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Wednesday, June 8th, 2011, HLV 'Oleg Strashnov' (Seaway Heavy Lifting) seen approaching Flushing in the early evening.

Photo : Jan Schut (c)

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It looks like memories are short, but this ferry appears to be at sea with its bow visor open!

Photo : Iain Henstridge (c)

Why was the MV Wisdom allowed to get so near the Bandra-Worli Sea Link?

Did the container ship being towed to the Alang junk yard have permission to sail so close to the coast and sensitive Bombay High oil installation? Who plotted her course? And how come nobody interrupted her voyage

There is now a new landmark off the coast in Bandra, in suburban Mumbai, that joins another outside the Otters Club there, and the city should consider itself lucky that it did not float onto the signature Bandra-Worli Sea Link. It is the **MV Wisdom**, a 26-year-old container ship, which in the course of its lifecycle has been blessed with 14 name changes, and nobody knows how many owners.



As a matter of fact, the real beneficiary owner of the ship is still not known, at least not officially. Who the real owners and financiers of this ship are will, ofcourse, be known to all and sundry in the by-lanes and backstreets of Mumbai's Ballard Estate. This is the kind of published information, incidentally, which can cause the untimely demise of journalists; or others too, as we have seen recently again. So we stay out of that aspect, though it is certainly important, especially in this day and age of scams linked to stolen assets, hidden in tax havens, appearing in other industries like international sports events, offshore oil exploration, and telecom. This article tries to answer some of the simpler questions.

The first simple question that arises is, what was this rust-bucket, junk, unseaworthy vessel doing so close to

Mumbai in the first place. The next question is, who plotted courses so far inland from what the actual course on a voyage from Colombo to Alang should have been. And, certainly, why was she inland of the oil rigs and security establishments in and around Bombay High? Mariners cannot even begin to think of the damage she would have caused if she had gone adrift near Bombay High.

MV Wisdom started life in faraway Hamburg, back in 1984-85, as the container ship **Olandia**. She bounced around the world with a variety of names, flags and despondent owners as well as charterers. These names often saw a repeat of the name **Olandia**, but also included **Ocean Spirit**, **Contship Canada**, **City of Leeds**, **Oocl Pudong**, **Vietnam Star**, **Moringia**, **India Star**, **QC Wisdom** and finally, **Wisdom**. Through all this, she bore a constant IMO (International Maritime Organisation) number - 8417558. As a small container ship, logging around 700 TEU, she would eventually see service as a feeder and an uneconomical one at that. Scrapping, therefore, would be a natural outcome.

Rule paramount which is drilled into our heads right in the beginning of our training is: All seaworthy merchant ships have a right of innocent passage through non-inland waters worldwide. However, a ship headed for scrapping, either under her own power or tow, does not come close to land or coast, as far as possible, for multiple reasons. If she does, then she needs to inform the authorities, who will then decide if she is to be provided with what is known as "the right to innocent passage" guaranteed to all seaworthy ships of all nations. Because a ship headed for scrapping is not seaworthy. And if a national authority wishes to, it can certainly deny her the right of innocent passage through her territorial waters, till a point where she has to enter the territorial waters for scrapping, or with precautions to prevent exactly what happened with the Wisdom.

In other words, the Wisdom should simply have stayed far away from India's territorial waters, until she was right off Alang, where she was reportedly destined for, and then made an entry in as direct and straight a course as possible. That is what her entry permissions into India should have stated in the first case.

The first convention that the **MV Wisdom** broke is that her tug and she entered India's territorial waters knowingly, and consciously, despite being very unseaworthy. We need to know and find out if she sought the required permissions to do so, or just barged right in, and then meandered close to Bandra, subsequently. A tug tow breaking in the monsoons, especially when towing an empty unmanned dead ship with high windage, is not something the authorities should have permitted right off Mumbai. One can, therefore, only presume that she was right off our coast, by some reports just four miles off, without any permissions or clearances. It would have to be total deliberate criminal negligence if permissions were given to this movement, in the way described, with just one tug that seemingly gave up after the towing arrangement snapped.

If she was in any other country, the authorities would have insisted that she had backup arrangements, at least two tugs for the tow and a third one on standby, and very regular monitoring of the situation.

Now, a dead ship under tow is not some sort of high-speed boat, it is more like a very slow combo chugging and struggling along at a speed not exceeding 3-4 knots (about 6-8 kmph), at best, if not even slower. In this sort of weather it would have taken more than a few days just to cross Mumbai harbour, assuming she came close to the coast past Goa, and then along the Raigad/Kolaba coast. She would have been picked up on every small and large shore radar screen, every naval and coast-guard ship, every offshore supply vessel on duty in and around the Bombay High platforms, and even the radars on the platforms and rigs. Most of all, despite the heavy seas and monsoons, she would have been visible to the naked eye from more than a dozen light-houses along the coast, including assorted naval batteries.

In addition, every other ship underway in and around the area would have picked her up on their radar screens, and stayed miles away. Any ship at anchor that this combo came within miles of would either raise anchor and flee, or raise a strong protest on the radio to the tug as well as the port authorities. As seafarers, we know how unpredictable and dangerous such derelicts under tow can be, and it is just not worth it being anywhere near them. Anywhere would mean that if I was on another ship, I would keep a very safe distance, which means steer at least five miles clear distance away, regardless, even more if I was a tanker or other kind of big ship.

Every one of them would have seen a double-blip on their screens. Any one of them could have challenged the tug-ship tow on simple VHF radio, and asked them to move further from shore, as well as establish identity. Every one of them could have filed a report with the many radio and marine stations all along the coast, of a tug and tow operating too close to the coast and representing a possible hazard. It is likely that some did, but whether they did or not is unknown; and even if they did, what happened next would be unknown. Something similar happens when un-roadworthy trucks are winked past on our roads, to give you an idea of what really may have happened, since there is no other logical reason why nobody seems to be aware of what was happening till this 13,000 tonner landed up aiming for the Bandra-Worli Sea Link.

The grapevine is, with hindsight, that this was a deliberate attempt to push a ship on to the Sea Link. Grapevine is seldom reliable and it does seem far-fetched, but it is an angle that will need to be investigated. If those who are investigating can find the real owners, that is.

The bigger issue, however, is that the Indian coast is rapidly becoming a dump yard for the junks and overage ships. And the **Wisdom** is just another example of this malaise; the solution to which has been debated and written about repeatedly, but never implemented, for a variety of reasons.

For all the coastline we have, our authorities have simply been unable to put up a simple Vessel Tracking System (VTS) along the coast, and appear to be nowhere near to doing so either. The bigger issue that the Wisdom brings out with shocking precision is simply that despite all the fuss after the 26/11 attacks by boat from Karachi, our coastline is as open as it was. Never mind small fishing boats, huge ships like the Wisdom can sail through, without being stopped or challenged. Think about it.

And if you challenge this too much, then you are in danger of meeting the same fate as other journalists who dig too deep, into matters pertaining to anything which might upset the status quo, of what really happens in offshore India. Or, being called "anti-national", as this writer has been, lately. **Source : Moneylife / Vereesh Malik**



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Fairstars **FJELL** seen moored in Cape Town on June 10th, 2011, for a short and planned bunkerstop

Photo: Crew Fjell

Pirates release M/V ZIRKU

EU NAVFOR says that on June 10, the MV **ZIRKU** was released from pirate control after 73 days in captivity. The vessel was pirated on the March 28, approximately 250 nautical miles South East of Salalah in the eastern part of the Gulf of Aden. The UAE flagged and Kuwaiti owned vessel was on its way to Singapore from Bashayer (Sudan) when she was pirated. The **MV ZIRKU** has a crew of 29 (1 Croatian, 1 Iraqi, 1 Filipino, 1 Indian, 3 Jordanians, 3 Egyptians, 2 Ukrainians and 17 Pakistanis). There is no further information about the crew at present. **MV ZIRKU** is on her way to a safe port. Source : GCaptain

Tow away ship at the earliest: Activists

Discarded merchant vessel **MV Wisdom** remained grounded off Juhu beach for the third consecutive day as the owners of the ship were still in process of making arrangements for tug equipment to tow away the vessel.

An official from the Directorate General of Shipping said, "We are in touch with the owners of the ship, who are making an assessment to tow **MV Wisdom** to Alang ship-breaking yard in Gujarat, where it was originally headed."

The 175-m-long cargo ship, which was being towed by **MV Seabulk Plover**, ran aground off Juhu Chowpatty on June 11 after the tow cable snapped 12 nautical miles west of Mumbai due to the inclement weather. The discarded ship, which was on its way from Colombo to Alang, caused panic for at one point, it appeared that there was a threat of it hitting the pillars of the Bandra-Worli sea link. The authorities have claimed that there was no threat of an oil spill as the vessel was not carrying fuel.

Meanwhile, activists have been campaigning for the vessel to be towed away at the earliest. Hansel D'Souza, an activist from Juhu said, "The ship should be towed away as soon as possible. We do not want a situation to arise where the authorities will be left with no choice but to break the ship here." The owners of the beached vessel, **MV Wisdom**, are still in process of making arrangements for tug equipment to tow away the vessel. Source : Indiatimes



The TSHD **GEOPOTES 15** seen operating in Ust Liga (Russia) Photo : Joris (c)

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Diversification helps Shipping companies to tide over

Indian shipping seems to be undergoing a sea-change given the fundamental structural adjustments that is happening across the sector, amidst uninspiring financial performance. It is possible that shipping as one knows it today would not exist as the industry is focussing more on new segments like offshore, dredging, logistics.

Even though some companies have 'managed' to put out a rosy picture when they announced their annual and quarterly financial results recently, shipping was found to be one of the worst-performing of sectors in terms of sales, operating profit and net profit. In fact, it is the only sector that had recorded negative sales growth for the March 2011 quarter over the previous year-ago quarter. The sector posted an aggregate quarterly sales of Rs3,003.41 crore (down 8%); operating profit of Rs545.4 crore (down 25%) and net profit of Rs 49.02 crore (down 87%) during the quarter.

For the uninitiated, this may sound strange, given the fact that Indian exim trade is continuing its robust journey from the previous fiscal: exports jumped 34.42% in April 2011 to \$23.80 billion while imports showed 13% growth to \$32.80 billion. **Source : Indiatimes**



The **DEEPWATER MILLENNIUM** seen offshore Ghana on 11.06.11 from **FD INVINCIBLE** –
Photo : Pat McCardle ©

Can't provide armed guards for merchant ships: Navy

As the government continues to discuss measures to check pirate attacks on the high seas, a proposal for having armed naval guards on merchant vessels has been ruled out. The Navy has expressed its inability to the government to take up the task in view of the limited manpower for its various missions, informed sources told The Hindu. Besides being on an anti-piracy patrol mission in the Gulf of Aden, the Navy has also been carrying out a vigorous campaign against piracy closer to the Indian shores.

Sources in the government said discussions are on to work out modalities as also the agency to be tasked with providing armed security aboard ships. As of now, there is no policy in the country of having armed private guards for protection on the high seas, a practice cleared by the International Maritime Organisation (IMO) as an interim measure.

Last month, the IMO Maritime Safety Committee issued interim guidance that the use of privately contracted armed security personnel (PCASP) should not be considered an alternative to the Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea area and other protective measures.

"Placing armed guards on board as a means to secure and protect the vessel and its crew should only be considered after a risk assessment has been carried out. It is also important to involve the Master in the decision making process. The guidance includes sections on risk assessment, selection criteria, insurance cover, command and control, management and use of weapons and ammunition at all times when on board and rules for the use of force as agreed between the ship owner, the private maritime security company and the Master," the IMO noted. According to the

interim recommendations, Flag States should have in place a policy on whether or not the use of PCASP will be authorised and, if so, under which conditions. It said a Flag State should take into account the possible escalation of violence which could result from the use of firearms and carriage of armed personnel on board ships when deciding on its policy. Over the past few months, the Navy has thwarted a number of attempts on merchant ships in the region and rescued a Chinese ship that was noted by Beijing. The Navy has recommended that merchant ships have a strong room where the personnel can take refuge in case of a pirate attack before help arrives. **Source : The Hindu**

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NAVY NEWS

HMS Sturgeon submarine shields saved by Selby District Council

HISTORIC shields from a famous British submarine have been restored by Selby Town Council and could soon be on display in town. The shields, from **HMS Sturgeon**, were saved from auction by the council in December after keen-eyed town councillors noticed they had been put up for sale by Selby District Council through industrial auctioneers CJM Asset Management at an auction house in Scunthorpe, along with the other contents of the district council's housing maintenance depot, which SDC had sold to supermarket giant Tesco.



The **Sturgeon** was a long-range patrol submarine, which was based in the North Sea and made the first successful torpedo attack of the Second World War and, later, was involved in the hunt for the German battleship Bismarck.

The **Sturgeon** claimed her first success when she sank the German anti-submarine trawler **Gauleiter Telshow** on November 20 1939. Its sinking was the first successful attack on an enemy ship by a British submarine during

Sturgeon claimed her first success when she sank the German anti-submarine trawler **Gauleiter Telshow** on November 20 1939. Its sinking was the first successful attack on an enemy ship by a British submarine during

the Second World War. She went on to sink four other ships – the German troop transport **Pionier**, the Danish merchant **Sigrun**, the Norwegian merchant **Delfinus**, and the German merchant **Boltenhagen**.

The shields were presented to the now defunct Selby Rural District Council and the Selby Urban District Council when they adopted the submarine during Warship Week in March 1942. Also amongst the haul from the maintenance depot was a third shield, from motor launch **HMML153**, which belonged to the former Osgoldcross Rural District Council.

Town council leader Coun Steve Shaw-Wright (right) said: "We haven't spent a great deal of cash on the restoration – it was a modest sum of less than £500. We also have a whole series of photos from the restoration process that we'd like to display alongside them. "Basically we're now waiting for SDC to tell us what they want to do with them.

"Selby Town Council is the successor to Selby Urban District Council, which we replaced in 1984, so we'd argue that its shield would find a natural home at the Town Hall, and I'm sure a place could be found for the other two and the new civic centre when it opens. "The two **HMS Sturgeon** shields are essentially the same, so it would be fine for them to be displayed separately." Source : Selbytimes

Ver. Ned. Veteranen en Oud Militairen- Costa Blanca bezoek Hr Ms Van Kinsbergen



De **Ver. Ned. Veteranen en Oud Militairen-Costa Blanca** heeft een bezoek gebracht aan het Marine Opleiding Vaartuig **Van Kinsbergen**. Dit Opleidingsvaartuig wordt gebruikt om adelborsten op te leiden tot zeeofficier. Op uitnodiging van het schip via de ambassade heeft de VNVOM-CB met een delegatie van de vereniging op zaterdag 11 juni jl. een bezoek gebracht aan het MOV **Van Kinsbergen**. Tevens waren er drie leden van de Royal British Legion bij aanwezig. Na een gezellig welkom werd de groep gesplitst in 3 groepjes voor verschillende rondleidingen over het schip en een rondvaart door de haven met een RIB. Na afloop traditioneel een oorlam gedronken in de all-ranks mess-room met de nodige verhalen en uitwisselingen van het vroeger en anno 2011. Na een marine waardig

afscheid kunnen wij terug kijken op een geslaagd bezoek aan het MOV Van Kinsbergen. Bron : Secr. VNVOM-CB, Ger Schotte

Reacties van de TRBL. :

First of all thank you for a great day out we really enjoyed it. Tell the Captain he has a Fine crew & wish them all the best for the Future. **Regards, Maurice Davin** , Many thanks for organising the trip Van Kinsbergen it was a truly memorable day. **Regards, Allen Perry**, Nogmaals bedankt, goede vaart en behouden thuiskomst in Den Helder. **Ger Schotte**



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New submarine getting ready for missile launch

Russia's newest strategic submarine "**Yury Dolgoruky**" has sailed out to the White Sea to prepare for its first-ever test launch of the new Bulava missile, a Russian news agency reports. The submarine is now undergoing the final stage of state trials and preparations before the planned Bulava launch in the end of June, a source at the Sevmash shipyard told RIA Novosti on Tuesday.

According to the source, the trials will continue out this week. – So far no remarks concerning the functionality of the aggregates or mechanisms have been made, he said. The planned test in June will be the first to be conducted from the submarine the missile is designed for; the Borei-class "**Yury Dolgoruky**". All the tests have so far been carried out from "**Dmitri Donskoy**" - a Typhoon-class submarine rebuilt into a test-platform for the Bulava missile.

As BarentsObserver reported, Russia plans to launch a total of five Bulava missiles in 2011. If the launches are successful, the missile will be taken into service in the end of 2011 or beginning of 2012. This will be the fifteenth (or sixteenth, the numbers vary from source to source) test launch of the Bulava missile. Half of the tests have failed.

"**Dmitry Donskoy**" has also left for sea, a blogger in Severodvinsk reports. **Source : BarentsObserver**



Seen in Western Port bay 13-6-2011 the **AURORA AUSTRALIS**, She is on lease to Australian Navy for 3 months. The naval base Cerebus is near by at Crib Point .

Photo : Andrew Mackinnon – www.aquamanships.com ©

NZ navy ship abandons China visit after breaking down

A New Zealand navy frigate has had to abandon a port visit to China after breaking down during a tour of Asia, the Royal New Zealand Navy (RNZN) told Xinhua Monday in an exclusive interview. **HMNZS Te Mana** had been scheduled to dock in Shanghai on June 27, but that visit had been canceled after it had to undergo emergency repairs on

"defective bearings in the engine," Lieutenant Sarah Campbell said. **Te Mana** was also supposed to visit Ho Chi Minh City, Vietnam, on Saturday, but Campbell could not say if that port of call was still on its agenda.

The vessel had just left Jakarta, Indonesia, and was to arrive Monday in Singapore, where the repairs would take place, said Campbell. The repairs were expected to take up to six days, she said. The **Te Mana** is touring south and east Asia after completing exercises with an Indian Navy ship in the Bay of Bengal.

Te Mana left Auckland on February 21 on a five-month deployment to Australia and Asia to test naval capabilities with allies and partners in order to strengthen regional security and diplomatic links, said a statement from the RNZN last week. During exercises with Indian vessel **INS Kesari**, the crews practiced boarding operations, communications, and maneuvers and exchanged personnel. "Exercising with an Indian warship is a valuable opportunity for the Navy," said **Te Mana** commanding officer Commander John Butcher. "It prepares us to operate effectively with Indian ships should the need arise, and it provides valuable experience for the crew.

"While our visit is focused on building military links, New Zealand shares many common economic and political interests with India, including the protection of shipping routes from piracy and being prepared to respond to humanitarian and disaster relief efforts at short notice."

The exercises strengthened the links between the Royal New Zealand Navy and the Indian Navy, said the statement. The Chief of the Indian Navy, Admiral Nirmal Verma, visited New Zealand in 2010, and RNZN ships had made several visits to India. India's High Commissioner to New Zealand, HE Admiral Sureesh Mehta, was a former Indian Chief of Naval Staff. **INS Kesari** was a modern landing ship capable of transporting 500 troops and 10 battle tanks. With a displacement of 5,650 tons, the **Kesari** carried a helicopter and could operate as a supply vessel.

Te Mana had completed a visit to Port Blair, an Indian port in the Andaman and Nicobar Islands and was due to return to New Zealand in late June. Last month **Te Mana** successfully test-fired its close-in weapons system (CIWS), which was upgraded last year, during exercises in the South China Sea. The CIWS, also known as a Phalanx, was a six-barrel, radar-controlled, 20 mm machine gun capable of firing up to 75 rounds of hardened steel bullets a second, or 4,500 per minute.

The purpose of the firing was to calibrate the CIWS radar tracking system to ensure accuracy. Four firings were undertaken, with a total of 550 rounds fired. The weapon was designed as a last line of defence against anti-ship missiles and other air targets. If a target wasn't destroyed at long range by the ship's missile system, the CIWS fired a curtain of bullets to destroy the target as it closed in.

In February, **Te Mana** and **HMNZS Te Kaha** left New Zealand to participate in a Five Powers Defence Arrangements exercise, involving forces from New Zealand, Australia, Malaysia, Singapore and the United Kingdom, in the waters of South East Asia. The multi-national exercise named **Bersama Shield** involved a submarine, nine ships, 57 fixed wing aircraft including eight F-18s, four MIG 29s, and 16 F-16s five maritime helicopters and a variety of air and land-based support elements. The Five Power Defence Arrangements provide a framework for defence co-operation between the five nations and was established in 1971. Source : Chinadaily

SHIPYARD NEWS



The **SUMATRA PALM** seen leaving Batam waters upon completion of a drydocking period – Photo :Piet Sinke ©

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Letter of Claim in Respect of Ropax Contract

Further to the announcements made by ST Engineering on 19 March 2011 and 24 March 2011, ST Engineering would like to update its shareholders that ST Marine, the marine arm of ST Engineering, has been issued a letter of claim dated 10 June 2011 (Claim) by the lawyers of Louis Dreyfus Armateurs (LDA) in respect of the shipbuilding contract for the Roll-on/Roll-off Passenger ferry (Ropax Contract) contracted in July 2007 for a contract price (inclusive of variation orders) of approximately S\$179m. The Claim states that LDA is claiming for both liquidated and unliquidated damages resulting from ST Marine's purported breach of the Ropax Contract. As set out in the Claim, LDA is claiming a sum of S\$4.8m in respect of liquidated damages for delay in delivery and an aggregate sum indicated as approximately Euro 33.03m for unliquidated damages arising from ST Marine's purported breach. As stated in the previous announcement on 24 March 2011, ST Marine is of the view that LDA's purported termination of the Ropax Contract is a breach and ST Marine itself has terminated the Ropax Contract on the basis of LDA's breach and accordingly has reserved all its rights in the matter. ST Marine is taking legal advice on the Claim and intends to dispute the Claim. As announced previously, ST Marine's position is that if liable, its total liability under the terms of the Ropax Contract is capped at 10% of the contract price and on that basis no material impact is expected on the consolidated net tangible assets per share and earnings per share of ST Engineering for the current financial year.

ST Marine (Singapore Technologies Marine Ltd), the marine arm of ST Engineering, provides turnkey building, repair and conversion services for a wide spectrum of naval and commercial vessels. In shipbuilding, it has the proven capabilities to provide turnkey solutions from concept definition to detailed design, construction, on-board system installation and integration, testing, commissioning to through-life support. It has also established a track record in providing high engineering content shiprepair and ship conversion services for a worldwide clientele. ST Marine also provides a suite of sustainable environmental engineering solutions via its environmental engineering subsidiaries led by STSE Engineering Services Pte Ltd (STSE). Please visit www.stengg.com.



The **JAYA PEARL** seen under construction at the Jaya-Asiatic yard in Batam (Indonesia) – Photo : Piet Sinke (c)

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A banner for Fairmount marine featuring three offshore support vessels in the ocean. The vessels are green and white with orange accents. The background is a clear blue sky and sea.

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Australia's Orion Expedition Cruises names its second ship in Seattle

While many American cruise lines have been heading down under lately, Australian operator Orion Expedition Cruises went to Seattle last week to name the second ship in its fleet. The 100-passenger **Orion II** was named there by three of the cruise line's most loyal passengers, who will serve as godmother to the ship, which set off on a 24-night inaugural voyage from Vancouver to Otaru, Japan.



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

The ship originally launched in 1991 as the **Renaissance Four** and was later renamed the **Clelia II**. It has been refurbished several times, including a \$19 million upgrade in 2009. The cruise line describes its new acquisition as "yacht-like," with a crew of 70 servicing only 100 passengers in 50 suites. Orion Expedition Cruises is a luxury line that also operates the 106-passenger **Orion**, and has focused the marketing of its Asia Pacific voyages more to the U.S. market over the last few years. After its inaugural cruise, the **Orion II** will sail to the Russian Far East, the Inland Sea of Japan and the Ryukyu Islands before offering a series of 10-night itineraries around Borneo. Later 2011 cruises will visit Thailand, Cambodia and Vietnam. Source : travel.usatoday

Vroon Group subsidiary orders two wind farm service vessels

Vroon Group subsidiary MPI Workboats of the U.K. has placed an order for two additional offshore wind farm service vessels. They will be built at the South Boats Medina Shipyard on the Isle of Wight, U.K. and, when delivered next year, will bring the total number of vessels in the MPI Workboat Fleet to eight. At present, five vessels are in service and a sixth (MPI Dulcinea) is scheduled for delivery later this month. Designed specifically for MPI Workboats, the South Catamaran 17 m LS can fulfill a multiplicity of roles demanded by wind farm site owners and operators.

VESSEL PARTICULARS

Length o.a. 17.5 m
Length hull 17.00 m
Beam overall 6.40
Lightship draft 1.00 m
Lightship displacement 45 tonnes
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Range 350 nm (16 hrs @ 22 knots)
Water capacity 400 liters
Complement (total) 12 passengers + 3 crew

MPI Offshore, based in Stokesley, U.K., has been pioneering the offshore wind turbine installation business since 2003, when the first dedicated wind turbine installation vessel was delivered: **MPI Resolution**. Over the past seven years MPI has been involved in numerous wind farm construction projects, including those on Barrow and Robin Rigg. During 2008, the company decided to invest \$550 million in two state-of-the-art wind turbine installation vessels, **MPI Adventure** and **MPI Discovery**. The second of these vessels, **MPI Discovery**, is currently under construction at the Cosco Qidong Shipyard in China. Source : MarineLog



Wagborg latest fleet addition, the **ANDESBORG** left the builders in Shanghai - Photo : Pieter Roos ©



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Norilsk-Nickel gets ice-class tanker

The new vessel “**Yenisei**” will allow establishing a year-round shipment of petrochemicals in the Arctic. Construction of the icebreaking tanker took place at Nordic Yards’ Wismar shipyard in Germany. Sea trial begins in August and delivery is set for the end of September. Norilsk-Nickel reports on their portal the new ice-class tanker is an important step towards increasing the company’s presence in Northern Sea Route transportation. The vessel will allow year-round supply of petrochemicals to Dudinka, Norilsk-Nickel’s main river port on the Taimyr Peninsula as well as transportation of gas condensate to Europe from the Pelyatinskoe gas condensate deposit which is being developed by Norilsk-Nickel. “**Yenisei**” is capable of breaking ice up to 1,5 metre thick and has a capacity of more than 20,600 cubicmetres. The vessel is said to be able to operate in temperatures down to -50 degrees Celsius. **Source : BarentsObserver**



Ezion Holdings Ltd’s No 4 JU Liftboat **Teras Conquest** undergoing jacking trials at PTSC Berth, Vung Tau. JU is ready for delivery towards end June and is slotted for several offshore operational & maintenance projects within South East Asia and Middle East. Ezion Holdings will be taking delivery of two additional similar JU liftboats and with the strong interest shown on the liftboats to date, Ezion is confident of securing meaningful niche employment for these units.”



The **HARBOUR PROGRESS** seen assisted by the **FAIRPLAY 23** and **FAIRPLAY XII** in Rotterdam
Photo : Marijn van Hoorn (c)

CSAV Suspends Trans-Pacific Loop Service

Chilean carrier CSAV said Monday it will suspend its Asiam service from India, Southeast Asia and China to the U.S. West Coast because of what it called "prevailing negative market conditions" on the trans-Pacific trade. The company plans to suspend the service on June 11 with one last eastbound sailing of the Centaurus from Shanghai. The last westbound sailing is on June 30 when the Centaurus departs Long Beach. Eastbound spot freight rates have been flat or down since the beginning of the year and are 19 percent lower than what they were at this time last year. CSAV said its Indus service will continue serving the trans-Pacific trade between the Far East, South East Asia and the Indian Sub Continent. The company did not say when it would resume the Asiam service. **Source: The Journal of Commerce**



The **VOSSBORG** seen in IJmuiden – Photo : Jan Plug (c)

China's biggest car carrier sails to Brazil

"**ZhongYuanTengFei**," China's biggest car carrier of China Ocean Shipping Company, also known as COSCO, with a capacity of 5,000 automobiles, sailed from Shanghai to Brazil on June 10. It carried a shipload of 4,380 cars, mostly domestic brands, including JAC Motors, Chery Automobile, Sany Group and Lonking Product. It set a record for the heaviest carrying capacity in one time for a Chinese-made cargo ship. The demand for automobile exports has ballooned as China's auto industry is developing rapidly. According to statistics, China's total export volume of automobiles in the first quarter of 2011 reached 230,000, and with this trend, it is estimated that China will sell about 700,000 cars this year. **Source: People's Daily Online**

DO YOU RECOGNISE A FORMER FERRY IN THIS PHOTO'S



Photo top : Frank Wuis (c)



Spotted in Kakinada (India), built in 1980 as the ferry **MOLENGAT** for the TESO at the Verolme yard in Heusden for the Route Den Helder < > Texel, sold and converted in 2009 to offshore support vessel, just completed a 10 months charter off Angola

Photo left : Jan Steehouwer
Photo below : Frank Wuis (c)



Russian firms to invest in new port on Black sea

Reuters reports that Russian firms including Uralkali, SUEK and United Grain Co plan to invest 100 billion roubles (US\$3.6 billion) in a new port complex on the Black Sea. Russia's Deputy Transport Minister Andrei Nedosekov said the new port complex at Taman will ease supply constraints at Novorossiisk, which will continue to focus on oil and grain exports. Russia is expanding port capacity to aid shipments of key exports such as grain, iron ore and fertilisers. "A number of memoranda have been signed, the main investors are Uralkali, SUEK, United Grain Co, Global Ports and Metalloinvest," Nedosekov said. **Source : Dredging News Online**

South Korea: COSCO Group Holds Christening Ceremony for Two 13100 TEU Container Ships

The ceremony was also attended by Madam Sun Minqin, wife of Chinese Ambassador to the Republic of Korea, Ms. Hao Xiaofei, Chinese Consul-General in Pusan, Mr. J S Lee, President of HHI, Mr. Kyle Washington, President of Seaspan Corporation, and Mr. Gerry Wang, CEO of Seaspan Corporation. MV. **COSCO Glory** and MV. **COSCO Pride** are the largest container vessels in carrying capacity presently serving in COSCO's container ship fleet, and the two vessels are also the world's largest container ships in existence. **Source : Cosco**



Funding for new Alaska Class Ferry in doubt

Ferry supporters are lobbying Governor Sean Parnell to keep money for a new vessel in the budget. But even if it survives his veto pen, it may not be enough. here's an update on funding for the Alaska Class Ferry. The Legislature put \$60 million for a new ferry in the operating budget before adjourning this spring. But Governor Sean Parnell has said lawmakers spent too much this year. And some worry the ferry money might take a hit.

"The Juneau delegation and other legislators from Southeast Alaska are really pushing to keep that \$60 million in there," says Senator Dennis Egan, a capital city Democrat and backer of the Alaska Class Ferry project. (Read more about the project.) He says that money, plus another \$60 million already set aside, should get the state ready for construction.

Officials originally planned to use \$60 million in federal funds. But they decided not to use it because of regulatory requirements. One would have blocked an Alaska preference for contractors. "It would be all state funding so we wouldn't have to worry about following federal guidelines on certain issues. And it would allow the Alaska Ship and Drydock in Ketchikan to bid on it and have Alaska jobs." The shipyard hoped to negotiate an exclusive contract, but Parnell said ferry construction would go out to bid. The 350-foot, 500-passenger, 60-vehicle vessel would sail northern Southeast waters. (Hear an earlier report.)

The governor's office is not ready to say "yes" or "no" on ferry funding. Budget Director Karen Rehfeld says the item, like hundreds of others, will be reviewed as part of the veto-and-approval process. But she says the administration knows about the need. Transportation Commissioner Marc Luiken says he's made his views known. But he won't second-guess Parnell, who is his boss.

"From a department perspective we definitely support the Alaska Class Ferry and will continue to support the governor as to when and how to fund it." The \$60 million in the operating budget would go into the state's vessel replacement fund. Another legislative appropriation would be needed to dedicate it to the Alaska Class Ferry. Transportation officials have been working on the project for several years. They have a preliminary design. And, if there's no veto, there will be \$120 million available.

"That estimate is a couple of years old. So whether we can actually get a ship built from that amount of money, I think, remains to be seen," says Captain Mike Neussl, who runs the ferry system. He hopes the money makes it through the veto process, and it's enough to build a ship. But he says that will be hard to know until bids come in.

"The commissioner and I and the Department of Transportation are working with the administration, the governor's chief of staff, the deputy chief of staff and up through the governor, to determine the best procurement process that ensures fairness and competition and a level playing field. That process is still not finalized and is the subject of ongoing negotiations and discussions." Plans came out of a process involving ferry staff and public input. Officials decided on a new "class" of ship that would sail routes taking less than a day.

"The basic design of a 350-foot, steel-hulled, diesel-powered vessel with no staterooms for passengers but staterooms for the crew seems to be the general conceptual design. Specifics and actual details of that remain to be developed during detailed design." The first ship would sail Lynn Canal, including Juneau, Haines and Skagway. If more money comes through, a second ship could connect Ketchikan and Prince Rupert. And a third vessel could join the first in Lynn Canal, one of the marine highway's busiest routes, or sail Prince William Sound. Neussl says contracting, design and construction could take three to five years. New ships would replace older vessels in the fleet.

Juneau state Senator Egan says he optimistic Parnell will fund the project. "Even though it wasn't in the administration's budget, I think they're cognizant of the fact that it will provide great job opportunities for the people of Southeast Alaska. And I'm just really hoping it will make it through." The operating budget was sent to the governor last week. Veto decisions are due by the end of the month. The capital budget also has \$6 million for Ketchikan shipyard expansion that would help the facility get ready for ferry construction **Source : CoastAlaska**



The **KL SALTJORD** seen moored in Stavanger – **Photo : Philip Scott (c)**

Euroseas announces acquisition of a 2,788teu boxship

Euroseas Ltd., an owner and operator of drybulk carriers, containerships and multipurpose vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced today that its joint venture company,

Euomar LLC ("Euomar"), signed a memorandum of agreement to purchase the **M/V MATE**, a geared containership of 35,600 dwt and 2,788 twenty foot equivalent units (teu) built in 2004 in Poland, the Euroseas press release said.

The vessel is expected to be delivered to Euomar not later than September 30, 2011; it will be renamed **EM ASTORIA** after its delivery.

On March 25, 2010, Euroseas entered into a Joint Venture with companies managed by Eton Park Capital Management and Rhône Capital, two recognized private investment firms to form Euomar a Marshall Islands limited liability company. Eton Park's investments are made through Paros Ltd., a Cayman Islands exempted company, and Rhône's investments are made through the Cayman Islands limited companies All Seas Investors I Ltd., All Seas Investors II Ltd., and the Cayman Islands exempted limited partnership All Seas Investors III LP. Pursuant to the terms of the Joint Venture, Euroseas would invest up to \$25.0 million for a 14.28% interest in the Joint Venture, while Eton Park and Rhône would each invest up to \$75.0 million for a 42.86% interest each in the Joint Venture, for a total of \$175.0 million. Euroseas has contributed \$15.0 million of its \$25.0 million commitment to-date.

With the acquisition of **M/V MATE**, Euomar will have purchased seven geared containerships with an average age of approximately 7.6 years. Euroseas Ltd. was formed on May 5, 2005 under the laws of the Republic of the Marshall Islands to consolidate the ship owning interests of the Pittas family of Athens, Greece, which has been in the shipping business over the past 136 years. Euroseas trades on the NASDAQ Global Market under the ticker ESEA since January 31, 2007. The Company has a fleet of 16 vessels, including 4 Panamax drybulk carriers and 1 Handymax drybulk carrier, 3 Intermediate containership, 5 Handysize containerships, 2 Feeder containerships and a multipurpose dry cargo vessel. Euroseas' 5 drybulk carriers have a total cargo capacity of 331,808 dwt, its 10 containerships have a cargo capacity of 17,787 teu and its multipurpose vessel has a cargo capacity of 22,568 dwt or 950 teu.

Euroseas operates in the dry cargo, drybulk and container shipping markets. Euroseas' operations are managed by Eurobulk Ltd., an ISO 9001:2000 certified affiliated ship management company, which is responsible for the day-to-day commercial and technical management and operations of the vessels. Euroseas employs its vessels on spot and period charters and through pool arrangements. **Source : PortNews**



The Inverness homeported **KINTORE** seen out high and dry at Buckie shipyard, **photo Brian Climie (c)**

SKB Group herstructureert bedrijven

De SKB group is het jaar 2011 begonnen met een nieuw logo en een nieuwe bedrijfsstructuur. De 5 zelfstandige werkmaatschappijen hebben een andere samenwerkingsstructuur gekregen, met één centrale aansturing. Iedere werkmaatschappij werkt zelfstandig, maar de overkoepelende SKB organisatie zorgt voor een nauwe onderlinge samenwerking. Zo kan bijvoorbeeld een offerte voor een pomp van Zwets vergezeld gaan met een offerte voor de inbouw van die pomp door SKB repair, inclusief het benodigde leidingwerk door SKB piping.



Door de jarenlange ervaring die de diverse bedrijven hebben opgebouwd, is de SKB group niet alleen in de binnenvaart een begrip, maar ook binnen de industrie, bouw, (natte) aannemerij en offshore. SKB piping levert leidingwerk voor alle mogelijke toepassingen. Zowel in de machinekamer, als de laad- en losleidingen voor tankschepen. SKB repair verzorgt op- en inbouw van leidingwerk en pompen. Zij verzorgen, veelal als onderaannemer, alle bij de afbouw van een schip voorkomend ijzerwerk. Zwets werkendam levert pompen in alle maten en soorten, voor alle mogelijke toepassingen, zoals het samenbouwen en eventueel verhuuren van pompsets. SKB construction kan alle mogelijke constructieve toepassingen maken. Zij maken bijvoorbeeld expansietanks, lekbakken, watertaks, gereedschapskisten

en roestvrijstalen uitlaten. Daarnaast bouwen zij bijzondere constructies voor architecten. Marijn design ontwerpt en produceert tuinmeubilair en verfraaiingen voor de openbare ruimte en de horeca. Hiervoor kunnen zij gebruik maken van de materialen, expertise en vakmensen van de zusterbedrijven.

Nieuw logo, nieuw elan

Oorspronkelijk begonnen als een eenmanszaak in ijzerwerk, is het bedrijf uitgegroeid tot specialist in de afbouw van schepen en het maken van constructies. Tegenwoordig zijn de werkzaamheden van de SKB group zo divers dat zij gekozen hebben voor een groepslogo waarin dat tot uiting komt. Alle bedrijven bevinden zich op één locatie. Dat werkt kruisbestuiving tussen de expertise van de verschillende disciplines in de hand. In het logo is dat zichtbaar gemaakt door de pijlen. Zij symboliseren dat de groep diverse richtingen in zich en toch één geheel vormen. De herstructurering binnen de SKB group bleef niet beperkt tot een nieuw logo. Er is een nieuwe bedrijfsstructuur opgezet. Zo vindt alle inkoop en verkoop nu centraal plaats. Dat heeft als voordeel dat zaken niet door elk bedrijf apart worden aangekocht. Wat betreft de centrale verkoop van de bedrijven is er een duidelijke toegevoegde waarde. Als door bijvoorbeeld een aannemer, of een werf, een pomp wordt besteld bij Zwets werkendam, dan kan die offerte nu vergezeld gaan met een offerte voor de inbouw daarvan door SKB repair en eventueel met een offerte voor het leidingwerk door SKB piping.

Fysieke eenheid, disciplinaire verscheidenheid

Alle B.V.'s, werkzaam binnen de SKB group, lopen wat discipline betreft nogal uiteen. Wel sluiten de werkzaamheden, die zij aanbieden en uitvoeren, naadloos op elkaar aan. Ondanks de diversiteit is het mogelijk alle SKB bedrijven op één locatie te huisvesten in Werkendam. Doordat alle disciplines op loopafstand van elkaar werken, kunnen de specialisten bij elkaar in de keuken kijken. Op die manier kunnen zij projecten realiseren die voor anderen bijna onuitvoerbaar lijken te zijn.

SKB ziet alleen uitdagingen, geen problemen

De SKB group ziet elke opdracht als een uitdaging. Dat heeft niets te maken met de complexiteit, of het bedrag, dat met die opdracht gemoeid is. Als bedrijf, dat zijn oorsprong vindt in de scheepsbouw, zijn zij wel wat gewend. Ook op schepen is zelden iets rechttoe rechtaan. Niet voor niets is het bedrijfscredo: 'nil nobis absurdum'. Succes is niet alleen in geld of verdienste te meten. Als je samen iets tot stand weet te brengen, waar mensen gelukkiger van worden, is dat óók rendement.



Lamprell's **HAMRIYAN PRIDE** seen in Stavanger – Photo : Philip Scott ©

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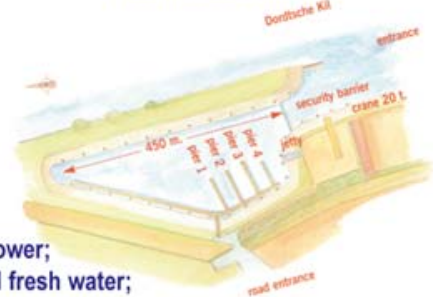
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Singapore posts higher box volumes in May

Container throughput volumes at Singapore port in May rose to its highest monthly volumes this year, according to preliminary estimates from the local port authority. The world's second largest container port handled 2.57m teu last month, up from 2.42m teu in the same month of 2010, data from the Maritime and Port Authority of Singapore (MPA) showed. Month-on-month, May volumes rose from 2.46m teu recorded in April. From January to May, Singapore port moved a total of 12.1m teu, up 3.4% compared to 11.7m teu in the corresponding period of 2010. **Source:** Seatrade-Asia



The **ELI KNUTSEN** and in the background seen the **CAPE SALT** seen making their way through the North Sea as seen from the Stena Hollandica. Photo : Mark de Bruin - 3rd Engineer Stena Hollandica ©

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.... PHOTO OF THE DAY



Last Friday the **T-31** conducted trials at the Westerscheldt River and in the Everingen as can be seen above
Photo : www.tugspotters.com | Alain Doods ©