

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 165



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News reports received from readers and Internet News articles copied from various news sites.

An advertisement for Diogenes Modules. On the left is a photograph of an offshore oil rig. The central part is a black box with white text: "DIOGENES MODULES", "LIVING FACILITIES FOR PROFESSIONALS", "MADE IN GERMANY", and "DIOGENES CABINS - THE HIGHEST STANDARDS IN QUALITY AND SAFETY". On the right, under the heading "GET IN TOUCH:", is contact information: "DIOGENES MODULES GMBH", "TEL.: +49 40 22 63 203 50", "INFO@DIOGENES-MODULES.COM", and "WWW.DIOGENES-MODULES.COM".



**The MSC LAURENCE seen enroute Antwerp**  
**Photo : Alain Doods [www.tugspotters.com](http://www.tugspotters.com) ©**

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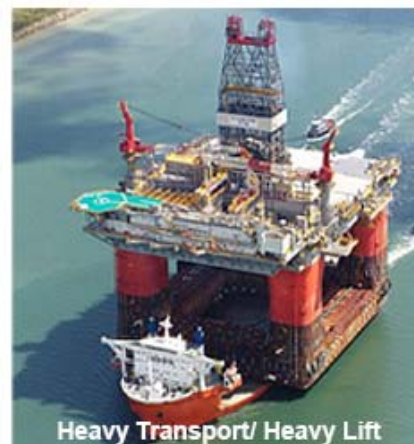
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Above seen the tug **SMIT Tiger Sun**, flying a Vancouver Canucks flag from it's stern. (The Vancouver Canucks is a hockey team that is currently one game away from winning the Stanley Cup) Vancouver, B.C. - June 12, 2011

Photo : Mike Zelt (c)



## Merchant vessel breaks from tug, nearly crashes into sea link

A merchant vessel that was headed for a ship breaking yard in Gujarat broke free from its tug and went adrift around 1 pm on Saturday afternoon around 14 nautical miles off Mumbai because of the heavy rains. For three hours in the afternoon, nervous state officials, police, disaster management team and the coast guard were monitoring the ship's movement as it risked crashing into the Bandra Worli sea link. The danger passed around 7.30 pm when the adrift ship crossed the sea link and reached the Taj Lands End area where it coasted to the shore.

The vessel M V **Wisdom** was headed from Colombo to Alang ship breaking yard in Gujarat for dismantling when the tow rope snapped around 1 pm. As the ship had no means of propulsion, it began drifting ashore. The nationality of the ship has not yet been identified, Coast Guard officials said. A senior Coast Guard official said the ship had been lost for more than two hours after the tow rope broke and could not be detected because of the bad weather. Around 3.40 pm, it was sighted again, and it was found heading to the shore. "A tug tried to pick up the tow rope again but failed because of the inclement weather. For 3.5 hours, we were on high alert and monitoring the ship's movement because there was a danger that it would hit the sea link Source : **Indianexpress**



The tanker **ANDOAS** seen moored in Talara (Peru) – Photo : **Beau Bisso** (c)

## Maritime piracy and Somalia's global canker

Maritime piracy, much of it directed against international ships sailing off the coasts of Somalia, claim lives and many millions of dollars each year. Wanjohi Kabukuru looks at some of the African and international efforts under way to stem the problem, although ultimately only a lasting political solution on the ground in Somalia itself will be effective. Twenty years ago, when the government of Somalia collapsed, few imagined that the country's ongoing state of lawlessness would eventually spawn piracy on such a scale that the security of the western Indian Ocean region could be threatened. At first, many assumed that pirate attacks on passing ships could be quickly stifled. But the problem has grown into a global malady that so far has warranted seven United Nations resolutions, one of which authorized "all necessary means to repress piracy and armed robbery at sea." According to the UN's International Maritime Organization (IMO), the problem is a global one, with 276 acts of piracy or armed robbery against ships reported worldwide in 2010. With failed attempts added, the total climbed to 489, a 20 per cent increase from 2009. Although the South China Sea suffered the most attacks, piracy off East Africa, much of it carried out from Somalia, came in second. Looking only at attacks in international waters, East Africa was well in the lead in 2010, reports the IMO. The only lives lost that year were during East African attacks, while the number of crew members taken hostage there,

usually for ransom, reached 629, far higher than anywhere else. According to the International Maritime Bureau, a piracy reporting centre based in Malaysia, some 54 crew members and passengers have been killed worldwide since 2006. The economic losses are also enormous. The US-based non-governmental One Earth Future Foundation, in a recent study on naval piracy, estimated that Somali pirates extorted some \$177 million in ransom in 2009 and \$238 million the following year. Including the costs of higher insurance premiums, re-routing ships, anti-piracy security and the impact on regional economies, the total annual costs may range between \$7 billion and \$12 billion, the study finds.

### **Justifications**

Some arrested Somali pirates and senior officials have sought to justify the explosion of piracy off East Africa by citing illicit activities by foreign vessels off the Somali coast. Somali fishermen have long complained that foreign ships have been hurting their livelihoods by over fishing nearby waters, often with large illegal nets. Some have also claimed that toxic wastes have been dumped in the Indian Ocean. In 2008, the UN Secretary-General's then special representative to Somalia, Ahmedou Ould Abdalla, said: "I am convinced there is dumping of solid waste, chemicals and probably nuclear waste. There is no government [in Somalia] and there are few people with high moral ground." Others argue, however, that there is little evidence to substantiate such views.

In any case, key figures within Somalia's Transitional Federal Government strongly believe there is a connection. "If the international community wants to limit acts of piracy," says Deputy Premier Abdulrahman Adan Ibrahim Ibbi, "it has to help Somalis keep illegal foreign fishing and toxic waste dumping away from their coasts."

### **Prosecutions in Kenya and Seychelles**

Whatever the factors that have contributed to Somali piracy, prompt action is needed to counter pirate activities, argue regional government officials, fishing industry executives and shippers. President James Alix Michel of the Seychelles declared in November 2010 that piracy is "the greatest threat that currently exists to fisheries, trade and development in our region. The scourge of piracy is hijacking not only our economy — but the whole of the Indian Ocean." Two months later, East African transport ministers urged insurance firms to discourage the payment of ransoms, so as to reduce one of the main incentives for piracy and slow the steady rise in shipping insurance costs. Courts in Kenya and the Seychelles are actively prosecuting pirates who have been captured. According to the UN Office on Drugs and Crime, Kenya, the Seychelles and the semi-autonomous region of Puntland in Somalia have the highest number of convicted pirates in the world. As of April 2011, Kenya and the Seychelles were holding 177 pirates. "Kenya has had a strong tradition of a solid Commonwealth legal system," notes Professor David Crane of Syracuse University in the US. "There is a capacity and certainly they do have an ability to try pirates."

Yet governments in the region have very limited resources, whether for prosecuting suspected pirates or trying to safeguard regional waters with tiny national navies. "We are doing more than our part," notes President Michel. "Piracy is exploiting the weaknesses that exist in global governance. It exists, not only because of the dire state of Somalia, but also because of the inaction of the international community." Andrew J. Shapiro, the US assistant secretary for political and military affairs, agrees that African countries need more support, given the complexity of the challenge.

"Prosecuting pirates can be an incredibly complex proposition in today's globalized world," he said in a paper on anti-piracy policy presented last year to an American Law Review symposium. "The realities of international shipping and global commerce are such that in any given piracy case you could have suspected Somali pirates intercepted and apprehended by a British naval vessel after trying to attack a Liberian-flagged ship, owned by a Canadian company, crewed by Ukrainians, Indians, and Filipinos, with a Russian captain and carrying cargo owned by a Turkish company, en route for delivery to a company in Dubai. And the case could be taking place in a courtroom in yet another country, like Kenya or the Seychelles, which are both currently prosecuting piracy cases. The logistical and diplomatic challenges presented by such a scenario are immense."

Referring specifically to Kenya and the Seychelles, Mr. Shapiro continued, "The burden currently shouldered by these countries must be shared more broadly both within and beyond the piracy-affected region. The cost of this crime is borne globally. The cost of combating and defeating it should likewise be borne by many states in all corners of the world." Both Kenya and the Seychelles have signed pacts with the European Union (EU) and the US to try suspected Somali pirates captured elsewhere in return for financial and security assistance. The US, EU and others have also stepped forward with aggressive counter-piracy naval operations. These include the US-led Combined Task Force and the EU Naval Force Somalia (EUNAVFOR). "My orders are clear," says Rear Admiral Juan Rodriguez, the EUNAVFOR force commander, "to protect vulnerable shipping, deter and prevent acts of piracy, protect vessels of the World Food Programme . . . and the African Union Mission in Somalia." To better coordinate these and other initiatives, a Contact Group on Piracy off the Coast of Somalia has also been established. It brings together some 60 countries, as well as the UN, IMO, North Atlantic Treaty Organization and African Union.

Ultimately, whatever measures are taken to contain Somali piracy on the high seas, long-term solutions must address the source of the problem: the political instability and ongoing warfare within Somalia itself. "You cannot hope to tackle piracy in any kind of serious way without change on the ground in Somalia," argues Roger Middleton, a

maritime expert with the Chatham House think-tank in London. "This is not started on the ocean, and it's not a problem that can be solved on the ocean." Regional political leaders agree. "The solution to ocean piracy," says Ugandan President Yoweri Museveni, "is to ensure a stable government in Somalia." **Source: The Africa Report**



## **FIRST LNG TANKER ARRIVES AT GATE TERMINAL IN ROTTERDAM-EUROPOORT**



The first tanker at the brand new Gate terminal in Rotterdam-Europoort arrived as can be seen above, the **BRITISH TRADER** arrived overnite - **Photo : Sabastiaan (c)**

## **Newbuilding orders on a downslide, demolition activity picks up**

In what appears to be good news for the future long-term prospects of the shipping industry, it seems that ship owners' appetite for newbuilding vessels has abated, while older vessels are finding their way to scrapyards in Asia on a faster pace. This means that in the future the current tonnage oversupply problems could be alleviated, should demand keep picking up across the world.

According to the latest weekly report from shipbroker Golden Destiny, "in the newbuilding market, the week closed with limited fresh activity posting a 72% week-on-week decline as only 20 units reported to have been placed, after last week's record activity of 72 new transactions. After almost three weeks, no contracting activity has been witnessed again in the bulk carrier segment that seems comforting for the industry, taken into consideration the



ongoing scheduled deliveries till the end of 2012. The total invested capital estimated to be around \$4.4 bn, 4 newbuilding transactions reported with no revealed contract price, with offshore segment grasping 75% of the investment value. The floating storage booked by Shell for delivery within 2016 is the world's largest floating gas production and storage vessel and one of the highest capital intensive investments. Thus, in terms of invested capital, the most overweight sector appears to be the offshore, while containers have won the largest share (45%) of this week's newbuilding activity. At a similar week in 2010, the newbuilding activity was up by 55% than current levels with 31 new contracts to had been reported worldwide and bulk carriers winning 80% share of the total volume of reported contracts" said the report. According to data compiled from the shipbroker, in the tanker market, the MR ordering trend continues with India's Great Eastern Shipping placing two units of 51,000dwt in the South Korean yard "SHINAsb" at a price of \$36 mil each. In the container segment, the ordering spree for the mega containerships seems limitless with Seaspan placing a firm contract of \$700 mil to build seven 10,000 TEU boxships in China's Yangzijiang Shipbuilding. Seaspan signed letters of intent with the yard on February to build 22 identical units. In the offshore segment, the buoyed sentiment is still there with some new fresh orders expecting in the coming days. Petrobras' board of directors have officially sent into motion a tender for the construction of 21 drilling rigs, ultra deepwater drillships, to be built in Brazil. Meanwhile, in the demolition market, "the keen interest for scrapping tonnage is still high with prices remaining at the same levels during the last days and bulk carriers remaining on the top of scrapping appetite. Bangladesh and India offering the highest levels by paying close to \$500/ldt for dry and excess \$500/ldt for wet cargo, while China is still far below the best levels offered in the Indian subcontinent region. With the monsoon period and the upcoming closure of Bangladesh on the beginning of July, there is more hope for a bounce back of China within summer period. Pakistan is quite inactive during the last days as the result of its budget announcement is being filtered by the local buyers. There has been a kind of softness in the activity, but there are still deals concluded at very appealing levels for the owners. The week ended with 10 vessels reported to have been headed to the scrap yards of total deadweight 578,408 tons. In terms of the reported number of transactions, the demolition activity has been marked with a 44% week-on-week decline and 62% in terms of total deadweight sent for scrap. In terms of scrap rates, the highest scrap rate has been achieved this week in the tanker sector by India for a MR tanker of 43,644 dwt "**OVERSEAS NEW ORLEANS**" at 525/ldt and by Bangladesh for a capesize of 201,227 dwt "**BRAZIL STAR**" at the same price. India along with Bangladesh has attracted 80% of the total demolition activity. At a similar week in 2010, demolition activity was down by 30% than the current levels, in terms of the reported number of transactions, 7 vessels had been reported for scrap of total deadweight 123 mil tons with only two bulk carriers scrapped and India offering the highest levels \$350/ldt for dry and \$380/ldt for wet cargo" concluded Golden Destiny, adding that shipowners from Hellas were absent from this week's activity both in the second hand, as well as in the newbuilding markets. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **EDAMGRACHT** seen moored in Ijmuiden – Photo : Marcel Coster ©

# Business Development Manager Olie & Gas

**Kenmerk: Q0134**

## Organisatie

TOS is een internationale maritieme dienstverlener met het hoofdkantoor in Rotterdam, branch offices in Vlissingen, Polen, Oekraïne, Tsjechië en een joint venture in Brazilië. TOS levert aan opdrachtgevers wereldwijd maritiem personeel voor de zeevaart, offshore, bagger, binnenvaart en walfuncties. Naast personeel verzorgt TOS nautisch en technisch management van schepen en turnkey global ship deliveries.

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Binnen Nederland bevindt TOS zich in de top drie van maritieme personele dienstverleners. Voor de dienst Ship Delivery bezit TOS wereldwijd een top twee positie.

## Functie

TOS heeft een sterke marktpositie voor het leveren van maritiem personeel in de offshore. Wij zijn voornemens deze activiteiten uit te breiden richting de olie- en gassector, waarbij de focus zal liggen op het bieden van totale personeelsoplossingen voor zowel FPSO's, rigs en platforms. Het accent zal daarbij komen te liggen op Brazilië. Voor het ontwikkelen en uitbouwen van deze nieuwe activiteiten zijn wij op zoek naar een Business Development Manager Olie & Gas, met een netwerk en ervaring in deze sector. De Business Development Manager zal organisatiebreed worden ingezet, waarbij het hoofdkantoor in Rotterdam en het kantoor in Rio de Janeiro als voornaamste standplaatsen zullen fungeren.

## Taken

- Contact leggen met opdrachtgevers in de olie- en gassector
- Verzorgen bedrijfspresentaties
- Bezoeken beurzen, seminars en congressen
- Anticiperen op marktontwikkelingen
- Offertes verzorgen en raamovereenkomsten sluiten
- Ontwikkelen langetermijnrelaties
- Actief betrokken zijn bij nieuwe ontwikkelingen

## Profiel

- HBO/WO werk- en denkniveau
- Minimaal 5 jaar werkervaring in een relevante functie
- Gedreven netwerker
- Aantoonbare commerciële successen behaald in de olie- en gassector
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## This Week's News: A snapshot on the economic and shipping environment

The world economy has one more constraint to face before entering its full recovery, the "surge in commodities' price", which has spread serious concern for the inflation as it seems that this is the first time that we have seen such large increases in the cost of raw materials. The UN Food and Agriculture Organization warned on Tuesday that agricultural commodities prices are likely to remain high and volatile for the rest of the year, as a sign that food inflationary pressures will not ease any time soon. The G20 group of leading nations is said to have launched an attempt to reduce price volatility in agricultural commodities by collecting greater market information on global stocks and production via an Agriculture Market Information System (AMIS).

In the eurozone, Greece has kept world eyes open on its economy with a series of discussions over its fiscal consolidation and privatizations program, while the European Central Bank is expected to signal a July interest rate rise and it will continue to provide banks with unlimited amounts of cash to help weaker lenders hit by eurozone debt crisis.

The Greek cabinet eventually approved and the government submitted to the parliament the 2011-2015 fiscal consolidations and privatizations program. The program accounts for austerity measures of EUR28.25bn for the entire period as well as EUR50bn of privatizations. The government expects to raise EUR5.0bn in total from asset sales in 2011 and EUR10bn next year. The program is expected to be voted by the parliament after the EU summit takes place (on June 24-25). The program includes additional austerity measures of EUR6.5bn in 2011, EUR6.8bn in 2012, EUR5.2bn in 2013, EUR5.4bn in 2014 and EUR4.2bn in 2015. Among others, the fiscal consolidation part of the program submitted to the parliament includes: The reduction of the number of the public sector employees by 150,000 by 2015, increase in the working hours of public sector employees and the reduction of benefits, levy on pensions for pensioners below 60 years old that receive more than EUR1700/month, reduction in expenses for defence and health care, levy (up to 3%) on the salaries of private and public employees, cuts in tax benefits, increased tax on real estate, transfer to a higher VAT bracket for a number of services and reduction of the public Investment Program by EUR700m this year. As it had already indicated, the privatizations program for the period 2011-15 amounts to EUR50bn. For 2011 the government expects privatizations that amount to EUR5.0bn, for 2012 EUR10bn, for 2013 EUR7.0bn, for 2014 EUR13bn and 2015 EUR15bn. What is noteworthy is the statement of U.S. President Obama on Greece as he said that US' economic growth depends on a sensible resolution of the Greek debt issue and it would be disastrous for the US if the crisis led to an uncontrolled spiral and default in Europe. He also added that he is confident that Germany's leadership, along with other key factors in Europe, will help Greece to return to growth and the debt to become more manageable emphasizing that this is going to require some patience and time.

In China, the People's Bank of China is likely to increase the interest rates banks must pay on deposits and the amount of money that banks are required to hold in reserve to slow inflation and the excess liquidity that was found in economy, according to Reports by Chinadaily news. "The CPI's increase of 5.3% in April over where it had been a year before was obviously exorbitant," said Li Daokui, an adviser to the People's Bank of China and professor at Tsinghua University. "The central government should and probably will curb this continuously rising inflation by raising interest rates. It would be reasonable to raise China's interest rates by at least 0.75 percentage points this year."

In Japan, exports have declined in the first 20 days of May, suggesting that the world's third largest economy is heading for a third successive month of falling shipments. Exports have dropped by 9.3% to Y2,733bn comparing to similar period last year, while imports have increased by 13.4% to Y3,786bn, according to preliminary government figures. There are also worries that Japan's economy could be hurt even more by weaker US economic growth and its recovery from the March 11 earthquake and tsunami would be even slower.

Freight markets are still in distress and the slow steaming policy has started to become a hot topic not only in the container but also in the tanker segment. Slow steaming and super slow steaming policy is believed to be the protection of the industry against the oversupply pain and the response of the owners to the high cost of the bunker prices. In the tanker market, owners have started to consider that ships should be designed to operate with slower operating speeds, while in the container segment the slow steaming policy had prevented the industry from collapsing, as a better quotation in the supply / demand balance within 2009, and it is going to stay.

In the dry market, although the BDI stood last week one step behind of breaking eventually the psychological barrier of 1,500 points, this week closed on red with the index falling by 71.points from previous Friday's closing with capesize vessels earning no more than \$10,000/day. The sentiment is weak as Chinese iron ore port stockpile is still massive, standing about 85,1 million tons, and Bright Ruby Resources, a leading Chinese iron ore importer, expects that China will import 600 million tones of iron ore in the current year, almost the similar amount that has imported last year.



The vital question is when will be the next upward cycle? It seems that 2011 will be a year with no significant spikes in the freight earnings especially for capesize owners. Four CEOs of publicly traded companies, Star Bulk Carriers, Safe Bulkers, Seenergy and Paragon are sharing the view that we are heading into two difficult years due to heavy orderbook and oversupply. Panamax vessels seem to have better fate than capesizes due to more prospects in global coal demand and better balance from the supply side.

Capesize rates have stayed above operating expenses but their pace of growth has slowed down. The BCI has showed a 10.5 %week-on-week decline, while supramax and handysize rates have been able to stay at firm levels and will likely remain relatively high compared to capesize and panamax vessels. Capesizes are currently earning \$9,320/day, down by \$2,453/day from previous week's closing, while panamaxes are earning \$6,135/day more than capesizes, up by 7.6% from previous week's closing. Supramaxes are currently earning \$14,090/day, down by \$914/day from last Friday and handysizes \$11,110/day, down by \$255/day.

In the wet market, some air of optimism came recently as the supply of very large crude carriers available to ship crude from the Middle East Gulf on the spot market, over the next four weeks, remained below 70 vessels, according to freight derivatives latest market report IMAREX. There are expectations for an improvement in rates during July, but the situation is still unclear. IMAREX's latest data show that there are sufficient crude cargoes to come on the market permitting shipowners to charge more for their freight services from Middle East. Further positive sentiment arises from OPEC discussions for an increase in oil production that is going to stimulate a fall in oil prices and increase in oil demand for tanker owners. The OPEC oil cartel, the 12-nation group that pumps 40% of the world's oil, was met in Vienna, while the Saudi Arabia before the open up of the meeting increased quietly its crude oil production by about 200,000 barrels/day and it is on course to increase it by another 200,000-300,000 barrels/day this month. Oil prices fell Wednesday amid expectations that the OPEC cartel will raise production, but oil prices are still elevated trading at the range of between \$105/barrel and \$125/barrel the last four months. Amid hopes for an increase in oil production, OPEC surprised many tanker players by leaving production quotas unchanged. The cartel was expecting to raise output by 1-2m barrels/day, which could have cut crude prices and stimulate VLCC demand. In the container market, unlike the situation in 2009 and 2010, cancellations and deferrals will no longer play a significant part in reducing the level of new containership deliveries in 2011, according to Alphaliner. Cancellations have practically ceased since June 2010, and in any case accounted only for 14% of the orderbook at the beginning of 2009. As for 2011, only 1.36m TEU will be delivered, instead of 1.81m TEU originally planned. In terms of demand growth, the signals seem very positive as a new report by the Organization for Economic Co-operation and Development suggests that container volumes could quadruple by 2030, which means that ports worldwide would need to find \$830bn capital expenditure for infrastructure. In the shipbuilding industry, Japanese export ship orders rose for the 17th consecutive month in April year-over-year, increasing 9.4% to 912,142 gross tons, according to figures released by the Japan Ship Exporters' Association. In April, Japanese shipbuilders received orders for 22 export ships of 447,993 total compensated gross tons, 18 bulk carriers and 4 general cargo vessels. Japan started to provide financial support on early 2010 through the government affiliated Japan Bank for international cooperation, one of the world's biggest financial institutions, to its shipbuilding industry so as to reduce the slump in export ship orders.

In Turkey, the shipbuilding sector is under a serious threat as only half of the country's 140 shipyards is estimated to be active. Turkish yards' ability to compete is being undercut by a price differential on steel, say shipping sources in Istanbul. The cost of steel for Turkish yards is in the region of \$2.75-\$3 per kg, compared with \$0.95-\$1 per kg for Chinese shipbuilding companies, according to one Turkish source.

In terms of shipping finance, Overseas Shipholding Group (OSG) has secured a new refinancing of \$900m in senior debt with a group of seven banks, led by DNB NOR and supported by Swedbank AB, Citibank, ING Bank, HSBC Bank, Credit Agricole Corporate and Investment Bank and Morgan Stanley Senior Funding. In addition, US tank-barge giant Kirby Corp has sealed a \$540m term loan with a banking group at an attractive margin that is based on its strong credit rating. Meanwhile, state-owned Shipping Corp of India is looking to raise between \$500m and \$600m from foreign financial institutions to finance newbuildings. Officials from the Mumbai based company confirm that this is part of a plan, announced on November, to raise up to \$1,6bn for its upcoming three year newbuilding investments. Officials say that the company SCI is expected to place orders for 24 new units in the next few months, including capesize and panamax bulk carriers, tankers and containers. **Source: Maria Bertzeletou – Golden Destiny S.A Research Department**

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The **MAHANUWARA** seen anchored at Singapore Western Anchorage yesterday – Photo : Piet Sinke ©  
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## NAVY NEWS

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The French Navy D'Estienne D'Orves Class corvette **FS COMMANDANT BIROT F 796** seen entering Grand Harbour, Malta on Saturday 11th June, 2011. Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## The Pride Of Iran



Iran sent a Kilo class submarine to the Red Sea last month. Back home, Iran is building a new class of mini subs. Iran has always had a yearning for subs. Back in the 1970s, the monarchy came very close to acquiring three surplus US-diesels-electric boats as well as a new German Type 209.

### Left : Kilo class submarine

Iranian crews had been trained in an American submarine school, but the 1979 Islamic revolution prevented these crews from getting their boats. In the late 1980s, the Islamic Republic of Iran Navy acquired a few midget subs from North Korea. These boats were capable of delivering frogmen covertly, or carrying naval mines to attack shipping and harbors.

Iran took the big leap in the early 1990s when they acquired three Kilo Project 877/636 type diesel electric submarines from Russia. The 2300 ton Kilos are long range subs capable of operating throughout the Indian Ocean (from South Africa to Australia). The Kilo's



have six 533mm (21 inch) torpedo tubes and 18 torpedoes (including one or more Shkval rocket torpedo), or 24 mines. Very similar to the world-standard diesel submarine, the 1800-ton German Type 209, the Kilo is a formidable foe and can stay at sea for up to 45 days, which makes it capable of long range patrols, like the current one in the Red Sea. This, in fact, is the farthest any of the Iranian Kilos have ever travelled from home.

The last of these three Kilos were delivered in 1996, which gives Iranian crews more than a decade of experience. Google Earth has often spotted the trio tied up in harbor at Bandar Abbas; however, they have made several training cruises to the Persian Gulf and Arabian Sea. The recent Red Sea operation may be a game changer.

Now the bad news (if you are a fan of the Iranian Navy). Russia agreed to shut off the submarine pipeline to Iran in 1996 and since then Iran has been working on their own designs. After ten years of trial and error, they produced the 100 ton Ghadir (Qadir) class vessels in 2005. By 2010, they professed to have a fleet of 11 of these small diesel electric subs in their arsenal and no less than four have been shown together and photographed. These smaller Ghadir-class vessels are squarely between the old midget submarines and the Russian Kilos. The Iranians are not releasing specification sheets to anyone but they look very similar to the Italian made Cosmos SX-506B submarines that Columbia has operated since the 1980s. The 100-ton SX-506Bs are only large enough to carry commandos and mines. However released news footage shows what looks like to be two torpedo tubes on the Iranian craft.

It should be remembered that Cosmos exported a number of larger vessels to Pakistan in the 1990s. Dubbed the SX-756, they may have been the design basis for these Ghadir. It should also be acknowledged that the North Korean Sang-O class submarine closely approximates the Ghadir type. In 2007 North Korea gave Iran outright four of its Yugo-type midget submarines. These Yugos were well worn 90-ton 65-foot craft but Iran accepted them all the same.

A one-off design, dubbed the Nahang, was produced in 2006. At about 500-tons it is the same size as and closely resembled the old German Type-206 class. The Type 206s were produced in the 1960s for operations in the confined shallows of the Baltic. Denmark, Norway, Germany and now Indonesia used variants for forty years. The Type 206's size enabled it to carry eight torpedo tubes with no reloads. The Iranian version does not seem to be a success and little has been seen of this craft.

Under construction is what will be the third indigenous Iranian design. Laid down in 2008, the Qaaem will be a 1000-ton craft and historically should be large enough to handle a full set of torpedo tubes along with a reload. They could be the possible replacement for Iran's Kilos. The Kilo platform has a lifespan of 30-years and they are more than halfway there. But Iran has a mixed record when it comes to warship construction, and the Qadir boats are reported to be troublesome to use and not safe. The Iranians are enthusiastic about having more subs, but developing that capability is very expensive and time consuming. **Source : Strategy Pages**

## Able Seaman Ryan Donovan is accused of shooting dead officer on board HMS Astute in Southampton

A ROYAL Navy sailor accused of murdering an officer on a nuclear submarine docked in Southampton will stand trial next year. Able Seaman Ryan Samuel Donovan, 22, is charged with the murder of Lieutenant Commander Ian Molyneux, 36, and the attempted murder of three other crewmen on board [HMS Astute](#) in April.

Winchester Crown Court was told Friday that the trial was likely to be held in either January or March 2012.

Donovan, of Dartford, Kent, was not in court. He is due to return to court on September 19 for a plea and case management hearing. Donovan is alleged to have fired an SA80 rifle six times, killing Lt Cdr Molyneux and also aiming shots at Petty Officer Christopher Brown, 36, Chief Petty Officer David McCoy, 37, and Lieutenant Commander Christopher Hodge, 45.

The incident took place as local dignitaries, including the city council's mayor, chief executive and leader, were being given a tour of the submarine while it was berthed at the Eastern Docks on a five-day official visit to Southampton

**Source : Daily Echo**

## Delivery of INS Kamorta next June

[INS Kamorta](#), the first in a series of four anti-submarine corvettes being built by the Kolkata-based Garden Reach Shipbuilders and Engineers (GRSE), a defence shipyard, will be delivered to the Navy in June 2012.

Talking to The Hindu here recently, Rear Admiral (retd.) K.C. Sekhar, Chairman and Managing Director of the shipyard, said the construction of the ASW vessels was on schedule. "We are also gearing up to launch the second vessel in the series this September."



The shipyard, he said, was also constructing eight inshore patrol vessels for the Coast Guard. "We have also concluded negotiations with the Navy for construction of eight-Landing Craft Utility (LCU) for which contract will be signed shortly." On the offshore patrol vessel being designed and built for the Mauritius Police, he said the laying of keel for its first block would take place in September. "Although the contractual delivery period for the 75-metre-long, 1,200-tonne

vessel is 42 months, we are trying to advance it."

According to Rear Admiral (retd.) Sekhar, the construction of the Car Nicobar-class fast attack crafts (FAC) for the Navy would end this month when the shipyard would deliver the last vessel — the 10th — in the series. The shipyard was also eager to bag the contract from the Navy to build, in tandem with Mazagaon Dock Ltd., seven stealth frigates under project 17 A.

"They will be bigger than the Shivalik [class of stealth frigates], with more advanced weapon fit and better stealth features. The clearance for this is expected by year-end. We are also anticipating a follow-on order from the Navy for FACs. The FACs we have delivered have done exceedingly well and are of tremendous use in anti-smuggling, anti-poaching and anti-piracy operations," he said.

He said the ongoing modernisation drive would help the shipyard speed up the construction of vessels. "We do integrated modular construction and with the new facilities, we can double our capacity to simultaneously build bigger ships." he yard, he said, had strengthened its Engineering Department, which had patented an easy-to-install portable steel bridge. "It's in high demand from the Border Roads Organisation as well as in the power sector. We got a turnover of Rs. 60 crore from this last year."

The fully automated indigenous Common Helicopter Traversing System that the shipyard developed with technical support from the U.K.-based Mactagart Scott would be installed on the helicopter deck of the ASW corvettes under construction. **Source : The Hindu**

## **U.S. Donates New Boats To Costa Rica Coast Guard**

Friday morning at the Puerto Caldera on the Pacific coast the United States government donated to Costa Rica two new boats to the Servicio Nacional de Guardacostas (Coast Guard) to continue its fight against international drug trafficking. To receive the boats was Costa Rican presidentia, Laura chinchilla, who accepted the gift under the framework of the Joint Patrol Agreement between Costa Rica and the United States.

The US donation also includes a three week training course for engineers and operators and a container load of parts that may be needed for repairs and maintenance. This is the first time Costa Rica has "new" ships to patrol the waters.

"Such developments are important and significant because we know that the country can not wait to tackle the security problem. We appreciate the cooperation we are provided by friendly nations but we are aware that the

resources we have are inadequate", said the president. For his part, the Ministro de Seguridad Pública, Mario Zamora, reiterated the importance of the Coast Guard to receive this donation. "With these boats we reinforce the National Guard and strengthen the fight against drug trafficking," said Zamora.

Handing over the keys to the new boats was US Ambassador to Costa Rica, Anne Andrew, who told the audience that the United States shares the vision of protecting citizens by working together. **Source : [insidecostarica](#)**



Above seen the French Navy Cassard Class Destroyer **FS JEAN BART D615** entering Grand Harbour, Malta on Sunday 12th June, 2011. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## The UK's 'joint strike frigate'

From one perspective, BAE Systems' planned Type 26 frigate will combine the best of both worlds: If all goes well, it'll be advanced and ubiquitous like the F-35, and also have the ability to take aboard custom, modular equipment like the littoral combat ship, officials hope. From another perspective, the F-35 and the LCS, with their many challenges, are the last two weapons programs you'd ever want to emulate — especially together in the same ship.

Still, UK defense secretary Liam Fox said this week that there's widespread interest in the Royal Navy's planned 'global combat ship,' and that he is hoping for many international customers to help keep down the ships' unit cost — just like the F-35.

Britain offered Brazil the chance to become a partner in the project last year and the government has said that several other countries are interested, including Malaysia, Australia, New Zealand and Turkey.

"There are conversations ongoing at government, Navy and industry level with a number of other potential partners," a BAE Systems spokeswoman said, without naming them. She said the company hoped to make some formal offers to other countries to participate in the programme this year





The new type 26s are expected to cost between 250 and 350 million pounds each, according to defence sources.



Fox said he wanted the Type 26 programme to be the “maritime equivalent” of Lockheed Martin’s F-35 Joint Strike Fighter project “where we build a basic vessel that can be adapted to a range of different uses and at different levels of specification.”

Left you can see a photo from BAE that gives a good perspective on the ships’ LCS inspiration: Just as with Lockheed and Austal’s ships, this Type 26 design includes a stern gate that will enable the ships to deploy small boats, or unmanned systems, or some other kind of naval accessory that hasn’t been dreamed up yet.

Source : dodbuzz.com

## SHIPYARD NEWS





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Jan de Nul's **WILLEM DE VLAMINGH** seen fitting out at the STX yard in Korea – Photo : Bjorn de Groot ©

## Enthusiasm running high for new Belfast (Maine - US) shipyard

Already a well-established stop on coastal Maine’s tourism maps, the city of Belfast is experiencing an economic revival of another sort — as host to a major working waterfront. And if the crowd at a Saturday morning forum is any indication, many residents are embracing Belfast’s dual identity as they await completion of a new shipyard that could draw luxury boats and their well-heeled owners to the midcoast city.

"Coming to Belfast has just been an unbelievably fantastic experience," said J. B. Turner, a principal in Front Street Shipyard, to the more than 100 people who turned out on a sunny Saturday morning for a forum on the future of Belfast's waterfront. "We cannot believe how receptive and enthusiastic everyone has been." Front Street Shipyard has already demolished the crumbling Stinson Seafood sardine processing plant that had sat abandoned for years not far from Belfast's harbor and popular downtown waterfront.

The company eventually hopes to open a comprehensive boat repair, retrofitting and shipbuilding operation on the five-acre site capable of servicing everything from smaller recreational or fishing vessels to commercial boats and mega-yachts. The proposed complex includes a five-story building where crews could work year-round on boats as well as Maine's largest "travel lift," a mechanical hoist capable of lifting ships weighing up to 165 tons. Turner said that because of its size, the reputation of its founders and its location in well-known Penobscot Bay, Front Street Shipyard hopes to compete globally for clients. The yard currently has about a dozen workers but could employ between 100 and 150 within five years, depending on the economy, he said.

Audience members had many questions for Turner about a project that many hope will help transform part of Belfast's waterfront and, in the process, make the coastal town a destination for larger ships. Other panel members talked about the opportunities and challenges the city will face as more ships and people use the harbor. "There is definitely going to be more traffic in the inner harbor, so that will be new," said Katherine Messier, the Belfast harbor master. "Before, most of the traffic has been in and out of the boatyard and now we are going to see traffic up to the [pedestrian] bridge."

But an economically diverse harbor with a strong working waterfront is a healthy harbor, Messier said. It won't be just boat traffic, however. Recognizing the heightened tourist interest in shipbuilding and all things nautical, the city is planning a walking trail that will take pedestrians through the shipyard, allowing a close-up look. Fishermen are also planning a new commercial fishing dock.

And then there is the traffic that downtown businesses hope to see come through their stores, eateries and bars. Sandra Squire, a transplant to Belfast involved in international boating events and regattas, recounted how people at an event in Antigua were talking to her about Belfast's new shipyard. The community of mega-sailboat and yacht owners is small and close-knit, Squire said, so word is spreading thanks to the reputation of Turner and others involved in the project.

"There is enormous enthusiasm for this project up here, and I think it will benefit all of the businesses in the area," Squire said. Local lobsterman David Black said Belfast's working waterfront today — with its diverse businesses ranging from shipbuilding to commercial fishing and aquaculture — is beginning to resemble the way it probably looked a century ago. But with the new shipyard's capacity for handling larger and higher-end projects, Black predicted Belfast might one day rival Brooklin as the Maine town most closely identified with craft shipbuilding. "Possibly, you're going to say 'boat' and think of Belfast, Maine, because that is where it is all heading," Black said. Saturday's event was sponsored by the Belfast Rotary Club and moderated by Belfast town manager Joe Slocum. **Source :** [Bangordaily](#)



Jan de Nul's THSD **AL-IDRISI** seen fitting out at the STX yard in Korea – **Photo : Bjorn de Groot ©**



## Seaspan's shipbuilding bid adrift in uncertainty

It has the potential to create a far bigger economic footprint than hosting the 2010 Winter Olympics – yet policy makers in Victoria have yet to fully back the B.C. bid for a fat federal shipbuilding contract. The top prize is a \$25-billion, 29-year commitment to build Canadian combat ships. It would create thousands of steady, family-supporting jobs and deliver roughly \$250-million to provincial tax coffers over the life of the contract. Premier Christy Clark visited the Seaspan shipyards on Tuesday for a rally, where more than 200 workers in hardhats welcomed her support. Missing from her "Go Seaspan go" speech was any commitment to deliver tax breaks that the company says it needs before it submits its final bid, less than four weeks away.

Jonathan Whitworth, CEO of Seaspan Marine Corp., would have liked to hear a promise, but he said there is still time. "She didn't address it but it is being worked on as we speak," he said in an interview following the Premier's tour. There isn't much time left – the deadline for bids is July 7. "And she knows that now." Premier Clark didn't always get it.

The B.C. government has been supporting the bid since March 31, 2010, when then-premier Gordon Campbell wrote to Ottawa calling for a fair fight, so that B.C. shipyards could be "judged on merit and not be disadvantaged by regional considerations, market-distorting subsidies or other discriminatory factors."

But in his letter to Prime Minister Stephen Harper, Mr. Campbell boxed his own government in, suggesting Seaspan would stand on its own two feet in the bidding. "Since 2002, British Columbia has been committed to a policy of eliminating discriminatory subsidies to business," he wrote. "Under this policy, our shipyards have remained internationally competitive."

Now, Seaspan is asking the new premier for a tax break to help it invest in infrastructure required to build the kinds of ships Ottawa wants. The company says it will have to spend up to \$150-million to get its shipyards in North Vancouver and Victoria up to par. Mr. Whitworth is confident the B.C. government, under Ms. Clark, will find a way to help out before the submission deadline. For him, it's just a question of semantics. The firm is not looking for a subsidy, he said, but government-to-industry support similar to what the province already offers other industries including oil and gas, agriculture, forestry, R&D, mining and film. Several cabinet ministers worked on the file over the past year, trying to come up with a face-saving formula. But things bogged down last fall with Mr. Campbell's departure and the ensuing leadership contest. Ms. Clark then needed to fight a by-election contest, plus there was the federal election which meant there was no one in Ottawa, for a while, to lobby.

When Seaspan officials came to Victoria to make their pitch last January, they were left meeting with opposition MLAs. Throughout the B.C. Liberal leadership contest, Ms. Clark did not talk about shipbuilding jobs as part of her strategy to build a better B.C. There is little to suggest it was on her radar at all, until she stood up in the House last week to promote Seaspan's bid. What changed? Pat Bell, who as forest minister doggedly fought to save jobs in that moribund sector, was named Minister of Jobs, Tourism and Innovation three months ago. Seaspan officials were the first through his door right after that cabinet shuffle. Mr. Bell had a new mandate to spur job growth and this one contract alone had the potential to help him deliver.



"I realized this did fit nicely," he said in an interview this week. "I took it to Christy very quickly." On May 16, the company e-mailed him a copy of an economic impact study that gave him hard data on the potential for this contract to transform B.C.'s shipbuilding industry and give the provincial economy a measurable boost. But he was coy this week about just what his government will do to help make it happen. "I'm not in a position to disclose what we are or aren't doing at this point," he said. "I can tell you we are looking at all of the options in front of us, we want to make sure we provide Seaspan with a credible bid." Ms. Clark heads to Ottawa later this month to try to open doors on Seaspan's behalf. West Coast shipbuilders will be hoping she will have a strategy in her briefcase to back the B.C. bid.

The numbers

4: Canadian shipyards in the running for \$33-billion in federal shipbuilding contracts. They are Davie Yards, in Quebec; Halifax Shipyard, in Nova Scotia; Seaway Marine & Industrial, in Ontario; and Seaspan Shipyards, in B.C. 2: Contracts that will be awarded. 3,683: Full-time jobs generated annually by Seaspan for the first 10 years of the contract, if B.C. wins the combat contract worth \$25-billion. That is more than double Seaspan's current employment levels. In the second decade of the contract, employment would climb to 8,465 – but B.C. would have to step up job training to fill those skilled positions. \$15.1-billion: Contribution to B.C.'s economy over the span of the contract. That is at least six times the total impact of hosting the 2010 Winter Olympics. 12: Months of the year that Seaspan can promise ice-free harbours for construction and sea trials. **Source: Globe and Mail**



The **FAIRPLAY 33** seen fitting out in Romania – **Photo : unknown**

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## MRS ELENA GRASHCHENKOVA JOINS LANGELAAR KLINKHAMER ADVOCATEN



"It is our great pleasure to inform you that **Mrs. Elena Grashchenkova LL.M** has joined **Langelaar Klinkhamer Advocaten** as Legal Counsel".

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Photo: Daniëlla Vermeer (c)

## Royal Caribbean to bring giant ship to China

Cruise operator Royal Caribbean Cruises Ltd. RCL +0.95% will bring one of the world's largest cruise ships to China for the summer of 2012 as it sets its sight on wooing the country's emerging middle class.

Royal Caribbean announced that it will move its \$750-million **Voyager of the Seas** ship, which weighs in at 138,000 tons and can carry 3,114 passengers, to Shanghai for a series of four- to ten-night sailings from June to October 2012, the company said Wednesday. The vessel will double the size of any cruise ship operating in the Asia-Pacific region.

"With China becoming the world's second largest economy, nobody doubts the great potential of the Chinese cruising market. We believe that this market is entering into a record-breaking stage of development and will become one of the most important markets in the world," Zinan Liu, Royal Caribbean's managing director of China and Asia, told regional travel agents and media at a briefing Wednesday.

"We weren't the earliest to enter the Chinese market, but we believe we are entering the market at the best time," Liu said, adding that Royal Caribbean expects to reach a 50% market share in China this year, in terms of the number of cruises departing from the nation's ports. Although the exact itineraries for the Shanghai-bound ship have yet to be finalized, **Voyager of the Seas** will sail to Fukuoka and Kobe in Japan and Busan and Jeju in Korea. The ship will feature a shopping promenade, an ice skating rink, rock-climbing wall, 9-hole mini-golf course, a basketball court and three swimming pools. Royal Caribbean's smaller ship **Legend of the Seas** will also return to Shanghai in March 2012 for its fourth season in China. Royal Caribbean's China business only accounts for 3%-4% of the company's global revenues, but "the key word is growth," executive vice president Michael Bayley said. Steady economic growth in China has led to a surge in consumer travel and, global cruise giants hope, made cruising more attractive. A total of 95 cruises departed from China in 2010, up from zero in 2005, Zheng Weihang, secretary general of the government-supervised China Cruise & Yacht Industry Association said. Nearly 790,000 Chinese passengers traveled abroad on a cruise ship in 2010, up from 50,000 in 2005, Zheng said, adding that China now has 16 ports capable of handling international cruise ships. As Royal Caribbean prepares to move further into the Chinese market, it has learned to tailor its offerings for the unique market. "The Chinese like better hardware, the bigger the more beautiful. They like something grand. You have more space, you have more to see," Liu said. Chinese tourists also prefer their own cuisine



and more visual entertainment like dancing, rather than talk shows, he said. "And we will enhance our shopping facilities," as the Chinese love to shop, Liu said. **Source : MarketWatch**



The **JAYA CONFIDENCE**, **JAYA CENTURION** and **JAYA TREASURE 2** seen moored in Singapore Tuas basin –  
**Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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## New ferry service to and from Dominica announced

L'Express Des Iles has announced that a new, year round ferry service will begin on October 20, 2011 offering travel to Dominica, St. Lucia, Guadeloupe and Martinique. The announcement was warmly received in Dominica where tourism officials are working hard to increase the means of transportation between Dominica and neighboring countries. The service will be operated by Jeans Ferry Service and will also offer weekend charters to Montserrat, Antigua, St. Kitts and Nevis, St. Martin and St. Vincent and the Grenadines.

President of the Dominica Hotel and Tourism Association Simon Walsh said the new service will make it easier for visitors to access the US and other countries beyond the Caribbean. Walsh said lack of accessibility has so far kept people out of the large French market.

"With this new ferry system, let us hope that we are making a step in the right direction and with 137 passengers coming in three times a week, it does open up the French market," he said. Currently, L'Express Des Iles operates a ferry service between Dominica, St Lucia, Martinique and Guadeloupe at least three times a week.

In making the announcement of the new service, Managing Director of L'Express Des Iles Roland Bellemare says there's been a significant increase in travel over the years. Bellemare noted that in 2010 traffic to Dominica was ranked in the first position. Of the 184 000 passengers carried, more than 63 000 were into and out of Roseau placing it ahead of Guadeloupe, Martinique and St Lucia for the first time since operations started in the early 1990s.

According to Bellemare, "we used to have in the following order: Guadeloupe-Martinique market being the first one, then the St. Lucia one and Dominica the last one. In the year 2010, for the first time, Dominica ranked first."



Bellemare also expressed the hope that with airlines like Jet Blue and US Airways operating out of St Lucia it would make it easier for travelers out of Dominica to make connecting flights into the United States and beyond.

Source : thedominican



The **NILEDUTCH DURBAN** seen in Durban – Photo : Trevor Jones (c)

## Delivery of Stena Premium

Concordia Maritime has taken delivery of the product tanker **Stena Premium**, which will soon enter into a 3-year charter contract with Glencore subsidiary ST Shipping. The Stena Premium is the tenth and last P-MAX tanker in the so-called P-MAX series ordered from the Croatian shipyard Brodosplit.

The tankers in the P-MAX series have all been signed to charters of between three and ten years from delivery. The fleet operates in different geographical markets all over the world, transporting both light and heavy petroleum products as well as crude oil.

The first P-MAX tanker was delivered in 2005 from Brodosplit Shipyard. The tankers have double hulls, two engine rooms with full water and fire integrity and two separate propulsion systems. Superior manoeuvrability and an integrated bridge layout facilitate safe navigation in narrow channels.

Technical data for the P-MAX tankers: Length: 183 m, breadth: 40 m, draft (design): 11.3 m, deadweight: 65,200 tons.

## OLDIE – FROM THE SHOEBOX



Drydocks in Amsterdam North in yester years – Photo : Coll. Kees van Huisstede (c)

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



The **CMA CGM AFRICA ONE** seen moored in Pointe Noire - Photo : Chris van den Boogaard ©