

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 170



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The CHRISTA RICKMERS seen anchored off Singapore last Friday - Photo : Piet Sinke ©

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Kindly find attached photo of the 2006 built ANT flag tug **NORTH** towing the 1987 built MLT flag ferry **ISLAND SEAWAY** leaving Grand Harbour, Malta on Friday 17th June, 2011. **ISLAND SEAWAY** has been laid up since 2006 and she's heading to Norway where she'll be converted as the offshore support vessel **SEABED SUPPORTER**.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Fears of scarcer oil supply hurts tanker owners, but the turn of tides is on the cards as well

Tanker owners are still in the loop following OPEC's inability to provide the oil markets with some positive news on increased production figures, while demand is ever so growing. This week, IEA raised the issue once again, trying to exert pressure on OPEC to revise its views and solve its internal division, with Iran claiming that it was the one negating the Saudis' push for increased production. IEA said that oil demand is expected to grow steadily until 2016. The agency raised its forecast for global oil demand growth to 1.3 percent annually over the next five years on economic expansion in China, cautioning that gains in prices threaten the recovery. Consumption will increase to 95.3 million barrels a day in 2016 from 88 million barrels a day in 2010, with China accounting for about 41 percent of the gain it said in its Medium-Term Oil Market Report.

Oil prices may increase if OPEC fails to bolster production and inventories decline, the head of the International Energy Agency said. Supplies may become "very tight" if the Organization of Petroleum Exporting Countries doesn't increase production to meet higher demand in July, Executive Director Nobuo Tanaka said this week in an interview with Bloomberg Television in St. Petersburg, Russia. Saudi Arabia is likely to deliver on its pledge to keep markets adequately supplied, he said. If prices remain at \$110 to \$120 for the rest of the year, the "burden on the global economy would be as bad as 2008, when the economy made a hard landing," Tanaka said. The agency is prepared to coordinate a release of emergency stockpiles if the gap between supply and demand remains, he said.

In a separate report, shipbroker CR Weber mentioned that during the day when it became clear that OPEC wouldn't be able to reach a consensus on oil production increase, tanker equities were falling. The Weber Tanker Index of tanker stocks lost 3.1% that day, illustrating the news' reception by traders who had expected a quota hike to aid tanker demand and ease oil prices. CR Weber's report said that "yet given the lack of consequentiality of OPEC's quotas on its member's production levels (indeed compliance has declined dramatically from the current quota set early in 2009) OPEC's decision should have no negative implications on the physical tanker market going forward. Saudi Arabia is already likely to have increased June oil production by at least 500,000 b/d to 9.5 mb/d. So, assuming this adds at least 7 VLCC cargoes to the monthly Middle East fixture count much of the excess tonnage is easily absorbed. During July, Saudi Arabia is expected to ramp up production further, to 10.0 Mb/d, implying 10-12 additional VLCC fixtures per month" it mentioned.

It went on to say that "oil demand in the oil intensive developing Asian economies – particularly China – continues to post strong rates of demand growth as reported by the IEA this week, likely rising by nearly 1.0 mb/d this year from 2010 levels. Accordingly, Saudi Arabia is keen to prevent supply shortages and to not precipitate demand destruction in the Western economies which are apparently more reactive to price swings. Given that much of the fresh demand is on the MEG-East route, should the production boost be a one-off event, then the short-haul nature of the route would not imply a very significant hike in VLCC rates. However, projections for Asian oil demand to pick up further during this fall imply that the production and accompanying VLCC demand boost should be sufficient to provide an impetus for an improved VLCC earnings environment. Moreover, not all added Saudi barrels will be bound for Asia; this week the markets saw a surge on the long-haul, ton-mile driving West Africa-East route which has already experienced activity growth of 6.6% YTD, y/y. It is noteworthy that, presently, the projected Middle East VLCC surplus is just 5 units through to the end of June, versus 22 units one month ago, implying a much better balanced supply/demand ratio. Thus, we note (albeit guardedly) that the VLCC market may well be on the cusp not just of a near-term mini-rally, but perhaps a return to more sustainable earnings. A revision to our high-case VLCC earnings projections shows a 2H11 average of \$29,500/day – not a level at which owners should return to the newbuilding market, but an improvement nevertheless from 1H11" concluded the analysis. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **PRESIDENT HUBERT** seen offshore Angola – Photo : Capt. Geert Dijkema ©

PH sends oldest warship to disputed seas

A day after China dispatched its biggest civilian patrol boat to the disputed Spratlys, the Philippines deployed its biggest warship, the Rajah Humabon, to what it described as territorial waters in the West Philippine Sea. The Department of National Defense (DND), however, insisted that deploying the Humabon was not a response to increased Chinese presence in the South China Sea. "Tayo naman, nagpapatrulya. We have a duty to maintain a credible presence in the area. Hindi nga tayo nagtatapang-tapangan eh," said Defense Undersecretary Eduardo Batac.



Although it is the biggest, **BRP Humabon** is also the oldest warship of the Philippine Navy.

It began its career as America's **USS Atherton** during World War 2. It was reincarnated as Japan's **JDS Hatsuhi** before being sold by the U.S. to the Philippines.

The nation's naval fleet is getting an upgrade with the recent purchase of second-hand Hamilton-class patrol craft from the U.S. Coast Guard. Meanwhile, the Philippines

moved to form a united front in Southeast Asia in the face of China's increasingly assertive stance in the South China Sea.

Foreign Secretary Albert del Rosario met Friday with 9 top-level diplomats from ASEAN-member states to discuss what he called as "worrisome developments" in the area. Analysts, meanwhile, believe that sobriety and closed-door bilateral talks are still key in defusing tensions with China. "Huwag tayong mapikon. Mangatwiran tayo and the same rule applies to the Chinese. They should not get mad and hopefully we all get even in the end," said Chito Sta. Romana, former Beijing bureau chief of ABC News.

"The one thing that China always emphasizes is it should be conducted bilaterally. No ASEAN involved, no U.N. You talk to me directly one-on-one and we settle this matter one-on-one," said International Relations Prof. Rene de Castro of De La Salle University. **Source : ABS-CBS News**

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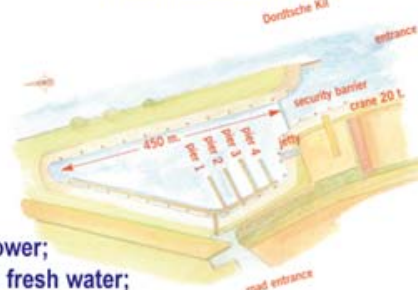
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Bid to tow stranded ship suspended

The Indian Navy and salvagers who mounted a massive operation to remove merchant ship, **MV Wisdom**, stranded off a Mumbai beach, suspended their operations on Friday due to "technical difficulties" and would resume it on Saturday, a maritime official said.

A huge tugboat of around 70 ton and other ships were kept ready to pull the vessel, heading for the scrapyard, out into the deep sea and anchor it at a safe spot near the city coast, at high tide around 1.30 pm when the operation was called off. "The ship has to be refloated for which the water level should be above the draft of the ship," Director General of Shipping S B Agnihotri told media persons at Juhu Beach where he was supervising the salvage operations.

The draft implies the depth of water along the hull of a ship to enable a vessel float and depends on various factors, including tides.



A rope was required to be taken in a small boat from the 9,000-ton **MV Wisdom** to the tug, which had been anchored off around 5 km, south-west of the Juhu beach. The cargo vessel had last Saturday broken loose from its tug, which was towing it from Colombo to Alang in Gujarat, where it would be broken as scrap.

The Mumbai authorities faced anxious moments when the massive ship drifted dangerously close to the Bandra-Worli Sealink, but later, the strong waves pushed it towards Juhu Beach. The scrap ship instantly became a new, but temporary attraction at Juhu Beach with hordes of locals and tourists flocking to take a glimpse of the massive vessel and

click pictures with it being in the background. Agnihotri said that until the owners of **MV Wisdom** paid the salvage costs, it would be anchored at a point near the Mumbai coast. The directorate general of shipping will also examine the condition of the original tug, **Seabulk Plover**, from which the **MV Wisdom** broke loose last week, he added.

Only if the tug boat is fit to tow away the **MV Wisdom** all the way to Alang, it will be permitted to undertake the voyage, he said. Following a request from Agnihotri's department, the Indian Navy on Thursday began the salvage operations by lending a Sea King 42C helicopter to drop eight sturdy steel cables aboard the ship for the towing on Friday. **Source : deccanherald**



The **JPO Vela** just after a shower with the sun hitting her at the right time inbound to Melbourne 18-6-2011.

Photo : Andrew Mackinnon – www.aquamanships.com ©

Bangladeshi ship breakers defy court ruling

The ship breaking companies of Bangladesh continue to import highly toxic foreign vessels, despite a two-year-old ban, and are also defying a court order to ensure workers' safety and implement environmentally sound practices, a group of lawyers says. The lawyers are blaming state regulators - including the Department of Environment and the Ministries of Shipping and Labour - for failing to protect coastal ecosystems and to monitor these companies' compliance with safety precautions.



"We still have evidence of unsafe and unprotected handling and dismantling of ships at the Shitakunda beaches in Chittagong," said Syeda Rizwana Hasan, executive director of Bangladesh Environmental Lawyers Association (BELA). "This is taking place in clear violation of the March 2009 court order." The order required ships to be decontaminated at source before being imported for scrapping, and that companies establish proper facilities for handling scrap metals and toxic material.

Ship breaking - the business of dismantling old vessels and recycling and selling the parts as scrap metal - has been around for decades and, according to a 2010 World

Bank study, "offers the most environmentally sustainable way of disposing of old vessels". But the same study also noted that the industry's "hazardous waste and associated occupational health hazards pose a significant national and global concern".

Bangladesh tops the list of countries having the greatest number of ships scrapped every year, with India and Pakistan trailing far behind. Some 200 Bangladeshi companies pay a combined \$100 million in taxes each year. The metal scrapping business is so lucrative it supplies about 1.5 million tonnes out of the nation's total steel consumption of about five million tonnes, the World Bank study said.

Most of the ship breaking companies are located on a roughly 20km stretch of beach in Chittagong district, situated on the Bay of Bengal in southeastern Bangladesh. Some 18,000 unskilled and unprotected workers manually handle poisonous chemicals and are also exposed to the risk of explosion. Between 2005 and 2007, a total of 270 ocean-going vessels, categorised as end-of-life-ships, were dismantled there. This year alone, some 70 such vessels have been cleared for scrapping, a majority of which failed to obtain either prior clearance to use the yards or no-objection certificates to continue scrapping operations.

On June 1, the US Maritime Administration cleared the cargo vessel **Harriette** for scrapping on the beaches of Chittagong, with support from the US Environmental Protection Agency. Earlier, the ship **Probo Koala**, which figured in a controversial toxic waste dumping off the Ivory Coast in August 2006, was also sold for scrapping and docked on the ship breaking beaches of Chittagong. The ship has since been renamed the Gulf Jash.

The soil and waters in ship breaking areas are showing high levels of toxicity, with environmental protection limited and virtually no proper management of deadly chemicals - among them asbestos, polychlorinated biphenyls (PCBs), and other ozone-depleting substances (ODS) and heavy metals. According to the World Bank report, soil contamination tests showed concentrations of cadmium, chromium, lead, mercury and oil. The same report predicts the accumulation of substantial amounts of poisonous chemicals including asbestos, PCBs, ODS (mainly polyurethane foam) and paints during the next 20 years if safety measures are not put in place immediately.

According to an investigation conducted by the Department of Explosives, Greenpeace, the International Federation of Human Rights Leagues, and BELA, 123 workers have died while dismantling ships on the beaches of Shitakunda in Chittagong from 1998 to March this year.

"The figures are those which are actually reported. We have no knowledge on workers whose bodies are simply thrown into the sea. So, we assume deaths could be much higher," said Taslima Islam, senior lawyer at BELA. Since 1998, a total of 72 incidents of violent explosions and chemical spillage have taken place in ship breaking yards.

Hundreds of workers who have survived with chemical burns and life-long physical disabilities have never been compensated properly, the lawyers said.

On top of this, vast areas of mangrove trees - the lifeline of the local ecosystem - have been cleared to accommodate dismantling operations. To regulate the ship breaking industry and protect the environment, BELA sought intervention from the judiciary. In the March 2009 ruling, the court directed the decontamination at source of all ships being imported for scrapping, and for companies to set up facilities to handle scrap metals, toxic paints, and waste materials, and to manage oil spillage.

The court also directed that all workers be trained on safety measures. It ordered the companies to set up facilities like hospitals, provide emergency equipment, and form a committee to ensure implementation. But the high level committee never functioned, and there have been allegations it was influenced by the Bangladesh Ship Breakers Association (BSBA), which controls half of Bangladesh's steel market.

BSBA president Hefazatur Rahman denied allegations that ships were being imported without proper clearance from concerned authorities. "Ship breaking operations are taking place following strict rules laid down by the government. There is no reason why we should not comply with the regulations," Rahman said.

Even though the BSBA chief said the companies comply with all the rules, as many as 26 workers have died while at work since the court order in March 2009.

Government officials also say ship breaking operations are under stringent supervision. "Prior to the court order, ship breaking took place haphazardly. No one ever bothered to seek our permission. But since the court order, things have dramatically changed. Businessmen now come to us for inspection and clearance certificates," said Mohammad Zafar Alam, director of the Department of Environment, Chittagong Division. Alam said they have installed facilities as directed by the court and have arranged to train workers on safety measures. **Source : Aljazeera**



The **SAN DIEGO BRIDGE** seen approaching the Jong Fairway in Singapore – **Photo : Capt Jan Berghuis ©**



Somali pirates free German ship after ransom paid

Somali pirates have freed a German-owned cargo ship, seized in April, after they received a ransom, a pirate and maritime source said on Friday. The Antigua and Barbuda-flagged [Susan K](#), and with its crew of 10 Ukrainians and Filipinos, was released on Thursday.

"The German cargo ship has now sailed away. We have taken \$5.7 million in ransom," pirate Ibrahim told Reuters by phone from coastal Ras Guna, in semi-autonomous state of Puntland. Andrew Mwangura, maritime editor of The Somalia Report, confirmed the release. He said the ransom had been paid in the Kenyan port city of Mombasa but could not confirm the sum. "Next port of call Djibouti. It is not yet known if she has started moving out to safe waters," Mwangura told Reuters. Somali pirates have been wreaking havoc in the Indian Ocean and Gulf of Aden, hijacking commercial vessels in defiance of international naval patrols of the bustling shipping lanes. The attacks have grown in sophistication and range and, according to the U.N. International Maritime Organization, pirates now brave summer storms and winter monsoons that had previously kept them in port. Crewmen held hostage are subjected to physical and emotional abuse by their captors, and have been used as human shields against counter-attacks or press-ganged into taking part in pirate operations, shipping monitors report. **Source : kdvr**



The [Stena Freighter](#) seen leaving Parkeston Quay with tug assistance. - **Photo : John van der Linden ©**

Hochtief hoping to swallow Beluga JV

IHS Fairplay reports that German construction group Hochtief is seeking to take over its joint venture for offshore wind turbine installations, Beluga Hochtief Offshore (BHO). It is seeking approval from Germany's antitrust office to buy the remaining 50 per cent from Beluga Offshore – the group division of the bankrupt German project carrier that escaped the group's insolvency.

BHO has ordered a turbine installation vessel from Gdansk's Crist yard, due for delivery next summer. "The vessel has been chartered out forward for the long term," Hochtief press officer Christian Gerhardus said. The construction group has already taken full control of the BHO board. A presentation by its managing director Carsten Heymann at the Wind Force 11 offshore conference in Bremerhaven showed only himself and fellow Hochtief representative Gerd Kroll as

members of the board. The company's spokesman refused comment but Mr Gerhardus said Hochtief regards the offshore installation business as "a very promising market". Source : offshore Shipping Online

Is the 'people's ferry' sailing into choppy waters?

Locals were so keen to revive Cork's ferry link with Swansea that they raised €3 million to help buy a ship, and the route reopened last year. But, despite a good first 12 months, the service faces mounting challenges

OVER A YEAR ON, and the people behind what could be termed the closest thing to a socialist ferry this side of Havana are preparing for choppy financial waters. When Swansea Cork Ferries stopped running its service, in 2006, it looked as if the passenger-ferry connection between southwest Ireland and south Wales had been lost to harsh commercial realities. Yet locals in particular didn't share that assessment, and a co-operative formed in an effort to re-establish the link. Many people, from university lecturers to shopkeepers, put their hands in their pockets, with some 300 people contributing about €10,000 each; the close to €3 million they raised helped to buy and fit out a ship to sail the route again.



The vessel was a German ferry, built in 1982, that had been working on cruise routes from Norway. **Julia**, as the ship was renamed, was bought for €7.8 million, and after its overhaul and some upgrading the "people's ferry", as it is now known, looked good for another decade at least.

Now, however, Fastnet Line, the company that operates the ship, is battling rising costs and a seemingly unending Europe-wide recession. The company says that, after some teething problems following the route's reopening, in March last year, it met its target of carrying 78,000 passengers in its first 12 months, and in the coming weeks it expects Julia to carry its 100,000th passenger. For the route to remain profitable, the company needs to carry about 90,000 passengers a year. The company has introduced shorter and more flexible return breaks, cut fares by up to 40 per cent and fitted more luxury cabins, and it says its freight business is steady and growing.

When you ask people who are connected with the ferry, most say this year will be the real test of the commercial viability of the route. Although the booking office in Ringaskiddy has been taking more calls in recent weeks, passengers aren't buying their tickets as far in advance as they used to, which makes it hard for Fastnet to judge how the summer season will turn out. Competition is intense; Stena Line and Irish Ferries are offering free places on their crossings for under-16s.

"This year will be a challenge for everyone in the travel industry, not least us," says Michael Wood, Fastnet Line's general manager. "There are a number of reasons for that. We face challenges with increased fuels costs, and it will be a late-booking year. People will still go on holiday but they are now booking later. I think, though, we seem to be holding our own in where we are compared to the market." ABOARD **JULIA** IN RINGASKIDDY, staff are mopping floors, stripping down machinery and changing bed linen in berths, getting the ship ready for one of its six night-time sailings between Cork and Swansea each week. In the staff quarters, lunch is being served to crew in communal dining areas. At a separate table, Capt John Grace and chief engineer Robert Ives reflect on the previous 12 months. They are experienced seamen, with more than 40 years in the business between them. They swap notes on rough seas, engine capabilities and how much the industry has changed since they began their lives at sea. Ives talks about how well the co-operative did in buying the ship, which he says was good business even though the vessel is almost

30 years old. "I think they got an absolute bargain. A lot of the machinery has been improved since it was bought, but you must remember this ship was ahead of its time. The engines are extremely good, easy to work and not too expensive to keep going. A shipyard that knew what they were doing built it. I've seen some cheap builds not as well thought out, and to do simple jobs on them is very difficult. With the right staff, there is no reason why this can't continue for a good long time. We are getting people coming back to us who like working here. All we need now is to get more guests on the ship."

Grace says the ship's passengers tend to be elderly holidaymakers, and one of the challenges for the company is to develop a broader appeal. It's as much to do with changing public perception as with adapting its business model. "When I first started out, in 1987, some of the ships were glorified cattle boats," Grace says. "People were very surprised when the ash cloud hit last year and they had to travel by ferry. Many may not have done so for years and got a real culture shock. Now we have cinemas, bars, Wi-Fi and luxury cabins if you want them, whereas before they had a preconception you were herded on board and left to your own devices."

The fortunes of Swansea's football team could turn out to be a saving grace for the route. In August Swansea City will become the first team outside England to play in the Premier League, having won promotion in a play-off against Reading. With their ground 15 minutes from the terminal, Fastnet Line is hoping for a bounce in numbers as a result. "During the winter time we will change the schedule to leave here on a Friday night so that people can go to the match, do a bit of shopping and leave for Cork the next day. Hopefully it can be a positive thing for us," Grace says.

The travel industry can be a fickle world, and just because a route was well established in the past doesn't mean it will thrive again. Also, the gap in service between 2006 and 2010 made tourists look elsewhere for their journeys to and from Ireland. The challenge for the company is to attract them back in large enough numbers to ensure the people's ferry remains popular. "The service was out of action for four years," says John Hosford, one of the leaders of the campaign to bring back the ferry. "People went to alternative ports and operators, and now all that has to be gleaned back. So it's like we are starting a new service in a sense. Except this time the local community are interested and engaged in it like never before." **Source : IrishTimes**



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Greenpeace head arrested on Arctic oil rig

The head of Greenpeace and another activist were arrested Friday after they climbed an oil rig off Greenland's west coast in an attempt to stop a Scottish oil company from deepwater drilling in Arctic waters, Danish police said. Greenpeace International executive director **Kumi Naidoo** and a Norwegian activist were taken into custody on top of

the **Leiv Eiriksson** drilling rig, which has been the target of a series of protests by the environmentalist group.



*Greenpeace International executive director **Kumi Naidoo**, centre left, and **Ulvar Arnkvaern** of Norway, second right, are escorted from the air terminal into a waiting police vehicle in Nuuk, Greenland, on Friday.*

Both would be transferred

to Greenland's capital, Nuuk, to face charges of trespassing and violating Greenland's "home rule order on safety zones," police spokesman Morten Nielsen told The Associated Press. Greenland is a semiautonomous Danish territory.

A Dutch court last week issued an injunction barring the Greenpeace activists from approaching the Cairn Energy-operated rig after 20 of its activists were arrested in previous protest actions. Greenpeace says oil drilling presents a threat to the fragile Arctic environment and has called on Cairn to present a plan on how to cope with a potential oil spill. Cairn says Greenland authorities require such plans to be confidential. In a statement Friday, Cairn said its operations are "safe and prudent" and that Greenland's government had established "some of the most stringent operating regulations anywhere." Greenpeace said the two activists entered the exclusion zone around the **Leiv Eiriksson** in an inflatable speedboat, evading a Danish navy ship protecting the rig. They used a ladder to climb the platform and demanded to see the captain. Greenpeace officials watching the events from a nearby ship said the two activists were arrested by law enforcement officers airlifted onto the rig from the navy vessel. **Source : cbc**



The **FAR SAMSON** seen conducting DP trails in Rotterdam-Europaharbour - **Photo : Floor van Kleef ©**

100 Star Cruise passengers suffer apparent food poisoning



The **SUPERSTAR VIRGO** seen last Friday returning in Singapore from Vietnam – **Photo : Piet Sinke ©**

About 100 passengers on a cruise from Singapore to Vietnam suffered food poisoning, The Straits Times said Saturday. The Singapore daily quoted the Star Cruise company as saying the passengers became ill after the [SuperStar Virgo](#) docked in Vietnam.

Investigations were ongoing to find out the cause of the symptoms, which included vomiting, diarrhoea, stomach cramps, fever and chills. Passengers, contacted after the ship returned to Singapore on Friday, described the scene on the vessel as 'chaotic,' with crowds at its onboard clinic, the paper said.

'We were quarantined in our rooms for the rest of the trip,' said passenger Cynthia Lim, 22, who suffered cramps and had fever on Wednesday morning and was admitted to the ship's intensive care unit. 'If we got food poisoning from a roadside stall we picked ourselves, it would have been our fault. But this was food given to us by Star Cruises,' The Straits Times quoted Lim as saying. **Source : [Monsterandcritics](#)**

Crowley crewman medi-vacced

The crew of an MH-60 Jayhawk helicopter, forward-deployed to Cordova from Kodiak, medevaced a 40-year-old man from the 150-foot Crowley tug [Sea Voyager](#) near Hinchbrook Entrance about 50 miles south of Valdez Friday evening. The man was reportedly suffering from severe abdominal pain. The Coast Guard command center in Juneau received a call from Health Force Partners at about 7 p.m. requesting the medevac. The duty Coast Guard flight surgeon concurred with the medevac request and the helicopter crew in Cordova was dispatched. The [sea voyager](#) is moored to a barge in Port Etches near Hinchbrook Entrance in Prince William Sound. The rescue helicopter crew arrived on scene at 8:42 p.m. and hoisted the man in a rescue litter. He was delivered safely in stable condition to Valdez where an ambulance crew further transported him to Providence Valdez Medical Center for treatment at about 9:30 p.m. The man was reportedly the chief engineer aboard the tug. Another Crowley tug will deliver a replacement chief engineer around midnight to the [Sea Voyager](#) so they can continue their voyage to Valdez safely. Weather on scene was reportedly 10 mph winds with an overcast sky and an air temperature of 61 degrees Fahrenheit. The Coast Guard forward-deploys an MH-60 Jayhawk helicopter and crews to Cordova from Air Station Kodiak each spring to respond to cases from the increased seasonal traffic in the region. **Source : [Garry Luxton](#)**

Neeltje Struijs vaart voor motorboot.



Vrijdag 17 juni om 13.56 uur werd de bemanning van reddingboot [Neeltje Struijs](#) van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor een motorboot met een motorstoring op het Haringvliet.

Er werd uitgevaren naar een open motorboot van 6,00 meter lengte en met 3 personen aan boord die bij de HV 38 met motorstoring lag. Er werd een sleepverbinding gemaakt en het bootje werd naar Stellendam gesleept, waar het afgemeerd werd bij de trailerhelling. Hierna keerde de reddingboot terug naar station.

Foto : [KNRM Stellendam](#).



NAVY NEWS



The ex **VARYAG** seen getting shape in Dalian - China

Warship HMS **Illustrious** starts sea trials

Illustrious will take over from HMS Ocean when it goes for a refit

The Royal Navy's last operational fixed-wing aircraft carrier has begun sea trials following a £40m upgrade to convert it into a helicopter carrier. The 20,000-tonne warship is now capable of carrying a force of up to 20 helicopters and 600 personnel following the refit at Rosyth dockyard, Fife.

It will return to its home base of Portsmouth in July after the trials. **Illustrious** will take over from **HMS Ocean** when it goes for a refit, due for completion by 2014. When **Ocean** returns, **Illustrious** will be withdrawn from service following the exit of its sister ships, **Invincible** and **Ark Royal**.

Upgrades include the installation of a new computer and communications system and a defensive anti-torpedo system, and improvements to the living conditions. The ship will now undergo a further five weeks of sea trials off the Scottish coast before returning to the fleet at the end of July. It is the fifth warship and second aircraft carrier to bear the

name **Illustrious**, and has participated in most major UK and Nato campaigns during the past 15 years, including the first Gulf War, the Sierra Leone evacuations and the war in Afghanistan in 2001.

Commanding officer, Captain Jerry Kyd, described it as an "historic day". "We are in top condition for the challenges ahead thanks to the hard work of my sailors and the successful partnership that we have had with industry," he added. "We are now raring to go, ready to take this great ship to sea for trials, and then home to Portsmouth, where we will prepare for her exciting future role."

Invincible was towed away earlier this year to a scrapyard in Turkey after being sold on Ministry of Defence auction website www.edisposals.com. The same website is currently being used to sell **Ark Royal** which was decommissioned earlier this year after being axed in last year's Strategic Defence and Security Review.

The first of the new super carriers, **HMS Queen Elizabeth**, is due to enter into service in 2020 with the second, **HMS Prince of Wales**, expected to be kept in a state of "extended readiness". Source : BBC

Russia, France sign a \$1.7bn deal for 2 Mistral warships

Russia and France signed on June 17, 2011 a \$1.7 billion (EUR1.2 bn) contract on two French-built Mistral class amphibious assault ships for the Russian Navy, RIA Novosti reported. The deal was signed in St. Petersburg by Anatoly Isaikin, Director of Russia's Rosoboronexport state-controlled arms exporter, and Patrick Boissier, President & CEO of France's DCNS Corp., who are contracted to build the warships.

The signing ceremony was overseen by Russian President Dmitry Medvedev. The first warship is scheduled for delivery in 2014, the second - in 2015, DCNS said. French President Nicolas Sarkozy hailed the contract as a sign of strategic partnership between the two countries.

"The signing of the contract... points to a strategic level of cooperation between France and Russia, as well as the constant support that it gets from the heads of state," the Elysee Palace said in a communiqué. The project will provide 1,000 jobs over the course of four years, the Palace said. The warships will be equipped with Russian weapon systems, Navy chief Adm. Vladimir Vysotsky said. Russia and France in January signed an intergovernmental agreement to build two Mistral class helicopter carriers at the STX shipyard in Saint-Nazaire, France. Another two are planned to be constructed later in Russia.

A Mistral class ship is capable of carrying 16 helicopters, four landing vessels, 70 armored vehicles, and 450 personnel.

Source : Portnews

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Dalian Shipbuilding building mega green recycling yard

Dalian Shipbuilding Industry, China's largest state-owned shipbuilder, is constructing possibly the world's biggest 'green' recycling yard facility. The state-of-the-art recycling yard on Changxing Island in northern Liaoning province will sit on 460,000 square metres of land, and will commence operations in June 2012. The yard will be capable of breaking down about 75 ships a year, ranging from 50,000 dwt to 300,000 dwt. The site would be able to recycle up

to 1m ldt per year. Scrap steel cut from dismantled ships will be melted to create new steel that will then be used by Dalian Shipbuilding to build new ships. Dalian Shipbuilding, owned by Shanghai-listed China Shipbuilding Industry Corp, has invested RMB900m into the project. The yard, named Dalian Shipbuilding Industry Ship Recycling, is 67% owned by Dalian Shipbuilding, 18% owned by Singapore's Pacific International Lines (PIL) and 15% by Angang Steel.

Source: Seatrade-Asia



Several ships seen moored at the Niestern-Sander shipyard in Delfzijl – Photo : Capt. Richard Leistra ©

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The **UAL GABON** seen at the river Tyne – Photo : Kevin Blair ©

Hanjin Suspends Asia-Europe Loop, Orders Five Ships

Even as it announced plans to order five big new containerships, Hanjin Shipping said it will suspend its Asia-Europe NE5 service in early July. The carrier operates the service in conjunction with its partners in the Green Alliance, formerly the CKYH alliance, between Cosco, "K" Line, and Yang Ming.

Freight rates on the Asia-Europe trade lane have been plunging since early in the year because of overcapacity caused by the scheduled delivery this year of so many big new ships that are designed for that trade. Hanjin posted a loss of \$28 million on container operations in the first quarter, compared with \$23 million a year earlier, as rising fuel costs offset a 19 percent increase in container revenue. The carrier said declining Asia-Europe rates and increased fuel and logistics costs hurt their revenue.

Hanjin announced Friday that it will spend \$845.9 million on building five new containerships with capacities of 13,000 20-foot equivalent units, which are best suited for the Asia-Europe trade. The South Korean carrier said in a regulatory filing that the new ships would improve its cost structure through the expansion of its line-up. Hanjin announced the suspension of the NE5 on its website Friday. It said the NE5 service will be suspended with the departure of the Hanjin Ottawa from Shanghai on July 3. The NE5 service has the following port rotation: Shanghai, Ningbo, Kaohsiung, Yantian, Ho Chi Minh City, Singapore, Algeciras, Hamburg, Rotterdam, Le Havre, Algeciras, Singapore and back to Shanghai. The suspension of the NE5 service follows the launch by the Green alliance in April of the new NE6 Asia-Europe service, with the following port rotation: Kwangyang, Pusan, Ningbo, Shanghai, Xiamen, Hong Kong, Yantian, Felixstowe, Hamburg, Rotterdam, Singapore and back to Kwangyang. **Source: Journal of Commerce**



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The TSHD **WERNER MOBIUS** seen at the river Eems - Photo : Capt. Richard Leistra ©

TORM: Sale of One Product Tanker

TORM has entered into an agreement to sell the product tanker Potrero. The vessel has been sold for a total consideration of USD 14 million. Potrero will be delivered to the new owner either in the second or in the third quarter of 2011, where the effect of the transaction will be recognised in the financial statements. The sale implies an accounting loss of USD 7 million.

The sale of Potrero, built in 1999, is a natural consequence of TORM's strategy to own and operate a modern fleet. Following the sale of the vessel, TORM's own fleet consists of 67.5 product tankers and two dry bulk vessels. In addition, TORM has four product tankers and two dry bulk vessels on order. The transaction does not change the Company's forecast for 2011 of a loss before tax of USD 100-125 million. TORM is one of the world's leading carriers of refined oil products as well as a significant player in the dry bulk market. The Company runs a fleet of approximately 140 modern vessels in cooperation with other respected shipping companies sharing TORM's commitment to safety, environmental responsibility and customer service. TORM was founded in 1889. The Company conducts business worldwide and is headquartered in Copenhagen, Denmark. TORM's shares are listed on NASDAQ OMX Copenhagen and on NASDAQ in New York. **Source: TORM A/S**

Havila Subsea named

Havila Subsea is on a long term contract until 2013.



Havyard Ship Technology's newbuild 101, **Havila Subsea**, a Havyard 855 IMR design, was named in a ceremony in Stavanger, Norway earlier this week. Once in service, the vessel will operate on a long-term contract between Havila Shipping and Subsea 7. The vessel is a subsea vessel capable of performing Inspection, Maintenance & Repair (IMR) work and of deploying ROVs. The long-term contract will last until 1st January 2013 with an option for a contract extension.

Source : Offshore Shipping Online

OceanSaver books six ship order for new BWT system

Two Suezmax tankers and four bulkers being built for Ciner Shipping Industry & Trading are to have Ocean Saver Mark II ballast water treatment systems. Ciner Shipping is a subsidiary of Turkey's Ciner Group. The suezmax tankers are being built at China's Bohai Shipbuilding Heavy Industry and the four bulk carriers at SPP Shipyard in Korea.

OceanSaver's recently launched next generation BWT Mark II system features better performing filtration technology, reducing installation cost and complexity for retrofit and newbuilding projects.

"The industry has responded very favorably to MARK II and OceanSaver's high-end technology for critical ballast water treatment applications. Ciner Shipping is a new international company looking to sustain its fleet-growth ambitions of 20 - 30 bulk and tanker vessels with high quality equipment suppliers," says Tor Atle Eiken, Senior Vice President Sales & Marketing of OceanSaver. The Ciner Shipping agreement is valued at around \$7 million and includes OceanSaver's first bulk carrier BWT system delivery, consisting of the supply and installation of four sets of MARK II ballast systems, each with a treatment capacity up to 2 x 800 cu.m per hour. OceanSaver has now signed major contracts for 38 BWT systems thus propelling its position as a key supplier to the global medium to large vessel fleet. OceanSaver's BWT systems are engineered and designed to meet international regulations and requirements. The company is recognised as BWT market leader with first-class maritime competence and proven, flexible system installations. "Ciner evaluated different type of technologies and found OceanSaver to be the most compatible from a technical and commercial point

of view. We are an environmentally focused shipping company demanding customized design and innovative component technology to optimize BWT efficiency," said Vasileios Papakalodoukas, CEO, Ciner Shipping Industry & Trading.

"Additionally, the system is also approved for installations in gas hazardous areas, a prerequisite for our tanker applications," says Papakalodoukas. **Source : MarineLog**

Privatization of Sovkomflot may be delayed till 2012

First Deputy Prime Minister of Russia Igor Shuvalov did not rule out the privatization of Sovkomflot might be postponed until 2012, RBC News reported. "We have agreed that the Ministry of Economic Development in the coming days should introduce the government's draft decision on who will be selected as a seller", said Igor Shuvalov, adding the seller will most likely be one of the largest investment companies. He noted that "this fall, in October or November, the stake will be ready for sale."

According to the federal property privatization plan for 2011-2013 approved by the Government, on its first phase the state will sell up to 75% of its stake in Sovkomflot and then (until 2013) - 50% plus one share. St.Petersburg-headquartered Sovcomflot (SCF Group), the biggest shipping company in Russia, ranks the fifth top tanker company in the world. The Company specializes in global transportation of crude oil, petroleum products and other energy sources. The Group's fleet comprises 156 vessels of total deadweight of nearly 12 million tons, the average age of the tanker fleet is 6,6 years. SCF's newbuildings program includes 15 vessels of total deadweight of about 1,73 million tons.

Source : PortNews

Bunker costs plunge Asia-Europe base rate below \$100/TEU this week

ASIA-Europe all-in rates fell again this week to US\$849 per TEU, bringing the base rate down to less than \$100 when bunker surcharges are subtracted, according calculations based on Shanghai Containerised Freight Index (SCFI) data.

Industry sources report that the bunker surcharge on the Asia-Europe trade now stands at \$750 per TEU, which means the base rate fell below \$100 per TEU, marking the first time rates have fallen this low since 2009.

Elsewhere, rates on the Asia-Mediterranean fell to \$955 per TEU from \$956 last week, while the SCFI across all trade dropped 13.43 points to an index rate 1031.43.

Aker Solutions to provide drilling package for DSME drillship newbuild

Aker Solutions has won a contract from Daewoo Shipbuilding & Marine Equipment to supply a complete drilling equipment package for a new deepwater drillship. The contract is worth about NOK 540 million. The drillship will be owned and operated by Tungsten Explorer Company, a subsidiary of Vantage Drilling Company.

"We are very pleased to have won another contract to deliver our deepwater drilling equipment and systems, which underlines our strong and fruitful relationships with the yard and the team at Vantage Drilling" says Thor Arne Håverstad, executive vice president and head of Aker Solutions' drilling technologies business.

Bill Thomson, VP Assets and Engineering at Vantage Drilling says: "We appreciate the commitment by Aker Solutions to provide a drilling package that meets and exceeds our expectations. This will be the seventh drilling package from Aker Solutions that Vantage will be involved in. As such Aker Solutions' commitment to deliver not only an excellent service during the construction but to provide a first-class customer service when in operations is important to the success of Vantage Drilling. "

The equipment will mainly be delivered in 2012.

Vantage Drilling announced the order for the drillship on May 5, saying that the cost of the ship, to be named **Tungsten Explorer**, including all project management, commissioning, spares, pre-delivery crew costs and inventory

was estimated to be approximately \$580 to \$590 million. The company has also obtained a fixed price option for the purchase of an additional drillship.

Tungsten Explorer will be constructed at DSME's shipyard in Okpo, Korea, and will be capable of operating in water depths up to 12,000 feet, with a total vertical drilling depth capacity of 40,000 feet. The hull design has a variable deck load of 20,000 tons and measures 781 feet long by 137 feet wide. The drillship will be equipped with features that include DP3 dynamic positioning system, 1,250 short ton hook load drilling package, a 9,000 hp drawworks, as well as offline pipe handling and trip saver system. The drillship will have accommodations for 200 personnel.

Paul Bragg, the Company's Chairman and CEO, commented, "The addition of Tungsten Explorer to our fleet is an exciting development. While this will be our second company-owned unit to be constructed at DSME, it will be our fifth drillship project undertaken there, inclusive of our three ongoing construction oversight projects. Our strong relationship with the DSME management has allowed us to achieve exceptional project terms -- a) one of the lowest cost construction contracts of this kind, (b) one of the earliest deliveries of the recent order cycle -- just 24 months away, and (c) one of the highest specification ultra-deepwater units yet to be built. "We are also very pleased that payment terms provide for an initial down payment of just slightly over \$100 million, with the balance of the contract price due at delivery in May 2013. We plan to debt finance the down payment in connection with our planned refinancing of some of our existing high cost debt." **Source : MarineLog**



Above seen the ROV support and construction vessel "**Geoholm**" of DOFSUBSEA alongside Kwanda Base in Soyo, Angola. The vessel will be on hire to Heerema for the next 42 days. We wish **Capt. Mark Walsh** and his crew good luck with their next assignment and would like to thanks them for the best food in town!

Photo : Willem van Woercom ©

Workships Contractors and Doeksen Family expand into offshore wind industry

Dutch offshore and ferry operating companies **Workships Contractors** and the **Doeksen** family announce their continued expansion into the service sector of the offshore wind industry by signing a Heads of Agreement for an Anglo-Dutch co-operation with Offshore Wind Power Marine Services Ltd, one of the longest serving companies in the wind farm transfer vessel market, Worldmaritimeneews reported. Recently Workships and Doeksen announced their

support for BMO Offshore, the offshore wind measurement solutions provider based in The Hague, the Netherlands and now the growth continues into the wind farm transfer vessel market.

This co-operation agreement allows OWPMS to continue expanding its fleet of South Boats Special Projects catamarans and to take advantage of the operational and marketing infrastructures available within Workships and Doeksen. Through this, OWPMS can continue to be a leader in a market where certification, increased capability vessels and management systems are becoming more and more important. The current contracts held by OWPMS will continue unchanged and we will be looking forward to welcoming new clients to the current fleet of 8 service vessels in the combined fleets, ranging from 12 meter GRP to 15 meter aluminum design. As part of the co-operation agreement, Letters of Intent will be signed with South Boats Special Projects for two 21 meter, DNV Classed Wind Farm Service Vessels for delivery in early 2012.

OWPMS and their partners are continuing their relationship with South Boats which started in 2003, as South Boats is known as the industry standard boat for providing wind farm transfer services. **Workships Contractors BV** is a privately owned ship and project Management Company based in Rotterdam, The Netherlands and has been providing services to the offshore industry since 1988. The Doeksen family has been involved in the Dutch shipping industry since 1908. Rederij Doeksen operates fast and conventional passenger and car ferries to the Frisian Islands and two 12 meter South Boats as water taxis/wind farm transfer vessels in the Dutch wind sector.

In addition, Doeksen operates a fleet of 9 low wash fast passenger ferries in the Rotterdam area via the Waterbus consortium with Arriva Nederland BV. OWPMS cofounders have been involved in servicing offshore wind farms since the beginning of the industry in the UK, by providing services to the UK's first large scale offshore wind farm North Hoyle and through innovation and experience commissioned the first purpose built wind farm service vessel which was introduced in 2006. The Company is still providing services to North Hoyle 8 years later. OWPMS in co-operation with Workships Contractors and the Doeksen family aim to continue being the number one provider of quality transfer and in-field services to the offshore wind farm industry in the UK, Europe and further afield by combining the experience and knowhow of fast crew vessels, accommodation vessel experience, fast ferry operations and offshore oil and gas operations. **Source : PortNews**

MARITIME ARTIST CORNER



Latest watercolor created by Hans Breeman: Ms **Servaaskerk** of the N.V. Vereenigde Ned Scheepvaart My (VNS) located in The Hague. A cargoliner showing a beautiful fast line. The vessel was built in 1962 as one of 9 identical ships, generally known as the **S-Kerk series**. Ownership was transferred to Nedlloyd in 1970, placed under management of KJCPL in 1973 with a new name: **Straat Forcados** and in 1977: **Nedlloyd Forcados**. Sold to Panama in 1983 and scrapped in 1985.

www.hansbreeman.nl

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.... PHOTO OF THE DAY



The **AIDAaura** and the **AIDAdiva** seen moored in Piraeus
Photo : Capt . Thomas Mey – master **AIDAdiva** ©

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