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floating sheerlegs Cormorant (600 tons)



The tug Singapore seen from the tug London towing FPSO Espardarte rounding Cape of Good Hope. - Photo : Kees Drent o/b London (c)

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EVENTS, INCIDENTS & OPERATIONS

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FERRIES FULLY BOOKED DUE TO CLOUD OF VOLCANIC ASH



A cloud of volcanic ash has halted all flights of commercial aircraft from Melbourne Victoria to Australia's island State of Tasmania. The volcanic ash from the Chilean earthquake has moved eastward around the world through South Africa and across "The Roaring Forties" wind current. It has closed airports in Melbourne for a time, threatening Adelaide and closing all four major domestic airports in Tasmania.

The only means of transport is by sea. **SPIRIT OF TASMANIA 1 & 2** is full to capacity till at least this coming weekend. Passengers wishing to commute to or from Tasmania are even booking seats if the ferry's cinema in order to transit the Bass Strait by sea between Melbourne and Devonport. T-T Lines are at present sailing the ferries, one north and the other south daily. The two ferries can steam faster as they often do in the peak Summer Season. Should

the air travel embargo on commercial aircraft continue, the services could be ramped up to two return services per day in each direction. **Source / photo : William Barber**



Above seen the 2011 built UAE flag and owned tug **ALARYAM** entering Grand Harbour, Malta on her maiden voyage on Wednesday 15th June, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Gent is even grootste haven tijdens Vlaamse Havendag



Op zaterdag 25 juni zet de Gentse haven haar deuren open tijdens de tweede Vlaamse Havendag. Een uitgebreid programma boordevol bezoeken, demonstraties, wandelingen, terrassen langs de dokken, fietstochten, gratis busvervoer en boottochten laten de bezoeker de haven van binnenuit beleven. Meer dan 50 bedrijven, overheden en organisaties slaan de handen in elkaar en laten die dag zien waar ze voor staan. Gent is met dit aantal deelnemers aan de Vlaamse Havendag dan ook – voor een dag – de grootste haven.

“Verruim je kijk op de haven” dat is het motto van de Havendag. Dit wordt in Gent zichtbaar gemaakt aan de hand van vijf thema’s: werken, wonen en leven, infrastructuur en ruimte, duurzaamheid en groen en veiligheid in de haven. Oftewel: wat gebeurt er dagelijks in de haven, voor welke activiteiten staan de bedrijven, welke goederen worden er in de staal-, automobiel-, voedingsmiddelen-, papier-, energie- en chemische sector gemaakt en behandeld, wie staat daar voor in, hoe ontwikkelt de haven zich verder, hoe worden alle partners (bedrijven, bewoners, overheden...) hierbij betrokken, hoe komen zeeschepen en binnenvaartschepen binnen en hoe verlaten ze de haven, hoe groot is de haven en wie onderhoudt dat allemaal, hoeveel dokken zijn er, wat is dat nieuwe Kluizendok, hoe innoverend is de haven en wat met de veiligheid?

Meer dan 50 deelnemers organiseren hun activiteiten op een 60-tal locaties. Een uitgebreid programma? Jawel. Met voor elk wat wils, voor groot en klein? Ook. Een beetje veel om in een dag te beleven? Allicht. Daarom maken bezoekers best vooraf hun keuze uit het ruime aanbod. Het volledige programma vindt men op

www.havengent.be/Havendag

Een plan met alle activiteiten, locaties, praktische info en vervoersmogelijkheden is de dag zelf bij alle deelnemende bedrijven en de 3 infopunten te verkrijgen. Op de Havendag kan iedereen zijn bezoek eender waar starten, op gelijk welk tijdstip tussen 10 en 17 uur. Het is aangeraden om zich door het havengebied te bewegen met de gratis "hop-on-hop-off"-bussen. De hele dag door rijden bussen van De Lijn van de ene locatie naar de andere, in één grote lus, steeds volgens hetzelfde parcours, met de klok mee en tegen de klok in. Men kan op- en afstappen waar men wil. Maar het is evengoed mogelijk om een deel van deze lus (of zelfs de hele lus) per bus af te leggen en zo de haven letterlijk te bezichtigen.

Om van de ene oever naar de andere te gaan, kan men een van de twee hop-on-hop-off Beneluxboten nemen. Hetzelfde principe als de bus, maar dan op het water (Rigakaai - veer Langerbrugge en het Rodenhuizedok – veer Langerbrugge). Met het veer in Langerbrugge en ook in Terdonk kan men eveneens van de ene naar de andere oever varen.

Men kan uiteraard zelf met de fiets, te voet of met de wagen het havengebied bezoeken. Wie met de wagen komt, wordt aangeraden die te parkeren op een van de 4 P&R-zones en daar de gratis bussen te nemen.

De Gentse haven laat positief van zich horen. De haven heeft het crisisjaar 2009 al bij al goed overleefd. In 2010 werd er met 48 miljoen ton totale goederenoverslag zelfs een nieuw record opgetekend. Gent trekt nieuwe en grote investeerders aan en bestaande bedrijven blijven investeren. Het nieuwe Kluizendok is dé wissel op de toekomst om de haven verder te ontwikkelen. Bovendien is er tussen de Vlaamse en Nederlandse overheden een akkoord om verder te onderhandelen over een grote, nieuwe zeesluis in Terneuzen die nodig is om de haven verder te doen groeien. De haven verschaft 70.000 mensen (in)direct werk. Redenen genoeg dus om de haven te bezoeken.

Het Havenbedrijf neemt in Gent de rol van organisator en regisseur op zich om samen met de hele gemeenschap in de Gentse haven de Havendag te realiseren. Het uitgebreide programma kwam tot stand dankzij de (traditionele) samenwerking tussen de tientallen bedrijven, (Vlaamse) overheden, organisaties, VeGHO (Vereniging van Gentse Havengebonden Ondernemingen), Projectbureau Gentse Kanaalzone, bewonersgroepen, Max Mobiel, Ghent Bio Energy Valley, Universiteit Gent, brandweer, scheepvaartpolitie, VDAB, Het Beroepenhuis, de Stad Gent en vrijwilligers.

Deze samenwerking tussen meer dan 50 partners tijdens de Havendag maakt van Gent misschien wel – even dan toch – de grootste haven ter wereld?

De Havendag is een initiatief van de Vlaamse overheid en vindt tegelijk plaats in Gent, Antwerpen, Zeebrugge en Oostende.



Splithof's **DIJKSGRACHT** seen moored in Mackay, Queensland, Australia - Photo : Arjan Rebel ©



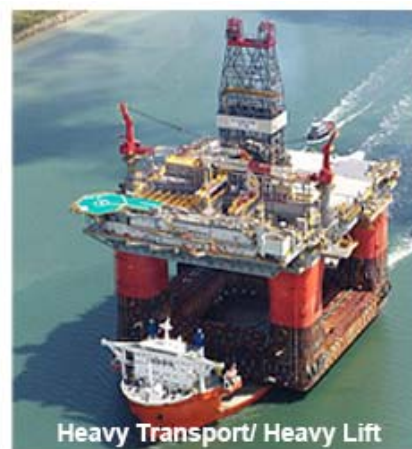
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Maersk Line says Asia freight rates very low

Container shipping rates are still low on Asia-to-Europe routes because of a glut of capacity entering the market, the head of the world's biggest container shipping company told a German paper. "Freight rates for Africa and South America and on transatlantic routes are sound, but very low on routes between Asia and Northern Europe," Eivind Kolding, head of Maersk Line, told German daily Frankfurter Allgemeine Zeitung.

He said this was down to a flood of container ships being brought into service on the route in April and May and that some shippers were therefore trying to fill up the capacity on the spot market. "It's not a long-term problem, but it is a problem for this year," he said. Maersk Line, which carries 15 percent of all seaborne containers, is part of Danish oil and shipping group A.P. Moller-Maersk. After the shipping market slumped in 2009, Maersk Line last year bounced back to profit of \$2 billion. Kolding said, however, it would be difficult to reach that again this year. **Source: Reuters**



The **COSTA DELIZIOSA** seen in Geiranger Fjord – **Photo : Bob Soumang ©**

Dry bulk “breathes” sigh of relief on renewed Capesize demand

The dry bulk market has caught a sign of relief from the middle of the week onwards, as the BDI (Baltic Dry Index) increased once again yesterday, this time by 1.35% to 1,424 points, on stronger demand for Capesize vessels. The larger dry bulk ship type, which is also the most overweighed by tonnage oversupply, rose by an impressive 4.66% yesterday, with the Baltic Capesize Index reaching 1,796 points, closing in on Panamax, which were down by 1.31% to 1,952 points. The smaller in size Panamax segment has been outpacing Capesizes for some time now, in yet

another sign that the dry bulk market has turned page in its pattern, together with high volatility, depending on demand moves and swings.

Referring to the Capesize market, the latest weekly report from shipbroker Fearnley's said that "signs of life again after a week in the doldrums. Atlantic is heating up, with a sudden dramatic increase in transatlantic demand - too fresh to be reflected in levels concluded. Fronthaul volumes are stable at low volumes – rates unchanged w-o-w ie around usd 22k for fhaul trips, around usd 20/mt on the Tubarao/Qingdao ore run. Major miners steadily picking tonnage for iron ore Waust/China, but rates improved only marginally to some usd 7.80 pmt on the Dampier/Qingdao reference trade. Moderate period activity – exemplified by 169,000 dwt/built 2009 done for 12 mos at usd 10,500 and 17,6000 dwt/built 2010 done for 4/6 mos at usd 10,250 - both basis prompt delivery in Far East" said the report. In the Panamax front, the shipbroker's comment was "Hot for spot!". It went on to mention that "June loaders for a still active ECSA grain season and Indonesian coal requirements have pushed the market in both hemispheres to be more comfortable than perhaps anticipated. Furthermore, increased mineral activity in the Atlantic improved opportunities for prompt positions, in particular on the Continent. Overall, the Panamax market maintains healthier levels than the bigger size at least for now. Transatlantic rounds in the USD 17,000 range, Fronthaul from ECSA typically 25,500 + 550 GBB. Pacific rounds in the mid teens with some stronger levels achieved for Indo rounds or trips to India. Period and forward market not affected much at all by the current lively spot market. The so called summer lull is not here – yet" it mentioned.

As for the smaller Handy ship types, Fearnley's noted that "stable market in the Atlantic across the board with a 'good balance' between tonnage and cargoes. More enquiries for the rest of June thus expect rates to firm up in the second half of the month but the element of uncertainty will be the effect from the important volume of ballasters coming from India/South Africa/PG. In the Pacific we have been seeing plenty of enquiries in the market. For short period business the level is around 15k per day. West coast tonnage may see close to usd 10k for trip to China with freight levels hovering between USD 15/17.00 pmt. Ec coast tonnage will compete for indo position with China business. Hmx/Spmx getting fixed at usd low/mid 20's ex Rsea/India" concluded the shipbroker.

In a relative report, Reuters said that the outlook for dry bulk rates has been grim because ship supply has outpaced demand to ship commodities. The situation has been compounded by the deployment of a vessel owned by top iron ore producer Vale of Brazil, the first of the world's largest dry bulkers to enter the fleet. There were also expectations India's monsoon would reduce iron ore exports as rivers rise, hampering goods transportation. It also mentioned that brokers said the sheer pace of fleet growth especially in the larger capesize sector was set to cap gains in the coming months. They also mentioned that coal cargoes from Australia and Indonesia to China had provided some support to panamaxes. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Maritime piracy becoming 'pandemic'

A major shipping conference was told that the international community, including the EU, is "decades away" from tackling maritime piracy. Andy Price, of the EU's naval force in Somalia, admitted that the problem of piracy was becoming a "pandemic".

Price, a British Royal Marine, said the problem could even get worse as national governments continue to cut their defence budgets. Even so, he pointed out that there has been some success in tackling piracy. In 2008, one in two piracy attacks were successful but, he said, this figure had now dropped to 15 per cent. "It appears to be all doom and gloom", he conceded, "but, as can be seen from these figures, there is still room for optimism". He was speaking on Wednesday at a conference, organised by the European cruise industry. The one-day conference brought together

experts from the industry and other stakeholders for an overview of the whole sector. Price, who is based in the UK, said that measures such as barbed wire and netting on ships had provided some form of protection. But he warned that, in future, more and more ships would have to carry armed security guards in order to protect themselves from piracy.

He said, "Ship protection is the single most efficient counter to piracy attacks but, even here, more can be done."

The naval task force, which includes armed sniper teams, was set up by the EU two years ago to help combat the growing problems of maritime piracy, particularly off the coast of Somalia. Price told the conference, "We have to protect international shipping, but I have to say that, at present, there is nothing we can do to actually stop piracy."

"We are decades away from devising a counter-piracy strategy. A problem that is currently endemic is becoming pandemic. No solution is in sight." **Source: The Parliament**



In Leixoes/Portugal and in Taranto/Italy the new **MARVEL SCAN** loaded a full cargo of windmill equipment, mobile cranes, trucks and more for a windmill project on the Cape Verde Islands. The large intake, shallow draft and heavy lift cranes of the **Marvel Scan** make her more than capable for the job, as there is hardly any infrastructure available at the port of discharge. The Sole type vessels, such as **Marvel Scan**, have been especially designed for these type of cargoes **Photo : CFL Shipmanagement BV**

First fall in 11 months for US retail blamed on Japanese disasters

THE United States suffered its first decline in retail sales in 11 months, slipping 0.2 per cent in May from April's increase of 0.3 per cent. These figures exclude auto sales, which decreased 2.9 per cent in May with manufacturers increasing prices to balance a low inventory, thus reducing the flow of cars to dealers after March's natural disasters in Japan, according to the US Commerce Department.

Otherwise, retail sales for clothing increased 0.2 per cent and building materials and garden equipment increased by 1.2 per cent in April while food and beverages dropped 0.5 per cent and sporting goods, book, music were down by 0.4 per cent. The most significant decline was in electronics and appliances of 1.3 per cent, lower than March 2010.

The Federal Reserve's latest Beige Book report said spending was steady to modest across most of its 12 federal districts despite food and petrol price increases.

Antwerp port modernises locks ahead of barge container growth

THE Port of Antwerp's renovated Van Cauwelaert lock is an important step to providing barge transport as an alternative to road transport in its connection between the River Scheldt, the barge terminals and the Albert Canal, said Belgian's Flemish Minister Hilde Crevits.

The EUR70 million (US\$103 million) renovation has taken three years with the lock out of action for 16 months. Its control and power mechanisms were modernised and cables installed underneath the lock, along with renewal of lock gates, gate recesses and the inside wall of the lock chamber.

The waterways project included raising bridges along the Albert Canal as far as Meerhout to allow 156 container barges stacked four high to go through every day. With barges increasing in size, greater pressure was put on the locks, said Port Alderman Marc Van Peel, according to American Shipper. "It is therefore of crucial importance for a port such as Antwerp, the second largest in Europe, to offer efficient, modern locks for its customers."

NAVY NEWS

Stationsschip vaart ceremonieel Willemstad binnen

Met het afgeven van de traditionele 21 ceremoniële saluutschoten aan de Koninkrijksvlag en de Gouverneur van Curaçao, passeerde het nieuwe stationsschip van de Nederlands Caribische eilanden, **Hr.Ms. Johan de Witt**, de havenhoofden van Willemstad.



Photo : Kees Bustraan ©

Het grootste Nederlandse marineschip voer de haven van Willemstad binnen terwijl zij saluutschoten afvuurde als eerbetoon aan de Koninkrijksvlag en de Gouverneur van Curaçao. De bemanningsleden stonden opgesteld in het witte uniform in de zogeheten 'paradeerrol' om de groet te brengen aan de Koninkrijksvlag, de Gouverneur en de Commandant der Zeemacht in het Caribisch Gebied, die de ceremoniële binnenkomst bijwoonden vanuit Fort Amsterdam.

Hr.Ms. Johan de Witt vaart de komende vier maanden als stationsschip voor de Koninklijke Marine en zal ook worden ingezet voor de Kustwacht Caribisch Gebied. De Johan de Witt kan worden ingezet bij diverse operaties en voor humanitaire doeleinden. Met snelle boten en helikopters kunnen militairen en materieel van en naar het vaste land worden gebracht of kunnen andere schepen worden getransporteerd. Het schip vormt een combinatie van een vliegveld, haven, parkeergarage, ziekenhuis, hotel en communicatiecentrum.



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

De kernbemanning bestaat uit ongeveer 130 opvarenden, maar de capaciteit is veel groter: er zijn liefst 739 bedden aan boord van het schip. De **Johan de Witt** heeft ook een Lynx helikopter aan boord. De commandant is kapitein-ter-zee Ed Veen.

Russia Objects to U.S. Navy Cruiser in Black Sea

Russia on June 12 protested the arrival of a U.S. Navy cruiser equipped with a ballistic missile defense system in the Black Sea to take part in naval exercises with neighboring Ukraine, saying it was a threat to its national security.

"We have a number of questions regarding the arrival in the Black Sea of the U.S. Navy cruiser **Monterey** equipped with the Aegis anti-missile system to participate in the Ukrainian-U.S. Sea Breeze 2011 exercises," the Russian foreign ministry said. "The Russian side has repeatedly stressed that we will not let pass unnoticed the appearance of elements of U.S. strategic infrastructure in the immediate proximity to our borders and will see such steps as a threat to our security," it said in a statement.

The protest comes as Russia and the West failed this week to reach a breakthrough on a missile shield project for Europe with Moscow complaining that its demands were falling on deaf ears. In 2009, U.S. President Barack Obama said he would shelve his predecessor's plans to site parts of a missile defense shield in Poland and the Czech Republic, and instead deploy more mobile equipment targeting Iran's short and medium-range missiles. The foreign ministry noted it understood that the stationing of the Monterey in European waters was part of the U.S. missile defense shield plan but added it did not see why the warship had to be so close to its borders.

"According to an official U.S. version, they [warships] can be deployed to the Black Sea in case of necessity, for example, in case of a flare-up in the region," the statement said. "We would like to understand what 'flare-up' the U.S. commanders had in mind when they moved the primary striking unit of NATO's future anti-missile system from the Mediterranean to the east?" it said, noting the aim of the naval exercises was to practice anti-piracy raids.

Russia has expressed fears that the planned anti-missile system would be directed against its defenses, with the dispute threatening a rapprochement between Moscow and the Western alliance. Moscow has recently said it would be ready to drop its opposition to NATO installing missile defense facilities in Europe if it provided legal guarantees the system would not be directed against Russia. NATO has rejected the proposal, saying legal guarantees would be hard to put on paper.

The Russian foreign ministry said **Monterey's** arrival in the Black Sea demonstrated blatant disregard for Moscow's concerns. "It is being done deliberately, as if to show to Russia that no-one is going to take its opinion into account," it said. "The reconnaissance by U.S. anti-missile ships of the Black Sea waters confirms once again the need to work out precise legal guarantees of the anti-missile system deployed in Europe not being directed against Russia's nuclear containment shield." **Source : Defensenews**

Ingalls Shipbuilding awarded construction contract for DDG 113

Ingalls Shipbuilding, a division of Huntington Ingalls Industries, Inc., has been awarded a construction contract for the Arleigh Burke-class (DDG 51) destroyer DDG 113. The award amount is considered source selection-sensitive information as it represents Phase I of a competitive two-phased acquisition approach to procure FY11/FY12 DDG 51's. Phase II includes the potential award of up to three additional ships.

DDG 113 will be the 29th Arleigh Burke-class destroyer built by Ingalls. "The opportunity to build DDG 113 and the Navy's plan to restart the DDG 51 class production line aligns with our business strategy of building classes of ships in serial production," said Bob Merchant, vice president, surface combatants and U.S. Coast Guard programs, Ingalls Shipbuilding. "We've built a strong DDG team, and we're focused on building these ships more efficiently. Focusing on better processes and improved performance ensures our future and gets the Navy more ships."

Ingalls Shipbuilding has delivered 28 Arleigh Burke-class ships to the U.S. Navy. The company's 28th ship, William P. Lawrence (DDG 110), was commissioned in Mobile, Ala., on June 4. Source : [MarineLog](#)

SHIPYARD NEWS

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Davie Yards poised to receive two ferry orders

Canada's troubled Davie Yards is set to get orders for two ferries, once a planned acquisition by a consortium of Fincantieri and DRS Canada is complete. The Government of Québec has announced that it will soon seek Canadian and international offers to build a 130 m ferry to replace the 37 year old MV Camille-Marcoux operated by La Société des traversiers du Québec on the , Matane, Baie-Comeau/Godbout routes. The entry into force, in December 2015, of the new Transport Canada stability will significantly decrease its loading capacity. The new vessel will be able to carry the equivalent of 180 cars rather than the current maximum of 120 cars for the MV Camille-Marcoux. The ship will be the first of three to be procured under a \$400 million fleet renewal plan announced by the Government of Québec in September 2009. The vessel is to be bid internationally, because it will present a very high degree of building complexity and includes specifications that require special expertise, making it appropriate to solicit shipyards sites that specialize in the construction of ships with these characteristics.

That won't be the case with twin ferries that are planned for the Tadoussac-Baie-Sainte-Catherine service. The Government of Québec, via La Société des traversiers du Québec, has reached a tentative agreement with the consortium of Fincantieri and DRS Canada that is planning to acquire the Davie Yards shipyard in Lévis, Quebec.

This move will allow Davie to meet a condition imposed under Canada's National Shipbuilding Strategy that requires the yard to hold a contract to build a ship of a capacity greater than 1,000 tonnes at the time of selection.

"This contract will generate significant economic benefits in Quebec and will allow Davie to position themselves advantageously for the submission of proposals to the federal government in July," said deputy Transport Minister Norman MacMillan, yesterday. Source : [MarineLog](#)



Above seen the Transgas Shipping 4.825 dwt LPG Tanker "**VIRGEN MARIA B**" (122 x 20 m) on her 2nd special survey at Cernaival Shipyard in Algeciras Port.

Photo : Cernaival Shipyard ©

Agreement on Kotlin Shipyard project to be signed on June 17th

A tripartite agreement on investment into a new shipyard project is expected to be signed in the framework of the XV St. Petersburg Economic Forum June 17, 2011, the Transport & Transit Policy Committee of St. Petersburg government said. The agreement on the project, which means construction of shipbuilding facilities on the Kotlin Island, will be signed between the Government of St. Petersburg, United Shipbuilding Corporation (USC) and Admiralty Shipyards.

Investment into the Kotlin Shipyard project, which creates 6,500 new jobs, will reportedly amount to nearly RUB 35 billion. The shipyard is scheduled to be constructed in eight years. The shipbuilding is a priority in the industrial complex of St. Petersburg. The city enterprises and organizations manufacture about 70% of the total output of Russia's shipbuilding industry. USC is planning to launch the main phase of construction at the shipyard on Kotlin (St. Petersburg) in 2013-15. By 2017, the yard must be completely constructed. The shipyard is expected to manufacture annually 120,000 tons of metal production.

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The **EUROPA** visited the port of Brest – Photo : Jacques Carney ©

Laid-up GA Ferries Fleet Sold

Reports from Greece say that the laid-up fleet of GA Ferries has been sold.

The Board of Directors of the Piraeus Port Authority confirmed the sale of the former GA Ferries fleet, which has been abandoned in 2008. Companies Ignatius Spanopoulos SA and Environmental Protection Engineering SA submitted bids for a total of EUR 7,200,300.00. Further administrative procedures will take another week, while ships should be removed within a month. The ships are the **ANTHI MARINA**, **DALIANA**, **DIMITROULA**, **MARINA**, **MILENA**, **RODANTHI** and **ROMILDA**, and they will probably end on the scrapyard. Source shippax



The **SOUTHERN OCEAN** seen moored at the Keppel Marina in Singapore yesterday - Photo : Piet Sinke ©

Balearia goes tropical

The Spanish ferry operator to wear a new livery on its hi-speed units

Baleària will be running a new fast service on a daily basis in the U.S. from Miami to Bimini Island as from July 2011 with the fast ferry **Pinar del Río**. This ship, which sails at a speed of 32 knots, has the capacity to hold 450 passengers, with 80 vehicles in the hold. This high-speed ship and another one belonging to the Spanish operator now wear graphic designs created by famous modern artist Custo Barcelona, to sail the Mediterranean and the Atlantic Ocean, on the hull and also in the interiors, where there are paintings and Custo's stores.

The **Ramon Llull** and the **Pinar del Río** have been Customised as first and they will be followed by another five ships of Balearia. From June to September, the Ramon Llull will cover the Dénia-Formentera-Ibiza run.

Finally the Spanish ferry operator has inaugurated a new ship, the **Alhucemas**, able to carry 1,000 passengers, 400 cars and 100 trucks, sailing at a speed of 23 knots, which will cover the Tangier Med-Algeciras route. During the inauguration in the port of Tangier Med, the head of Balearia Adolfo Utor Martinez stated that the **Alhucemas** is a cutting-edge ship, both in terms of technology and low consumption, which cost 85 million Euro.

Source : ship2shore.it

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Port of Mombassa dredging project due to get under way shortly

Business Daily Africa reports that, after a long wait, the port of Mombasa will be dredged of mud and silt to finally accommodate bigger ships — as size continues to rule the marine industry. Having lost some trans-shipment business to the port of Dar-es-Salaam in Tanzania, the Kenyan port is playing catch-up with the Kenya Ports Authority managing director Gichiri Ndua's announcement Wednesday that the dredging would start this month and be completed in 18 months.

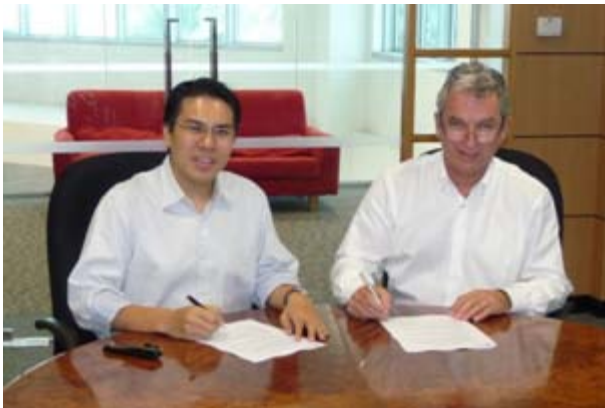


The **NORTHERN VALOUR** seen in Dar es Salaam – Photo : Anton Klaassen ©

Initially, ships with a longer draft were forced to remain in the high seas waiting for a high tide and at the expense of merchants who turned to Dar-es-Salaam — a massive natural port with minimal vessel delays. Mr Ndua told a press briefing that the construction of a new cargo berth Number 19 will start at the same time. The two projects funded by the Government are estimated to cost more than Sh10 billion. Dredging alone will take Sh5.2 billion.

The port is being prepared to accommodate bigger ships after losing major trans-shipment business to Dar. It will be dredged to a depth of 15m while the container berths will be 12.5m. Mr Ndua said the two projects were expected to address the perennial problem of congestion.

Cyclect Group becomes the new agency of Bakker Sliedrecht in Singapore



Bakker Sliedrecht has chosen the Cyclect Group, an early player in Singapore's marine industry with a rich experience in Marine & Offshore as their new agency. As Cyclect already had contacts with major maritime dredging companies, for Bakker Sliedrecht, provider of total solutions related to maritime and industrial electro techniques, it was natural to choose for the Cyclect Group as their agency in Singapore.

Cyclect and Bakker are two independent electrical engineering companies with both a passion for technology and delivering an unmatched level of customer service. Together we offer a wealth of electrical knowledge and practical experience in the dredging sector. Cyclect is the authorized sales and service provider for Bakker's range of marine equipment and services in Singapore.

For customers this collaboration results in the offering of a broader electro technical package, enabling the overall solutions including installation and commissioning in the Singapore area.

Below are some of Bakker's product range provided or serviced by Cyclect in Singapore.

- Drives
- Electric Propulsion (Diesel)
- Generators/Power Conversion
- Panels
- Electromotors
- Automation
- Submersible Motors

Chinese company to build port in Cayman Islands

The prime minister of the Cayman Islands has signed an agreement with a Chinese developer that has pledged to finance and build a cruise ship port in the capital of George Town. State-owned China Harbour Engineering Co also will build a cruise ship pier at a nearby turtle farm as well as renovate and expand a jetty at a popular beach, according to a government statement released late Wednesday.

Prime Minister McKeever Bush said he expects to sign a contract by November, adding that the Chinese company will finance and design all three projects. The government has not said how much the projects will cost. China Harbour Engineering Co also is working on a \$400 million project to renovate roads in Jamaica. **Source : Chinadaily**

New ship opens doors for car exports **COSCO's second massive automobile transporter has begun operations**

China's domestic carmakers now have a new option to ship their vehicles to overseas markets, after a cargo vessel capable of carrying 5,000 cars began operations. The carrier will significantly cut shipping costs and reduce carmakers' heavy reliance on foreign logistics companies, according to senior executives of China Ocean Shipping (Group) Co (COSCO).



The **MV COSCO Tengfei** car carrier, which can hold up to 5,000 cars and trucks, departed from Shanghai's Waigaoqiao port in the Pudong New Area on Saturday. This is the second delivery by this type of vessel following a successful shipment by MV COSCO Shengshi in February. Designed by the Shanghai Design Institute and manufactured at COSCO's Zhoushan shipyard south of Shanghai, **COSCO Tengfei** and **COSCO Shengshi** will deliver Chinese-made cars to South American countries and carry European cars on the return trip, Han Guomin, chief executive officer and director of COSCO Shipping Co Ltd, told China Daily.

The carrier, 182.8 meters in length, 32.2 meters in width and 14.95 meters in

depth, has a deadweight tonnage (DWT) of 14,500. Equipped with three adjustable decks, it can hold cars of different heights. According to Han, it will take **COSCO Tengfei** 28 days to reach its destination, Santos in Brazil. More than 4,400 cars made by Chery Automobile Co Ltd, Anhui Jianghuai Automobile Co Ltd (JAC), Sany Heavy Industry Co Ltd, and Lonking Holdings Ltd will be shipped in this journey.

Labor and material costs in the Chinese shipbuilding industry are lower than those in Japan, South Korea and European countries, where COSCO previously rented car carriers, so the shipping costs will fall once the company manages its own fleet, according to Han. "In the following years, China is entering a peak season of exporting cars, and the car carriers are built to serve such demand," said Han. Each of the two ships costs \$53 million.

According to Xu Lirong, vice-president of COSCO Group, the company started to develop its own carriers after signing a 15-year car shipping strategic cooperation agreement with 17 domestic carmakers, including Chery, JAC and Chang'an in 2006. "Even during the most difficult period of the global economic crisis, COSCO never gave up the development plan," said Xu. Chinese car companies exported 72,100 units in May, a rise of 6.79 percent month-on-month and 53 percent year-on-year. That's a record high, according to figures released by the China Association of Automotive Manufacturers on June 9.

During the first five months of 2011, China exported 225,400 cars, an increase of 56.7 percent over the same period in 2010. Among them, the top five brands are Chery with 55,200 units, Chang'an Auto with 35,100 units, JAC with 28,100, Great Wall Motor Co Ltd with 26,800, and Dongfeng Motor Group Co Ltd with 24,600.

Chinese cars are becoming more popular in many countries, and the new car carriers will secure delivery schedules and lower shipping costs. Meanwhile, the positive elements will lead to more solid cooperation with our foreign clients and more mature marketing strategies, said She Cairong, vice-general manager of JAC. According to JAC, South America has become the company's most important export destination, and currently accounts for more than half of the Anhui-based company's total export volume. "There are two things every Brazilian man dreams of: One is football and the other is cars. They know cars well and have high quality demands. In this sense, Chinese cars can serve their demands well," JAC's She said.

As the world's biggest car market, China consumes the overwhelming majority of the cars made in the nation. "Only about 5 percent of the cars are exported to the Middle East, Southeast Asia, Africa and South America," said Xu Xiaofeng, an industrial analyst from Central China Securities. However, cars made in China are also becoming popular in many developing economies and emerging nations, and this will provide good opportunities for both car carrier construction and domestic carmakers, added Xu. **Source : ChinaDaily**

Hallin and Dalgidj Establish Alliance to Support Offshore Caspian Market

Dalgidj and Hallin have worked extensively together for many years providing subsea support such as ROV and Diving services in Azerbaijan to BP Caspian. The ALLIANCE is building on the success of its ROV and Air Diving expertise and services, and is expanding its capability in the region to include Saturation Diving Services, Survey and Project Management. In-house Engineering Services will be provided by Hallin's Engineering division lead by Prospect, a multi-disciplinary engineering solutions provider to the global energy sector. Mike Arnold, Hallin West Division's Managing Director, commented, "After several successful years working with Dalgidj, it was a natural progression to formalize the relationship between Hallin and Dalgidj with the purpose of creating a local Integrated Subsea Solutions Provider to meet the growing requirements of the dynamic Caspian market."

Ilgar Sadigov, Dalgidj's Managing Director, added, "Successful and long-term cooperation between Dalgidj and Hallin gave rise to the establishment of the partnership structure which operates to the highest International standards. The Alliance can now meet the increasing demands of the local market through access to a greater pool of resources and the latest technologies. Building on our extensive experience we are confident that the Alliance will be very successful in the Caspian and we look forward to providing additional solutions for our Clients to overcome the unique challenges of the region."



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Svitzer's **LONDON** as seen from the **SINGAPORE** during the passage of Cape Good Hope towing the **FPSO Espardarte** from Rio de Janeiro to Singapore – **Photo : Marc Biemans ©**

NCC receives new chemical tanker "NCC AMAL"

National Chemical Carriers Ltd. Co. (NCC) of Saudi Arabia announced that it had received on Wednesday, 15th June 2011 in Korea a new chemical tanker named "**NCC AMAL**" from SHINAsb (previously SLS) of South Korea, as part of Nine (9) vessels previously contracted by NCC from this yard during 2006 – 2007 for a total value of approximately (SAR 1,721 Millions). "NCC AMAL" has a DWT of 45,000 tons with (DNV) classification and full (IMO 2) notations and

cargo capacity of 53,200 cubic meters comprising (22) Zink/Epoxy coated cargo tanks with (20) full segregations. The vessel will be commercially operated by "NCC ODFJELL Chemical Tankers JLT", located in Dubai and owned jointly by NCC and its long term strategic partner ODFJELL SE of Norway, which commenced operation in January 2010.

NCC has additional Eight (8) vessels under construction at SHINAsb in South Korea for a value of (SAR 1,538 Millions) with deliveries expected during 2011/12, in addition to one large chemical tanker of 75,000 DWT, to be constructed at Daewoo Shipbuilding and Marine Engineering Co. Ltd. (DSME) of South Korea at the price of (SAR 247 Millions) for delivery during 2013. NCC currently operates a fleet of 15 vessels that are specialized in transporting Chemicals, Vegoils and Clean Petroleum Products with DWT capacity of nearly 665,000 tons, which will grow to (25) vessels and 1.1 Millions DWT by 2013. **Source: National Chemical Carriers Ltd. Co.**

Doha to Sign Deal for Major Expansion

The Port of Doha, Qatar, plans to award contracts to build the first phase of a new container complex in the gas-rich Persian Gulf state in November. Up to nine companies are said to have submitted bids for a second stage of projects at the New Doha Port, which will have an initial capacity of 2 million 20-foot equivalent units when it opens in 2015.

China Harbour and Engineering won an \$880 million contract in March to carry out excavation work and construct a five-mile-long quay wall and a three-mile-long wave breaker for the port. Located on greenfield site, the \$5.2 billion project is scheduled to be completed in 2023 when it will have an annual handling capacity of 6 million TEUs. **Source : The Journal of Commerce**

TIMMERPRIJS GENOMINEERDEN BEKEND



Ontwerp Congres /VNSI Timmerprijs 2011 heeft plaatsgevonden op woensdag 15 juni 2011 met als gastheer Bert Jan ter Riet Directeur van Damen Shipyards Gorinchem. De vijf(5) genomineerden van links naar rechts Ir.Maarten Nijland Ir Wei Shi, Ir Sjoerd Wille ,Ir Mauk Tilanus en Ir Bart van Oers met de trotse naamgever van de prijs de heer Timmer.

Alle genomineerden kregen uit handen van de naamgever de heer Timmer de VNSI Penning. Na stemming onderleiding van de secretaris Stichting Timmerprijs ir. Hans Hopman van TU Delft twee(2) kandidaten over te weten : Ir Mauk Tilanus en Ir.Bart van Oers. de uiteindelijke winnaar wordt bekend gemaakt tijdens het Maritieme gala op 3 november 2011. **Foto : Joop Bartels ©**

Volga Shipping takes delivery of 2nd dry cargo carrier from Okskaya Shipyard

Volga Shipping Company commissioned the second dry cargo ship of project RSD44 built at Okskaya Shipyard, Marine Engineering Bureau said. The Volgamax **Captain Zagryadtsev** has some DWT 5,540 tons. Overall, the shipping company, running its fleet upgrade program, has ordered a series of 10 newbuilds.

The RSD-44 project is financed through the leasing scheme of state support of domestic shipbuilding: co-financing by the state-run United Shipbuilding Corporation (85%) and Volga Shipping (15%) on the terms of state subsidy of refinancing interest rate of Central Bank of Russia.

Volgamax size ships of project RSD44 are intended for transportation by Russia's inland waterways general, bulk, timber cargoes, grain, lumber, potash and fertilizer, sulfur, coal, paper, building materials, steel products, and up to 140 containers. Ships specifications: length DWL - 138.9 m, beam - 16,5 m, depth - 5 m, coaming height - 2,2 m, fresh water draft 3,6 m DWT - 5,543 tons, salt water draft 3.53 m DWT - 5,562 tons, cargo hold volume - 7090 cbm; Russian River Register Class - + O-OL 2,0 (ice 20) A.

The dry cargo ships will be operated on the Volga-Don Ship Canal (VDSK), Volga-Baltic Canal, in the Azov Sea to the port of Kavkaz and in the Gulf of Finland. The vessels will be able to pass under the Neva bridges near St. Petersburg and under Rostov railway bridge (Rostov-on-Don) without lifting the bridges.

The series lead ship **Captain Ruzmankin** was launched in Nov, 2010. Navashino-based Okskaya Shipyard (Nizhny Novgorod region) was founded in 1907. JSC Okskaya Shipyard was established through privatization of the state enterprise Navashino Shipyard "Oka". The shipyard specializes in building of multipurpose river and sea-going vessels. In 2004, JSC Okskaya Shipyard became part of VBTH majority owned by Universal Cargo Logistics Holding.

JSC Volga Shipping Company, founded in 1843, is one of the oldest and largest shipping companies in Russia. VSC specializes in transportation of cargo and passengers on inland waterways of the country. In the period from April 1 through December 1, 2010, the shipping company's 188 cargo ships carried 5,5 million tons of cargo, a 21-percent increase year-over-year. The company owns and operates the fleet of 250 cargo and passenger vessels. Volga Shipping Company is part of the Universal Cargo Logistics Holding that consolidates a number of Russian stevedoring, shipping and shipbuilding assets. **Source : PortNews**

Maersk Celebrates 60 Years in Thailand

Maersk Line celebrated on Wednesday evening, 15 June 2011, its 60 Year Anniversary as a company in Thailand. June 15 was the exact date when - back in 1951 - Maersk Bangkok Branch was incorporated in Thailand after a brief period of being represented by an agent. The anniversary reception took place at the Grand Hyatt Erawan Hotel in Bangkok. The Danish Ambassador to Thailand, Mikael Hemniti Winther congratulated the company with its achievements over the years. In a very personal speech, the Ambassador mentioned how honored he was to be selected to address the guests on an occasion like this - and how proud it made him feel to represent Denmark. The Ambassador was followed on the podium by Maersk Line's Chief Executive for the Asia Pacific Region, Mr. Thomas Riber Knudsen. He highlighted the amazing fact, that when Maersk started its operations in Thailand, the shipping industry had not yet invented the container. Apart from that, Mr. Knudsen was more eager to talk about the future. Currently, Maersk was busy finding out, how buying shipping services could be made as simple as when we buy a book or when we book an airline ticket on the internet. He also asked why it should not be possible to deliver goods on time every time. And he asked why Maersk should not follow the highest environmental standard. Maersk Line Thailand's Managing Director Thomas Lindy Sorensen invited the clients and suppliers and others to help Maersk with input how to change the way we think about the shipping industry on a website set up for the same purpose:


<http://changingthewaywethinkaboutshipping.com/>

Finally, on behalf of Maersk Line's clients, Mr. Aswin Techajaroenvikul, President of Berli Jucker Public Co., Ltd. - which had played a role in the formation of Maersk back in 1951 - congratulated Maersk with its anniversary. The evening was well visited and Maersk offered the many guests a delicious buffet and an endless stream of canapes accompanied with music from a live band. **Source: ScandAsia**

DOLEGA ON DELIVERY VOYAGE BY REDWISE



The Z-tech 6500 Class Tug **DOLEGA** of 5.844 BHP and a GT of 359 built at the Cheoy Lee Shipyard Hong Kong, departed Hong Kong June 13th for a delivery voyage under management of **Redwise Maritime Services B.V.** via Honolulu Hawaii to Balboa on the Pacific side of the Panama Canal.

	<p>Whatever the ship. Wherever delivered.</p> <p>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.</p> <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p>
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Antwerp port modernises locks ahead of barge container growth

THE Port of Antwerp's renovated Van Cauwelaert lock is an important step to providing barge transport as an alternative to road transport in its connection between the River Scheldt, the barge terminals and the Albert Canal, said Belgian's Flemish Minister Hilde Crevits.

The EUR70 million (US\$103 million) renovation has taken three years with the lock out of action for 16 months. Its control and power mechanisms were modernised and cables installed underneath the lock, along with renewal of lock gates, gate recesses and the inside wall of the lock chamber. The waterways project included raising bridges along the Albert Canal as far as Meerhout to allow 156 container barges stacked four high to go through every day.

With barges increasing in size, greater pressure was put on the locks, said Port Alderman Marc Van Peel, according to American Shipper. "It is therefore of crucial importance for a port such as Antwerp, the second largest in Europe, to offer efficient, modern locks for its customers." **Source : Schednet**

TUG OF WAR ONBOARD HAL'S VEENDAM



Above and below seen Ms. [Veendam's](#) deck department, during and after winning the Tug of War of this year's Philippine Independence day celebrations. According to First Engineer PETER NICO, this was the first time in 15 years that the "Deckies" won ! [Photo's : Veendam deck dept ©](#)



MARITIME ARTIST CORNER



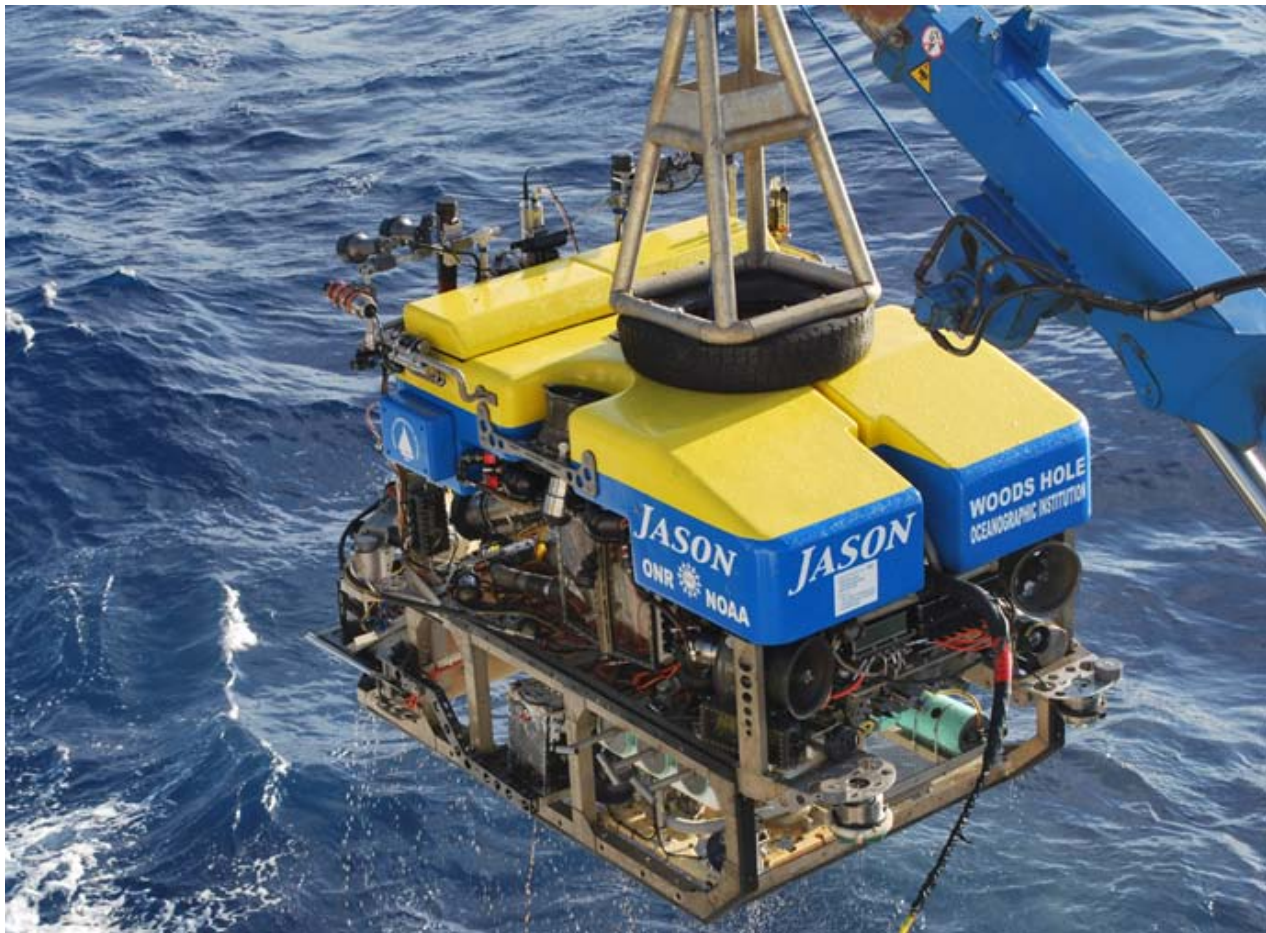
The **JANE McALLISTER** with background – by Bob Mattsson (c)

OLDIE – FROM THE SHOEBOX



The Wilh. Wilhelmsen cargo liner **TAURUS** departing from Cape Town in 1963. - Photo: Robert Pabst ©

.... PHOTO OF THE DAY



Above seen Woods Hole Oceanographic Institutions ROV **Jason**.

Photo : Raymond Schaefer ©

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