie voor al haar Europese distributeurs, waarbij o.a. de meest recente update gegeven wordt m.b.t. alle nieuwe producten en hun service. Eind mei dit jaar vond de jaarlijkse conferentie in Nice, Frankrijk plaats. **Luuk Vroombout**, directeur van Alphatron Marine nam de prijs persoonlijk in ontvangst. Alphatron heeft voor de derde keer achtereenvolgend de "Best Sales" award gewonnen. Een geweldige prestatie, aangezien het relatief kleine omvang van de Nederlandse Vloot en het klein aantal werven in Nederland en Afrika.

Als enige volledig geautoriseerde service agent voor JRC in Nederland, worden de producten van JRC snel uit voorraad geleverd (o.a. voor spares). De snelle service en de

goed opgeleide engineers (first time fix rate) zorgen voor een minimale vertraging van het schip. Niet zo gek dus dat **Alphatron Marine** de "Best Sales" award 2011 wederom gewonnen heeft!



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Russia and Latvia to launch a new ferry line

Latvia and Russia have entered into agreement to open a new ferry service from Liepaja to Germany or other EU member, which could be used by the Russian trucking companies, a Russian delegation's representative told RIA Novosti. The agreement was signed at a meeting of the Latvia-Russia Business Council.

Peter Aven, who headed the Russia's delegation, said that Russian and Latvian haulers associations had been in talks for about a year on establishing of such a ferry line. He noted that Russian businesses would be willing to invest in Latvia, but the trucks and cars delays on the border hamper the development of business ties and tourism between the two countries.

The Business Council's meeting was held in the framework of the Latvian-Russian Intergovernmental Commission. This year, the board members met in Liepaja. Co-chairmen of the Council are the Russian Transport Minister Igor Levitin and Latvia's Minister of Economics Artis Kampars. **Source : PortNews**

Anglian Prince sold

JP Knight have sold the 1980-built 11,280 bhp AHT **Anglian Prince**, which had been laid up in Hull following the announcement by the UK Government that it was to discontinue the provision of ETV (Emergency Towing Vessel) cover in September of this year. Broker Seabrokers said the vessel has been handed over to Swedish interests, Marine Carriers (Rederi AB Nestor) and renamed **Herakles**. **Source : Offshore Shipping Online**

Russian coal terminal planned

IHS Fairplay reports that Summa Capital, which took control of Russia's Novorossiysk port at the end of last year, has said it plans to build a coal terminal at Wrangel Bay in the Far East. The company publicised its plans for the terminal, which would have a capacity of 15 million tonnes per year and compete with other coal outlets along the Russian shore of the Sea of Japan, in a Moscow newspaper today.

Marat Shaidan, the operational head of the holding for Ziyavtdin Magomedov, now board chairman at Novorossiysk, said Summa has bought the land for the terminal and is now looking for US\$300 million in financing. It is also seeking commitments from the Russian Railways company to build the required links to the new port, he added.

Summa will be competing for government backing with Global Ports, which is aiming to build a 1M tonne coal terminal at Vostochny, where it already runs a container terminal. Coal shipment in the region is dominated by Russian coal companies, which have generally built their own port facilities. **Source : Dredging News Online**



SAL's **FRAUKE** seen outbound from Rotterdam with on deck loaded the **MCS GEMMA** bound for Antalya
Photo : Skyphoto Maassluis ©

PIL to offer direct call at Vladivostok

Pacific International Lines (PIL) will extend its North-Asia Service (NAS) to the Russian port of Vladivostok, allowing the box carrier to offer direct links to northern Japan from Russia, Seatrade Asia online reports. Three vessels of 600 teu nominal capacity each will be deployed to provide a weekly service. The first vessel will call at Vladivostok on 14 June. The port rotation will be Niigata, Vladivostok, Tomakomai, Hachinohe, Keelung, Taichung, Shanghai and Busan. "The enhanced service will cater to the unique needs of Vladivostok's customers while strengthening the intra-Asia networks under PIL Group," PIL said Friday. PIL owns and operates a fleet of about 138 vessels with a total capacity of about 263,200 teu. **Source : PortNews**

Vinashin could lose \$1bn more

A state-owned shipbuilder whose debts have threatened Vietnam's global financial reputation could lose almost \$1 billion more because of penalties on unfulfilled contracts, a report said, Fridaymalaysia.msn reports. Government inspectors issued the warning after examining more than \$4 billion in debts already accumulated by Vinashin (Vietnam Shipbuilding Industry Group), the Thanh Nien Weekly reported.

From 2006 to 2010 the conglomerate signed 85 contracts worth \$2.84 billion but completed only 15 of them, or 18 percent, because of "general incompetence," Thanh Nien Weekly said, citing the inspectors' report. Terminated contracts accounted for about 47 percent of the group's accumulated debt, but interest and fines compounded by the terminations could add another \$974.7 million to Vinashin's unpaid bills, it said. Government inspectors examined Vinashin and 19 affiliates between July and November last year. They declined to release their findings to AFP.

Inspectors found 16 Vinashin managers responsible for the crisis but said most of the blame lay with former chairman Pham Thanh Binh, Thanh Nien said. Binh allegedly authorised construction of a thermoelectric plant that the government had never approved, covered bank debts with international bonds, and used state money to play the stock market, Thanh Nien said. Binh was arrested last August on a charge of violating state economic management regulations. Several other former executives have also reportedly been detained.

The inspectors called for seven separate criminal investigations to be launched into Vinashin and its subsidiaries, Thanh Nien said. In December the company defaulted on the first \$60 million instalment of a \$600 million loan arranged by Credit Suisse in 2007. The troubles sparked investor fears the scandal was symptomatic of wider problems at state-owned firms, a key part of the economy. Ratings agencies cited Vinashin's troubles in downgrading Vietnam's sovereign ratings last year. Investor sentiment has since improved and Vietnam sovereign bonds are now trading significantly lower on the international market than in December, the World Bank says. The government said no political leaders will be punished for the problems at Vinashin, and the company is being restructured.

.... PHOTO OF THE DAY



Above seen the 2010 built ITA flag and owned ro/ro vessel **EUROCARGO GENOVA** drydocked at Palumbo Malta Shipyard Ltd, on Monday 6th June, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

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