



Number 167 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 16-06-2011**

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



THB Verhoef bv

Key components for diesel engines made in Europe
24/7 in stock in Rotterdam

thbverhoef.com



The Hyundai VLCC UNIVERSAL CROWN seen passing the Singapore Straits Eastbound
Photo : Piet Sinke (c)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

Tristan K: A Powerful New Addition to the World's Z-Tech Tug Fleet



Recently delivered to her Owners Bay-Houston Towing Co. of Galveston, Texas is the latest Z-Tech 7500 Class tug **Tristan K**. This powerful new ship-handling/escort tug began her maiden voyage on June 9, 2011 for the destination of the recently commissioned LNG terminal in Cameron, Louisiana, where it will be operated by G & H Towing on behalf of the Owners. **Tristan K** was designed by Naval Architects Robert Allan Ltd. of Vancouver, B.C., with significant input from Mike Nigro, Vice President of Engineering at G & H Towing and his team and is the 8th of this class of handsome tugs for the same Owner. The Z-Tech 7500 design builds on the international success of its smaller cousins, the now well-known and well-proven Z-Tech 4500, Z-Tech 6000 and Z-Tech 6500 Classes. Since their introduction to the world market only a few years ago there are now a total of 50 Z-Tech tugs operating throughout South-East Asia, Australia, the Middle-East, in the Panama Canal and at US Navy bases in Japan and the United States. **Tristan K** and its recently delivered sister tug **Hercules** are classed for both harbour and coastal towing and for tanker escort duty, and were built to ABS Class notation "A1 Towing Service, AMS, Escort, Fi-Fi 1".

Particulars of these Z-Tech 7500 Class tugs are as follows:

Length Overall- 98'-8" (30.00 metres)
Beam, Moulded- 39'-4" (12.00 metres)
Depth, Moulded- 16'-5" (5.00 metres)
Draft, Maximum- 17' (5.18 metres)
Fuel Capacity- 169 cubic metres
Potable Water Capacity- 24 cubic metres

Compared to the previous six Z-Tech 7500 tugs for the same operator, Tristan K and Hercules are equipped with a different propulsion system and hawser winch. Propulsion comprises a pair of MTU 16V4000-M70 diesel engines; each rated 2,240 kW at 2,000 rpm, driving a Rolls-Royce US 255 Z-drive with a 2,800 mm diameter propeller through a hollow, in-line shafting system. This combination delivers a Bollard Pull of 73 tonnes ahead, and provides a free running speed in excess of 13 knots, thereby fully satisfying the Owner's performance objectives.

The configuration of the Tristan K is shown on the accompanying general arrangement drawing and photographs. The tug is outfitted for a crew of six persons, in modern and well-equipped facilities.

The unique docking skag fitted forward of each z-drive unit will considerably reduce dry docking time and costs for the operator during the tugs service lifetime.

The main hawser winch is an electrically driven single drum Model DESF-48 200HP winch supplied by Markey Machinery of Seattle, WA. The winch has a line capacity of 700 feet (213 metres) of 9" circumference (72 mm dia.) synthetic line and a line pull of 456,275 lbs. (207,000 Kg) at a speed of 13 fpm (4 metres/minute) or 2,850 lbs. (1290 Kg) at 671 fpm (204 metres/minute). Electrical power is provided by a pair of John Deere 6081-AMGK75 gen-sets, each rated 185 kW. The tug has a full Fi-Fi 1 rating in accordance with Class notation requirements. The two fire pumps are each driven by independent fire pump engines.



The **HANNE THERESA** seen enroute Rotterdam – Photo : Kees Torn (c)

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

MARITIME AWARDS GALA 2011

DONDERDAG 3 NOVEMBER STUDIO 21 HILVERSUM



Op donderdag 3 november 2011 wordt de zesde editie van het Maritime Awards Gala gehouden. Als locatie heeft de organisatie dit jaar gekozen voor Studio 21 in Hilversum. De gasten staat een wervelende mix van entertainment, diner en awardsuitreiking te wachten. Gastvrouw van de avond is Anita Witzier, presentatrice van onder andere het televisieprogramma Memories en winnares van de Zilveren Televisiester.

Hoofdsponsors

IHC Merwede, Damen Shipyards, Imtech Marine Group, Wärtsilä en Noord Nederlandse P&I Club (NNPC) hebben zich als hoofdsponsor verbonden aan het Maritime Awards Gala 2011. Bedrijven die ook aanwezig willen zijn bij het gala, kunnen zich nog aanmelden als tafelsponsor. Meer informatie over de mogelijkheden vindt u op www.maritime-awards.nl

Maritime Week

Met het Maritime Awards Gala 2011 wordt tegelijkertijd het startsein van de Maritime Week gegeven. De Maritime Week is een landelijke publiciteitscampagne waarin ruim een week lang de spotlights op de maritieme sector gericht worden. In de periode van 3 tot en met 12 november zijn er diverse activiteiten voor jongeren, maritieme bedrijven, politiek, export en het grote publiek. De organisatie verwacht door de bundeling van de activiteiten meer schaalvergroting, naamsbekendheid en synergie. De Maritime Week is een initiatief van Scheepsbouw Nederland en wordt in samenwerking met onder andere de Koninklijke Vereniging van Nederlandse Reders (KvNR), Stichting Nederland Maritiem Land (NML), HISWA Vereniging, Vereniging van Waterbouwers en Onderwijs Centrum Binnenvaart georganiseerd. Meer nieuws over de Maritime Week kunt u volgen via www.twitter.com/maritimeweek

Tijdens het Maritime Awards Gala 2011 worden vijf belangrijke maritieme prijzen uitgereikt: KNVTS Schip van het Jaar Prijs, VNSI Timmersprijs, HISWA Excellence Award, KvNR Shipping Award en HME Maritime Innovation Award. Met de bundeling van de prijzen wil de maritieme industrie zijn innovatieve topprestaties in de volle breedte presenteren.



The **CELEBRITY ECLIPSE** seen departing from Southampton – Photo : Peter Hollands ©

Tugboat crew may be held

The police may arrest the crew of the **Seabulk Plover**, a tug vessel that had towed the cargo ship **MV Wisdom** from Colombo. Tanaji Ghadge, deputy commissioner of police (ports) said, "An offence has been registered under section 280 (336) of the Indian Penal Code. It is an instance of negligence as the unseaworthy ship could have damaged vital installations along the coast, including the Bandra Worli Sea Link," he said. An FIR has been registered on the basis of

circumstantial evidence. The police will also record the statement of the crew of the tug vessel before making an official arrest. **Source : Indiatimes**



Above is seen the bulker **HOPE STAR** making an unscheduled visit to Port Chalmers to wait for storm force winds to abate before negotiating the narrow Victoria Channel in the upper harbour from Port Chalmers to Dunedin. The vessel is scheduled to load a part load of logs at Dunedin. **Photo : Ross Walker ©**

Simply reliable





AVRA
TOWAGE BV

Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl

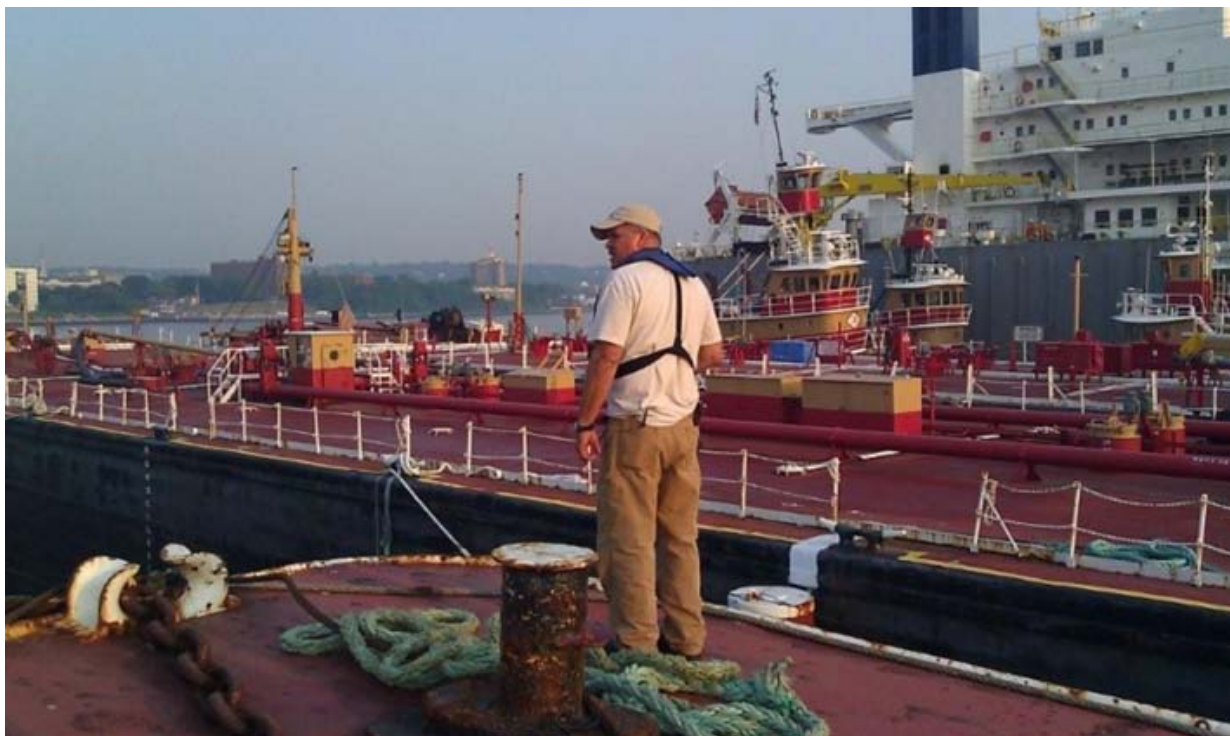
Tug boat crew diverted to Malta after 'defecting' to Benghazi

A crew of six Libyans working on a government tug boat diverted the vessel to Malta due to inclement weather while on their way to the rebel stronghold of Benghazi over the weekend. The tug boat, **Almergheb**, left from Tripoli and was intercepted by the Armed Forces of Malta on Sunday night one kilometre off Delimara.

Secrecy shrouded the incident, possibly in an attempt to protect the identity of those who defected, with the AFM, police and the Justice Ministry giving no details of what happened. Sources said the crew members claimed to have defected from Libyan leader Muammar Gad-dafi's service, taking the boat with them and heading for Ben---ghazi.

They claimed to be communicating with the Benghazi council on the high seas to negotiate safe harbour. But due to bad weather, the unarmed crew decided to turn to Malta and continue negotiations from here. Once negotiations are concluded, the crew is expected to make its way back to Benghazi. But in the meantime, the Maltese authorities are investigating to verify their story. The boat, which is Libya-registered, was berthed in Grand Harbour yesterday. Its journey was not tracked on ship tracking sites because its communications system was deliberately switched off.

Sources denied earlier rumours that there were any high profile members on board, insisting they were civilians who worked for the Libyan government and not military personnel or politicians. **Source : TimesofMalta**



Reinauer Towing recently sold 5 tugs and 7 barge's for further service under new ownership in Nigeria. The method chosen to transport them from New York to Bonny, Nigeria was the semi submersible **BLUE MARLIN**. Over the past week or so the tugs and barge fleet have been loaded in the shadow of the Verizano Bridge. The photo above shows **Capt Pat Kinnier**, Port Captain for McAllister Towing in New York taking a close look as the second pair of barges are pushed across the Blue Marlin's deck as they are put into final position. **Capt Kinnier** was also involved a few years back with the **USS INTREPID** museum ship being moved dead ship to and from its Hudson river berth for drydocking and survey. He seems to be the guy in the New York area you should call for the extra hard tug jobs. The **BLUE MARLIN** is due to arrive in Bonny on the 4th of July and important date for all Americans !

Photo : Mike Williams o/b tug AMY C. McALLISTER ©

Dry bulk market weakens again

Despite this time of year traditionally being one of the busiest for the dry bulk market, it seems that in the post-crisis era trade patterns are constantly evolving and changing. The Baltic Dry Index (BDI), the industry's benchmark, fell yesterday to its lowest in more than three weeks, ending the session down to 1,400 points, retreating by a total of 0.85%. The main reason was the weaker capesize activity, with shipbrokers reporting lower demand. As a result, the Baltic Capesize Index fell by 2.19% to 1,694 points, while a smaller fall of 0.6% was also noted in the Supramax segment. The only "survivor" of this latest downfall of the market, has, so far, been the Panamax market, which is steadily outpacing the oversupplied Capesize one. Panamaxes were higher by 1.28% yesterday to 1,975 points. In its latest weekly report, Paris-based shipbroker Barry Rogliano Salles (BRS) said that the past week was characterized by yet more instability, with the Capes, Supras and Handies losing ground, and the Panamax gaining, a pattern carried on in this week as well. "Stockpiles of imported iron ore at China's major ports rose by almost 1% this week to a new high of 93.43 million tonnes. It follows a 0.8% increase in imports in May to 53.3 million tonnes compared to the previous month. Despite government efforts to curb overheating, and low profit margins for the industry, production at China's steel mills remains robust. The mills produced a record 60.25 million tonnes of steel in May. Demand is expected to stay strong until July, when the quieter summer season begins. Power rationing could also curb some activity between June and September" said BRS.

On the Capesize market, it said it's been "a quiet start to the week saw rates drop in the Pacific, and then subsequently spread to the Atlantic. Overall the BCI dropped nearly 11% to 1735, with Atlantic routes taking the biggest hit. In the Pacific, Tubarao-China was fairly busy but ultimately rates dropped around 5% w-ow, and out of Australia there was a good flow of cargoes, but even here the oversupply of tonnage pushed rates down slightly by around 3%. The 4TC finished on Friday at US\$9,320 per day, down from US\$11,773 the previous week. The BCI dropped 12 points on Monday, and there was uncertainty about the future direction of the market" said the

shipbroker. As for the best performing market, the Panamax one, "Friday to Friday, the Panamax market rose by US\$1,300 in the Atlantic (US\$16,800 per day) and \$1,400 in the Pacific (US\$14,500 per day). In the Pacific, the Indo and Australian coal cargoes were keeping prompt vessels active, giving some fresh air to owners. Out of India, however, iron exports were less active and vessels were not achieving more than US\$12.50 pmt basis EC1/China route. In the Atlantic, the number of available ships was much less than a month ago and this basin seemed to have found a real stability. Period wise, the market has been extremely quiet throughout the week mainly due to a weak forward FFA market. Rates for short period remained stable at around US\$14,000/14,500 per day for short period dely North China redelivery worldwide" noted the report. Finally, on the smaller ship types of the Supramax and Handysize class, BRS mentioned that "the Baltic Supramax Index came off last week from US\$15,004 to US\$14,009, mainly driven by the eastern side due to the oversupply of vessels in the Pacific and the start of Indian monsoon. A 56,000 dwt was fixed for a Nopac round last week at US\$13,500 daily, while a week later a 52,000 dwt was fixed at US\$10,000 for a similar trip. Supramax have been fixed from India to China around US\$9,000 daily compared to a week earlier when it was around US\$12,000. The worst we noted was a Supra fixed spot China to ECSA at US\$6,500 daily. The Atlantic remained stable due to a good activity in USG and ECSA, in particular a 58,000 dwt was fixed at US\$28,800 from USG to Cont. In the smaller sizes, the Baltic Handysize slightly decreased by 16 points to reach 749, while the average of the TC close at US\$11,110. Handysize were fixed in the high teens from ECSA to Cont, and similar numbers have been seen from USG. The Black Sea saw a lack of activity this week but rates remained ok with a modern 28,000 dwt fixed at a good rate of US\$7,500 to USG, while other vessels were fixed at US\$10,000 to Wafr. In the East, rates are decreasing slightly and a 37,000 dwt was fixed for a Nopac round at a similar rate as Supramaxes at US\$10,000, in line with the Baltic index. Only one fixture has been reported from India to China for a 33,000 dwt, also at US\$ 10,000.

Source : Nikos Roussanoglou, Hellenic Shipping News W



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL



HAL's **ROTTERDAM** seen departing June 14th from Rotterdam – Photo : Roderick van Hasselt ©

See the latest (3D) animation of the salvage of the Vinca Gorthon at :

<http://www.youtube.com/watch?v=TzGB9EvS5dM>



The **EUROPEAN SUPPORTER** left A&P in the morning and returning a couple of hours later. Note she now has P&O on the side - **Photo : Kevin Blair ©**

Coast Guard investigating tanker that ran aground in lower Mississippi River

The Coast Guard is investigating what caused a tanker carrying oil to run aground in the lower Mississippi River near Pilottown on Monday, officials said. Maritime crews were working Tuesday to free the 800-foot, 100,000 deadweight-ton vessel, which was exporting carbon black oil used in manufacturing. The tanker, which has a 42-foot-draft, ran aground just above Cubit's Gap, about 10 miles below Venice. Draft restrictions at that area have been set at 43 feet since last week.

Sean Duffy, a maritime advocate for the Mississippi River Maritime Association, a nonprofit trade association of shipping agents, said maritime crews were working with tug boats to try to free the vessel. For his part, Duffy said the process carries certain risks. "We always worry when they go aground because it's an obstruction, and you never know how they're going to act when they come off," he said.

The vessel ran aground parallel to the river and was not blocking shipping traffic, Duffy said. Once it's freed, it could be difficult to control initially, and in a worst-case scenario, the vessel could get free, then become stuck in another direction that blocks shipping traffic. "They've got some experienced people down there working on it," he said. "Hopefully they can free it up and remove it, but based on how the channel looks right now, this kind of thing may continue to happen," he said.

Once the vessel is freed, officials with the U.S. Army Corps of Engineers plan to assess the condition of the channel and determine if additional dredging is necessary, said Chris Accardo, chief of operations for the New Orleans district of the corps. This year, faced with a \$22 million shortfall, the corps has been unable to dredge as extensively as it has in the past, officials there say, which has prompted periodic channel restrictions because some larger vessels would not have been able to get down the river.

But on Tuesday, Accardo said concerns about whether the area was adequately dredged are not likely to play a factor because the tanker was "way outside the navigation channel," the 750-foot-wide section of the river where the ship should have been traveling. **Source : The Times-Picayune**



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The **UNION MANTA** seen operating with Heerema's **BALDER** offshore Angola

Photo : Capt. Geert Dijkema ©

EU NAVFOR Warship Sinks Pirate Skiffs

On the morning of 10 June, the EU NAVFOR German warship **FGS Niedersachsen** detected a suspected Pirate Action Group (PAG) whilst conducting a routine patrol in the Southern Somali Basin. The PAG, which is suspected of carrying out a number of attacks on merchant vessels in the area, consisted of a fishing dhow and 2 attack skiffs. Small arms and Rocket Propelled Grenades (RPG)s were also seen on board.

As the Dhow was considered to be a real threat to shipping in the area, the German warship decided to disrupt the vessel but fears for the safety of the hostages on board prevented the **Niedersachsen** from taking direct action

against the vessel. Instead, to remove the Dhow's ability to launch further attacks, the warship opened fire on the 2 attack skiffs sinking them in the process. Without attack skiffs, it is highly unlikely that the suspected pirates could successfully board a vessel. Having lost its skiffs, the Dhow changed course and made its way back toward Somalia. This disruption has undoubtedly hampered pirate action and avoided highly probable attacks on merchant shipping and vulnerable vessels in the area. **Source : EU Navor**



Above seen the **ELBEBORG** passing through the Kiel Canal eastbound on June 11, just one day after her delivery from the Niestern-Sander shipyard at Delfzijl to Wagenborg.

Photo : Martin Lichte-Holtgreven (c)

Laid Up Box Fleet Shrinks to Three Year Low

The laid-up container ship fleet fell to its lowest level since August 2008 and is still shrinking as ocean carriers activate idle tonnage, Alphaliner reported. There were only 63 ships with a combined capacity of 80,000 20-foot equivalent units without work at the beginning of June, and an additional 20,000 TEUs likely will resume trading in the coming weeks, according to the container market analyst. The number of ships of more than 1,000 TEUs in long-term lay-up shrunk to less than 15 units, including a handful of mothballed U.S.-flagged vessels, and is now approaching regular pre-crisis levels. But while the idle fleet has fallen sharply in the past six months due to high vessel demand, the outlook remains uncertain, Alphaliner said. Low utilization rates and severe freight rate erosion on key trade routes could force carriers to scale back capacity later in the year.

Utilization on the Asia-Europe and Far East-U.S. routes remained below 90 percent in the past four months which has resulted in a “severe” reduction in spot market freight rates. While some carriers have trimmed capacity in the past two months, the vast majority of lines continued to bring additional capacity onto the market. Of the 32 carriers surveyed by Alphaliner over the past year, 27 added capacity while only five reduced their cargo space, including TCC which abruptly ceased its Transpacific liner operations in April and Argentinian carrier Maruba which was forced to scale back services after owners withdrew their charter vessels. Chilean carrier CSAV's sudden suspension this week of a Far East-U.S. West Coast service could signal the start of a reversal of the recent high demand for tonnage, according to Alphaliner. If demand fails to pick up in the next two months, the return of surplus vessels by charterers could lead to an increase in the idle fleet by September. **Source: Journal of Commerce**

Kirkenes rid of Russian ghost ship

An abandoned Russian trawler has been removed from Kirkenes after taking up expensive harbor space for six years. This is the second of a total of six old, Russian trawlers that the harbor authorities in Kirkenes manage to have removed. The trawlers have been stripped of all electronic equipment and other valuables years ago. Trawler “**Parsek**” was brought back to its homeland by a Russian tug last Thursday after lying abandoned and rusting in central Kirkenes since 2005, Sør-Varanger municipality's web site reads. The vessel has been sold to a ship breaker in Murmansk.

While the trawler was in Kirkenes, the quay owner and the local harbor administration bore responsibility for it. Last winter “Parsek” took in 110 cubic meters of sea water in the engine room and started sinking. The trawler had to be pumped and the contaminated water sent to southern Norway for utilization. Harbor Master Eivind Gade-Lundlie says that getting rid of the vessel has been a long and difficult process. – The harbor council has repeatedly tried to have the vessel put up for compulsory sale and the arbitration court in Murmansk, where the vessel used to be registered, has made the ship owner bankrupt. The harbor authorities in Kirkenes still have four abandoned Russian trawlers to get rid of – two are located in Kirkenes and two in the harbor of Vadsø. – The fact that we managed to get “Parsek” out of the way makes me optimistic when it comes to having the remaining floating environmental threats removed, Gade-Lundlie says. **Source : BarentsObserver**



The **CRYSTAL EMERALD** seen at the Westerscheldt River – **Photo : Rob van Deijk ©**

Icebreakers escorted over 6ths cargo ships at Russian port this winter navigation

The number of merchant ships escorted by icebreakers during the period of winter navigation of 2010-2011 at the freezing Russian ports totaled 6,160 ships, the press service of the Federal Agency of Maritime and River Transport (Rosmorrechflot) reported. The winter navigation was opened at 22 seaports of the Russian Federation. Icebreakers

assistance was provided by 37 state-owned ships, as well as tugs and icebreakers operated by private companies. The winter navigation lasted from 70 days (at the port of Yeisk) to 182 days (at the port of Magadan).

The total cargo turnover of all the freezing Russian seaports during this winter navigation period amounted to 87,360,000 tons. The figures were presented at Rosmorrechflot's meeting, which was focused on this season results and operation of icebreakers fleet to ensure smooth trade flows during winter navigation of 2011-2012. The meeting was attended by representatives of the Russian Ministry of Transport, Rosmorrechflot, Rosmorport, Atomflot, of shipping companies, research organizations as well as harbormasters of sea ports. **Source : PortNews**

Seaway season opens with traffic boost

The St. Lawrence Seaway opened this spring with volume up 3.7 percent in the first two months of the season compared with the same months last year, the Journal of Commerce reported. Cargo shipments since the season opened March 22 to May 31 totaled 7.6 million metric tons transported, compared to just under 7.4 million in the same period last year, St. Lawrence Seaway Management reported Tuesday. Iron ore traffic declined 39 percent to 1.6 million metric tons, mainly due to the continued idling of the U.S. Steel plant in Hamilton, Ontario.

But salt, coal and petroleum products rose 31 percent with total grain shipments equaling 1.8 million tons on both U.S. and Canadian increased exports. U.S. shipments were especially strong because of diversions from flooding on the Mississippi River.

Vessel transits rose 10 percent year-over-year for the same period. Wayne Smith, vice-president of the Algoma Central shipping line, said increased traffic caused Algoma to call in an additional four ships than originally planned. Montreal-based Fednav Group, Seaway's largest ocean-going customer, is spending C\$100 million (US\$102 million) on three new vessels to bring steel, minerals and fertilizers in to Great Lakes ports and to take grains out. The Port of Hamilton, located in Ontario, welcomed the first of the vessels, Federal Yukina, last week. **Source : PortNews**

Russian subs probe shipwreck in Lake Geneva



The Russian submarines **MIR 1** and **2** made on Tuesday the first of around 100 dives planned in Lake Geneva, beginning their scientific mission with the search for a shipwreck. The vessels, which have been used to film the Titanic and to probe the Arctic depths, will also be reconnoitering the underwater canyons of the Rhone River, where it flows into the lake. The subs are being commissioned for a wide array of research projects in partnership with the Federal Institute of Technology in Lausanne (EPFL) and scientists from around the world

Source : WorldRadio Switzerland

NAVY NEWS

Russia, France agrees on Mistral warships deal

Russia and France has agreed on the purchase of four Mistral class helicopter carriers, the French media reported. The ships will be equipped with tactical info system, and the contract does not involve the transfer of technology to the Russian side. The first two warships will be built at a shipyard in France. Their cost will be EUR 1,2 billion.

Royal Navy Task Group HEADS East

Following operations off Libya, the Royal Navy's Response Force Task Group (RFTG) heads through the Suez Canal in order to conduct exercises with the UK's partners in the Middle East. Since leaving the UK in early April, the RFTG has: completed maritime exercises off Cyprus; reaffirmed the core amphibious skills of the Lead Commando Group from 3 Commando Brigade Royal Marines; undertaken a historic joint exercise with the Albanian armed forces; and supported NATO operations off Libya.



HMS SUTHERLAND seen passing the Suez canal

Now the Flagship of the Task Group, **HMS Albion**, Type 23 frigate **HMS Sutherland** and Royal Fleet Auxiliary tanker **Wave Knight**, will join other Royal Navy and allied warships stationed in the Middle East for a series of pre planned exercises and operations with regional partners.

Commodore Tim Fraser Royal Navy, UK Maritime Component Commander, said: "The Middle East is a vital artery of world trade, linking Europe and America with the Far East. Over 23,000 ships pass through the Gulf of Aden each year. The work of the Royal Navy in this part of the world is invaluable to the UK's own defence and security as well as that of the wider region".

"The Royal Navy's Response Force Task Group will strengthen some of the UK's key relationships and will make an important contribution to international efforts to promote maritime security".



HMS ALBION seen passing the Peace bridge over the Suez Canal

Captain James Morley Royal Navy, Commanding Officer of **HMS Albion**, said: "The Response Force Task Group is the UK's maritime quick reaction force and has a range of capabilities that make it ideally suited to the fast pace and unpredictable nature of world events". "Having developed and demonstrated our capabilities through a series of exercises and operations in the Mediterranean, the Task Group is now ready for the next stage of our deployment East of Suez"

Three ships from the Task Group, the helicopter carrier **HMS Ocean**, destroyer **HMS Liverpool** and auxiliary **RFA Fort Rosalie**, will remain in the Mediterranean in support of ongoing NATO operations. **Source : HMS Albion**

DSV 'Consul' built at Admiralty Shipyard completes 2nd phase tests

Deep submergence manned vehicle "**Consul**", built at JSC Admiralty Shipyards ordered by the Russian Navy has successfully completed the second phase of state testing in the Atlantic, the shipbuilding enterprise press service reported. During the tests the DSV Consul submerged to a depth of 6,000 meters, and completed a number of technological tasks, the company said. Upon completion of sea trials the DSV Consul will be delivered to the customer.

The **Consul** was designed at the St. Petersburg Marine Engineering Bureau "Malachite". The DSV projected service life is 20 years. Admiralty Shipyard JSC (Admiralteysky Verfy) is the oldest Russian shipbuilder, founded back in 1704. The company is part of Western Center of Shipbuilding owned by United Shipbuilding Corporation. Admiralty Shipyard specializes in the design, construction and upgrade of civil vessels and warships for the Russian Navy. To date, the Company has built more than 2,600 merchant vessels and warships. **Source : PORTNews**

SHIPYARD NEWS



The **JAYA CRYSTAL** seen under construction at the Jaya Asiatic yard in Batam (Indonesia)

Photo : Piet Sinke (c)

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

Japanese export ship orders up 9.4pc after 17 months of slowing growth

JAPAN's shipbuilders posted a 9.4 per cent increase in export ship orders, totalling 912,142 gross tons, Shippingonline reported citing the Japan Ship Exporters' Association (JSEA). While year-on-year growth slowed over three months after a 218.5 per cent increase in January, 35.4 per cent in February and 10.9 per cent in March, April was the 17th straight month of gains, reported the Journal of Commerce, adding that shipbuilders received orders for 18 bulk carriers and four general cargo vessels. Japan still rivals Korea and China in shipbuilding, though its export ship orders started a steady decline in October 2008 with the global downturn. The government provided the yards export

financing in early 2010 through the semi-state Japan Bank for International Cooperation. "The global economy is on a recovery track fundamentally," said Shipbuilders Association of Japan chairman Takao Motoyama, also chairman of Mitsui Engineering and Shipbuilding Co. "Barring an extreme appreciation of the yen, I think we will be able to secure as much export ship orders this year as we did last." Japanese shipbuilders received orders for 271 export vessels - 251 bulk carriers, 10 general cargo vessels and 10 oil tankers - in 2010. The 271 ships total 4,982,409 gross tons.



The « Mother » SWATH **WANDELAAR** seen fitting out at Heise SIS ship yard in Bremerhaven

Photo : Kees de Vries - www.keesdevries.net ©

ROUTE, PORTS & SERVICES



The **FLINTERBOTHNIA** seen enroute Amsterdam – Photo : Marcel Coster ©

Port sustains further earthquake damage

Lyttelton Port, which took a \$22.6 million asset writedown after the September earthquake, said it has sustained further damage in the latest aftershocks. The port has been completing a full engineering assessment and had expected to be ready to resume container handling at 7am last Tuesday.

The city was hit by quakes measuring magnitude 5.5 and 6 last week, which saw more buildings collapse, cut power and water and resulted in widespread liquefaction. "We will update you once we have a clearer picture by close of business," chief executive Peter Davie said. One-time costs from the original magnitude 7.1 quake in September resulted in a first-half loss for the South Island's biggest port company.

It has said further damage from the February quake was covered by insurance. Shares of Lyttelton have fallen about 2 per cent in the past 12 months while the benchmark NZX 50 Index climbed 14 per cent. Last month the port company lifted in forecast trading profit for the year ending June 30 to \$12million from \$10 million, reflecting a lift in container volumes. The forecast excludes one-time charges and insurance payouts. **Source : NZHerald**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beere
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA

CIVIL CONSTRUCTION

ENGINEERING

www.disamaritime.com

Providing worldwide underwater solutions

Graig to manage Chinese-owned vessel



Cardiff-based Graig Ship Management Limited has taken delivery of the 79,600 dwt bulk-carrier King Peace, for which it is providing full technical management and crewing on behalf of Shanghai-based Zhong An Shipping. The vessel was built at China's Wu Jia Zui Shipyard under the supervision of Graig China Ltd. Ian Morgan, ceo of Graig Ship Management, says, "This is an important new contract, because it is the first for us as a UK ship manager to manage a Chinese-owned, Chinese-built and Chinese-crewed vessel. It makes a lot of sense, we know the ship inside out because we helped build it, we know bulk carriers and we know China. China is a massive market for maritime expertise and we see this as a first step to a growing business becoming a local ship manager for Chinese owners."

Managing ships for Chinese owners is a logical step for Graig, which began business in China in 1995, building ships there for itself, then building up expertise in newbuilding supervision and Chinese yard capabilities to help other Western owners to get the best out of China. The next step was to help Chinese yards with new designs, such as the Diamond bulk carriers, and to supervise newbuildings for Chinese owners. Twenty-two of Graig's current newbuilding supervision contracts are for Chinese owners, a series of eighteen 76,000 dwt bulkers being built at Jiangsu Rongsheng for Minsheng Financial Leasing Co and four 45,000 dwt bulkers for Shanghai Xiang An Electric Power Shipping Co being built at Chengxi Shipyard. Says Morgan, "We hope to build on this expertise in China to help more Chinese owners to build good ships and manage them efficiently in the global marketplace." The Graig Group is a broad-based international shipowning and shipping services group delivering technical and commercial ship management, newbuilding supervision, lay-up services, ship design, ship owning and ship finance to global clients who appreciate personal service.

Graig has been building, managing and owning ships since 1919. Today it provides technical management and crewing for a mixed fleet of vessels on behalf of a number of owners. It has supervised over 120 newbuildings for itself and major shipowners. It provides technical consultancy services to a major European bank with a portfolio of 90 vessels. It develops innovative designs such as the Diamond bulk carriers and it can source yards and finance and provide newbuilding supervision and follow up with in service management. Based in the UK, Graig has offices in Cardiff, London, Shanghai and Singapore. **Source : Graig**

Boa Tugs starts operating at the Port of Gothenburg

In a short space of time, two new tug companies have established operations at the Port of Gothenburg. Last autumn it was the Danish company Nordane and now the Swedish company **Boa Tugs** has begun towing vessels at the port, the Port of Gothenburg press service said. Previously, there was only one tug company at the Port of Gothenburg, **Röda Bolaget**, which changed name to **Svitzer** a few years ago. Now there are three competing tug companies at the port.

"The fact that a competitive situation has evolved is positive for our customers and we welcome Boa Tugs to the Port of Gothenburg," states Magnus Kårestedt, Port of Gothenburg chief executive. **Boa Tugs** emerged the winner in the port's procurement of an emergency tug company and a fire boat. This means that **Boa Tugs** will assist vessels with towage in the event of an accident and will also assist in extinguishing fires, both ashore and on board other vessels.

"Just one of our tug boats can spray up to 40,000 litres of water per minute, which is an enormous capacity," states Anders Maiqvist, local manager for Boa Tugs. If a fire were to break out at the port, Boa Tugs has been assigned to pump seawater into the port's water pipes used for firefighting – a vital task as a shortage of fresh water can arise quickly.

One of Boa Tugs' five vessels is a specially constructed 'escort vessel' designed to tow tankers. Such a vessel can take over control of the tanker if an accident were to occur. Previously, it was only Svitzer that could offer this service at the Port of Gothenburg. For further information please contact Cecilia Carlsson, Media Relations Officer, on +46 31-731 22 45 or at cecilia.carlsson@portgot.se

Fact file: Port of Gothenburg

The Port of Gothenburg is the largest port in the Nordic region with 11,000 visits by vessels each year. One-third of Swedish foreign trade passes through the Port of Gothenburg as well as 65 per cent of all container traffic.

The Port of Gothenburg is the only port in Sweden with the capacity to receive the world's largest container vessels and has the broadest range of shipping routes within and outside Europe. The 26 rail shuttles that depart each day mean that companies throughout Sweden and Norway have a direct, environmentally smart link to the largest port in the Nordic region. The Port of Gothenburg has terminals for oil, cars, ro-ro, containers and passengers. **Source : PortNews**

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.

Marktpositie

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
- Bereidheid tot frequent reizen

Wij bieden

Een dynamische werkomgeving waarin de dienstverlening zich richt op de internationale maritieme sector. Een zelfstandige functie waarin de kandidaat zichzelf volledig kan ontwikkelen. Goede primaire en secundaire arbeidsvoorwaarden inclusief bonussysteem.

Reageren

Herken je jezelf in het profiel en beschik je over de gewenste competenties, dan ontvangen wij graag je reactie. Je kunt je motivatie en cv sturen aan select@tos.nl Voor meer informatie kun je contact opnemen met Rianne te Vaarwerk op (+31)10 – 243 67 04.



www.tos.nl



The TSHD **VICTOR HORTA**, built at the IHC Merwede yard in Kinderdijk, left the builders for her first dancing lessons, the 5000 m3 TSHD is built under yard number 1257 for DEME . **Photo : Niels Quist ©**

Busan port expects to handle 15m TEUs this year

South Korea's Busan container port, the world's fifth busiest, expects to handle around 15 percent more cargo this year than last due to strong imports from China and regional transshipments, Cargoneewsasia reports citing a port executive. Increased activity at South Korea's main port, however, was likely to soften next year because of slower global economic growth, said Boowon Kang, head of operations at Busan Port Authority. "We are seeing double-digit growth easily. Data from January to April shows that transshipments and imports are increasing a lot," he told Reuters on the sidelines of an industry conference. "This means the economy is recovering from the global recession as they need materials and parts." The Busan port was expected to handle more than 15 million TEUs this year, up from 13 million last year and 12 million in 2009. Kang declined to provide a forecast for 2012, but said growth would not be as strong. **Source : PortNews**



Toll Logistics Asia's RoRo "**TOLL DRAGONFLY**" seen at the PT Trikarya Alam Shipyard (Batam) yesterday. She is retrofitted with a retractable bow-thruster. Her sister "**TOLL FIREFLY**" will have her bow-thruster upgrade early next month. **Photo : Simon de Koning – Thrustmaster Asia Pacific Pte. Ltd. ©**



BUSY DAY AT THE VOPAK TERMINAL IN ROTTERDAM-EUROPOORT



Seen from the right to left : **Navion Akarita** 107.223 dwt., **Front Commander** 311.168 dwt., **Onoba** 305.442 dwt., **Vega Star** 319.429 dwt and **Deep Blue** 111.808 dwt, all together good for 1.155.000 dwt. alongside the terminal
Photo : Robert Smith (c)

Greek Dockworkers Plan 24-Hour Strike

Greek dockworkers will join a 24-hour general strike June 15 to protest fresh austerity measures imposed by the Socialist government under pressure from international creditors. The dockers unions are also threatening to step up industrial action through the summer to protest the planned privatization of publicly owned ports as part of a sale of state assets aimed at reducing Greece's \$500 billion debt burden. The government plans to sell its 75 percent stakes in the Piraeus and Thessaloniki port authorities by the end of the year. It will also seek buyers for its stakes of between 43 percent and 66 percent in smaller ports in 2012 and 2013.

The Union of Port Workers called the privatizations "an incomprehensible and criminal political act." The European Union, the International Monetary Fund and the European Central Bank, which rescued Greece from bankruptcy last year with a \$157 billion loan, are pressing Athens to implement pledged reforms, including privatizations, to secure further funding.

Dockers staged several strikes in recent weeks against the privatization program, but the government has shown no sign of backing down. The chairman of Port Piraeus George Anomeritis said privatization is an obsolete business model and called for 51 percent of Greece's largest port to remain under public control. Ninety-six percent of ports in the European Union are under some form of public control, including state, regional or municipal ownership, the former merchant marine minister said. Dock workers in Piraeus staged rolling strikes and overtime bans for more than a year to protest the privatization of container handling but China's Cosco Pacific took over two of the port's three terminals last June, paying around \$5 billion for a 35-year operating lease.

The government canceled a tender to develop and manage container operations at Thessaloniki in April 2010 after Hong Kong's Hutchison Ports withdrew its \$4.2 billion joint bid with Greek pharmaceuticals company Alapis in response to a sharp slump in traffic during the global economic crisis. Piraeus, which Cosco plans to transform into a major Mediterranean transshipment hub, handled 864,000 20-foot equivalent units in 2010. Thessaloniki handled just more than 273,000 TEUs. **Source: The Journal of Commerce**



The **STANISLAV YUDIN** lifted the **INDE Lima jacket** from the sea! Nose plugs have been distributed onboard, and the crew will have Paella for several days..... Photo : Marcus Kwa - Seaway Heavy Lifting Engineering B.V.(c)

Shut-out Greek unions complain of Cosco Piraeus' poor labour conditions

The Greek longshoremen's unions - forbidden on Cosco docks - are complaining about too much work, not enough pay and too many straddle carrier accidents at the Cosco-run pier at the Port of Piraeus near Athens, according to America's National Public Radio (NPR). "We believe Cosco is importing the Chinese labour model to Greece," says Nick Georgiou, president of the dockers union. "The result is that companies not run by the Chinese are being influenced by what the Chinese are doing in lowering the labour costs and reducing workers' rights."

The unions blame the lack of training for two RTG accidents last year, but Cosco feels complaints arise from its decision not to allow unions on the dock to have collective bargaining among its 500 dockers. Near Athens, Piraeus is Greece's largest port. Cosco took full control of its container terminals, leasing it for 35 years for US\$5 billion, which is reckoned as China's biggest European investment. "It's very important for the Chinese to enter through Piraeus to the eastern European and Black Sea markets, which are really booming right now," says John Makrydimitris, and otherwise unidentified observer.

The unions says Cosco workers are largely unskilled and working on a temporary basis, with no benefits. Despite union claims about their labour conditions, Cosco workers have not spoken out. But a sacked Cosco worker told NPR about working conditions, saying he regularly worked eight hours a day with no meal or toilet breaks. "I think their actions are breaking the law," he said. "The rights are to have something to eat around 12 o'clock [and] to have breaks, and not work like a dog straight [through] from morning till afternoon."

The worker says he was paid EUR50 (US\$72) a shift, about half the wages paid at the neighbouring Greek-operated pier, with no extra money for night shifts or weekends. There was no set schedule, he said, adding that he was kept on 24-hour call for nine months. Labour inspectors told NPR that one Cosco worker's schedule had changed 14 times in one month. During two visits last year - in August and October - the labour inspection department noted four separate labour violations on the Cosco pier. Source : Schednet



The **MAERSK BEAUFORT** seen enroute Amsterdam – Photo : Marcel Coster (c)

Bremen-Bremerhaven April volume up 20pc to record-breaking 512,000 TEU

GERMANY's twin ports of Bremen and Bremerhaven's container volume grew by 20 per cent year on year to 512,000 TEU in April, beating off a previous record in 2008 by 40,000 TEU.

Its first quarter results raced to catch up with its rival with growth of 24.9 per cent to 1.4 million TEU, against neighbouring port of Hamburg's 18.2 per cent at 2.1 million TEU, reports Newark's Journal of Commerce. The larger Bremerhaven increased April automotive volume to 176,000 units, up 35.4 per cent. In containers, Bremerhaven's first four months beat Rotterdam, Antwerp and Hamburg in an overall 1.9 million TEU, a 23.5 per cent increase of which automotive shipments almost doubled year on year to 662,000 units.

Bremerhaven also opened the new lock Kaiserschleuse, now expanded to 305 metres long and 55 metres wide after three and a half years of work at an investment of EUR233 million (US\$340.5 million). Source : Schednet

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

.... PHOTO OF THE DAY



Boa Deep C going stern first towards the Leith Lock on 13/6/2011, she is bound for Stavanger.

Photo : Iain Forsyth (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.