

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 173



Number 173 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 22-07-2011**

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The EENDRACHT seen enroute Rotterdam – Photo : Kees Torn ©
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The **CFL PROGRESS** seen outbound from Rotterdam - Photo : Henk van der Heijden (c)

Deadly accident while removing Vinca Gorthon wreck

An American crewmember of the "**Atlantic**" died while working on the wreck of the "**Vinca Gorthon**" off the Dutch coast on June 19, 2011. At 10.42 a.m. the "**Atlantic**" requested a medical assistance after the crew member was injured in an A Navy doctor was sent on board a helicopter from the De Kooy airport to the pontoon and found the injured man was deceased. The cause of the accident is being investigated. The "**Vinca Gorthon**" sank in 1988 16

miles west of Camperduin at a water depth of 25 meters. The wreck is situated on top of a pipeline from Chevron. The present recovery is performed by the salvor Titan Salvage.

Seafarer death toll mounts as Somali pirates hijack, torture, intimidate & murder

62 seafarers have died in the past four years as a direct result of piracy in the Gulf of Aden and Indian Ocean, through deliberate murder by pirates, suicide during the period of captivity, death from malnutrition and disease, death by drowning, or heart failure just after the hijacking. This shocking figure has prompted the shipping industry's SOS SaveOurSeafarers campaign to give even greater emphasis to its worldwide call for government action to tackle the issue.



"During this same period, over 3,500 seafarers have been kidnapped and held hostage by pirate gangs, who subject them to traumas such as being used as human shields, being forced to operate their ship as a pirate mother ship under pirate control, and to extreme mental as well as physical anguish," says Giles Heimann, Chairman of the SOS SaveOurSeafarers campaign.

"Hundreds of these seafarers have been subjected to horrific torture including being hung by the ankles over the side of the ship, being shut in the ship's freezer room, having cable ties tightened round the genitals, being beaten, punched and kicked. Many of these seafarers remain traumatised and unable to return to their seafaring careers long after the hijack is over, if at all."

Dipendra Rathore, a 22 year-old Indian deck cadet, was held hostage for 8 months on board the Merida Marguerite. He is just one of the pirates' victims. "At my age you can still bear pain ... watching people twice my age being tortured, crying and begging for help is what really measured me. I felt so bad for them but I could do nothing about it, except for praying ... and then came the time when I lost faith and stopped praying too."

Dipendra has found his faith again, and he is one of those who refuses to let these thugs win and is determined to go back to sea. Others may never recover from the psychological damage and will lose their livelihood rather than go back to sea.

Heimann continues: "It is terrible, and completely unacceptable, that ordinary people going about their everyday work should have to encounter such horrors. There are more than 100,000 seafarers at any one time either preparing to go through this area (training and effecting the so-called 'hardening' of the ship with physical defences), or actually transiting these waters. Taking their families' feelings into account, you have up to half a million people every day gripped by fear due to Somali piracy."

The shipping industry continues to recognise and appreciate the constructive and supportive role played by the naval forces in this area. But their effectiveness is impeded by the lack of political will in many governments to authorise the arrest and prosecution of detained pirates caught red handed. This in turn restricts naval/military operations to no more than a 'catch and release' exercise that deters and disrupts the pirates only to a limited extent. The vast majority of pirates caught are released in this way.

These 62 tragic deaths come as a direct consequence of pirate actions, but it is government inaction that has allowed piracy to spiral out of control in this area. It's time to stop this outrage. It's time for governments to take action. It's time for each one of us to stand up for the seafarers who bring us almost all our daily material needs.

The SOS SaveOurSeafarer campaign is now supported by 24 industry organisations, signifying a unanimous strength of purpose from all sides of the shipping industry.

SOS www.saveourseafarers.com allows supporters to specifically ask their Government to take the necessary steps against the scourge of piracy at sea and ashore by:

- reducing the effectiveness of the easily-identifiable mother ships.
- authorising naval forces to hold pirates and deliver them for prosecution and punishment.
- increasing naval assets available in this area.
- providing greater protection and support for seafarers.
- tracing and criminalising the organisers and financiers behind the criminal networks.

Just two clicks adds another voice to the campaign to protect our seafarers who in turn protect shipping routes and provide us with our fuel, food and clothing. Are we prepared to go without?



A fully laden **COSCO THAILAND** is seen leaving the port of Antwerp. - Photo : Adri de Schipper ©

DONJON-SMIT, AN OPA-90 OIL SPILL ALLIANCE, RESPONDS TO, REFLOATS GROUNDED TANKER, MISSISSIPPI RIVER

On June 13, 2011, Donjon-SMIT, LLC, was notified that a client vessel was aground in the Mississippi River just above Cubit's Gap, about 10 miles below Venice, Louisiana. Traffic on the Mississippi was not impeded by the grounded vessel. Donjon-SMIT, an OPA-90 salvage and marine firefighting provider, was placed on standby pending the results of efforts to refloat the vessel with tugs. Approximately midday on June 14, the vessel's salvage response plan was activated, and Donjon-SMIT mobilized its personnel and assets to refloat the vessel. Within a few hours of the activation of the salvage plan, one of Donjon-SMIT's Rapid Response Assessors was on scene to conduct the initial onsite salvage assessment. Donjon-SMIT's salvage team arrived shortly after, and efforts began to conduct a damaged stability assessment and to utilize tugs to refloat the vessel.

"The vessel was broadside into the current, so there was a very real concern that the situation could worsen quickly," said Paul Hankins, President of Donjon-SMIT. "We were also worried about the rapid silting around the vessel."

Overnight on June 14 and into the morning of June 15, four and eventually five tugs were used to scour the buildup of silt around the vessel and to attempt to refloat and maneuver her back into the channel. While these efforts were ongoing, preparations were being made on a lightering plan should the tug efforts prove to be unsuccessful.

The vessel was refloated and began making significant headway and was eventually maneuvered back into the channel. The vessel was successfully anchored at South West Pass Fairway anchorage.

Donjon-SMIT conducted a hull survey of the vessel on the 16th while the vessel was at anchor. Some damage was found on the bilge keel of the vessel, but her hull was intact and she was cleared by the U.S. Coast Guard to continue her voyage.

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Above seen from the **SEAFOX 1** the **SKANDI ACHIEVER** doing survey work @ BP's **West Sole Alpha** platform.

Photo : Tjibbe Bruinsma. (c)

Vessel will be beached for another fortnight

Efforts to salvage the cargo ship **MV Wisdom**, which has been grounded at Juhu beach for nine days since June 11, were called off again on Sunday after the lead tug boat in the towing operation developed engine failure.

The stranded vessel will now remain on the beach for at least a fortnight more. Officials said that salvage operations require high tides of more than 4.5 metres, which would occur again only after a fortnight. An official from the directorate general of shipping said, "Due to excessive load on the engine of the lead tug, it developed a problem and the entire salvage operation had to be called off midway. Now it will resume only after two weeks."

For the last four days, three tugs have been used to try and pull the cargo vessel away from Juhu beach, where it has been stuck in the sand. On Sunday, during the operations, the lead tug's engine got overheated. Even the tow ropes were later dropped. It was not possible to reconnect the ropes. Professional salvage workers and maritime authorities are expected to go back to the drawing board to assess the situation and draw up alternative plans.

On June 11, the 9,000-tonne **MV Wisdom** was being towed by **MV Seabulk Plover** from Colombo to a ship-breaking yard in Alang, Gujarat. The towing cable snapped off Mumbai's coast, near the Bandra-Worli sea link, and **MV Wisdom** drifted to Juhu beach. Since Thursday, salvage workers have been attempting to remove the ship from Juhu. On Saturday, the ship moved 3 to 4 degrees. The salvors had also worked on the **MSC Chitra**.

Sources said that the 145-metre cargo vessel has to move by over 40 degrees from its current position for tugs to start pulling it to deeper waters. Officials reiterated that there was no fear of any oil or cargo-related pollution. As the ship

was being taken to be dismantled, the vessel had no cargo or fuel onboard, reducing the possibility of any immediate threat to the city's marine ecology. **Source : Indiatimes**



The **CARRIZONA** seen in the Vlissingen locks – **Photo : Willem Kruit (c)**

Shipping lines get tough over new EU cargo information rules

The shipping industry has warned its customers that failure to comply with new EU regulations will mean fines and their cargo will not be loaded. The new regulations, requiring cargo information 24 hours before shipment, came into force on 1 January, but for the first six months, compliance was not strictly enforced, to allow companies time to get used to them.

However, from 1 July, the Entry Summary Declaration (ENS) regulation will be fully enforced, meaning carriers will refuse to load cargo if the requirements are not met. The new regulation allows EU Customs to perform a security risk assessment before goods enter the EU. It requires that shipping companies receive an ENS – which includes information such as the bill of lading number and shipper and consignee name and address – 24 hours before loading the cargo on a vessel that will call at an EU port, or, for shortsea traffic, two hours before entry at its first EU port.

It applies to all goods brought into EU customs territory, cargo transhipped via an EU port – even if it has a non-EU final destination – or cargo remaining on board a vessel calling en-route at an EU port.

Maersk Line warned customers: "The European Customs Advanced Manifest rule will be strictly enforced from 1 July and failure to comply may lead to penalties and/or fines. "We would like to emphasise to our customers the importance of submitting the Transport Document Instructions (TDIs) in accordance with the deadlines established by local Maersk Line offices as the information is submitted to the EU member states' Customs. "Failure to submit the shipping instructions in time will lead to cargo not being loaded. "For shortsea shipments, cargo arriving to EU ports without a timely lodged ENS could prevent cargo being accepted for discharge or put on hold at EU entry port, fines and/or penalties could as well be imposed by customs."

RCL Agencies told its customers cargo in non-compliance would not be loaded onto the vessel and extra charges would be applied. Several shipping lines introduced surcharges at the start of the year to offset the cost of implementing the regulation. Maersk Line introduced a Cargo Data Declaration fee of US\$25 per bill of lading, CMA CGM is introducing a

documentation charge of \$25 per bill of lading for containerised traffic, while European feeder operator Unifeeder said it would add €23 (\$30) per bill of lading. Source: IFW



Calshot lifeboat 'Alexander Coutanche' seen heading to a casualty in Southampton Water.

Photo : Krispen Atkinson (c)

EU NAVFOR Warship disrupts suspected pirate skiff in the Gulf of Aden

On 19th June, EU NAVFOR Flag Ship, Portuguese frigate **VASCO DA GAMA** disrupted a skiff which was suspected of launching an attack on **MV EJNAN** in the Gulf of Aden earlier that day. The Portuguese warship intercepted a distress call from the **MV EJNAN** reporting that it was being attacked by a skiff. The **VASCO DA GAMA** was immediately tasked to proceed to the area in order to investigate the incident. During her approach, radio contact was maintained and several recommendations were passed to the merchant vessel trying to repel the attack. By following these directions the vessel fended off the pirates and reported being safe.

The helicopter from EU NAVFOR British warship **HMS RICHMOND**, which was also tasked to respond, spotted the skiff which contained four suspected pirates. The individuals onboard realized that they had been located and began to throw the majority of their piracy paraphernalia overboard. The helicopter passed the position of the skiff to **VASCO DA GAMA** as she was the closest warship in the area. A few minutes later, **VASCO DA GAMA's** own helicopter intercepted the skiff and the boarding team was sent onboard.

As there was insufficient evidence of piracy to pursue a prosecution, the pirate paraphernalia was confiscated and the four suspected pirates were returned to Somalia. This disruption is just one example of the close cooperation between EU NAVFOR units and is assessed to have hampered pirate action and prevented attacks on merchant and other vulnerable vessels. Source : EU NAVFOR

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Organisatie

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

Marktpositie

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

Functie

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

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The ROV vessel **GEOGRAPH** as seen from the Drilling rig **ENSCO 6004**

Photo : Capt. John van de Langenberg ©

Iran Shipping Lines Faces Charges in Money-Moving Scheme

Islamic Republic of Iran Shipping Lines was charged with about a dozen other firms in a scheme to move more than \$60 million through at least seven U.S. banks in violation of government sanctions. The banks included JPMorgan Chase & Co., Citigroup Inc., and Bank of America Corp., according to Adam Kaufmann, chief of investigations for Manhattan District Attorney Cyrus R. Vance Jr. The banks aren't accused of any wrongdoing. Since 2008, defendants "began using alias names and shell companies to gain access to the U.S. financial system" and "engaged in illicit commercial transactions through correspondent bank accounts domiciled in New York," according to a 317-count indictment filed in New York state court. The charges include falsifying business records in the first degree and conspiracy, according to the grand jury indictment. A call seeking comment from the Iranian office at the United Nations wasn't immediately returned. Scott Silvestri, a spokesman for Charlotte, North Carolina-based Bank of America, didn't immediately return a call seeking comment. Jon Diat, a spokesman for New York-based Citigroup, and Jennifer Zuccarelli, a spokeswoman for New York-based JPMorgan, declined to comment.

"Our office is shining a spotlight on the fraudulent activities of IRISL, which has been sanctioned by the U.S., the European Union and the U.N. for its role in the proliferation of weapons of mass destruction," Vance said in a statement. "IRISL and its sanctioned affiliates used a web of aliases or corporate alter egos across the globe to exploit the services of financial institutions located in Manhattan." The U.S. Treasury Department, which is holding a joint conference call with Vance's office at 11 a.m. on the matter, today said it will apply sanctions to 10 shipping companies affiliated with IRISL and three individuals in response to Iran's alleged evasion of sanctions and its ongoing creation of front companies to protect IRISL, according to a statement. "As the private sector around the world increasingly turns its back on Iran's national shipping line, IRISL's efforts to evade international sanctions and increased scrutiny have grown more and more desperate," Adam Szubin, director of the U.S. Treasury's Office of Foreign Asset Control, said in the statement. "The persistent attempts by IRISL to deceive the world, including through the front companies identified today, attest to the weakness of IRISL as it tries to maintain a semblance of legitimacy while supporting Iran's proliferation of activities."

Treasury's actions target the IRISL's activities in the United Arab Emirates, Singapore, China and the United Kingdom. The companies include Santex Lines, Sinose Maritime, Fairway Shipping, and Alireza Ghezel Ayagh. Treasury sanctioned the IRISL in September 2008 for its logistical services to Iran's Ministry of Defense and Armed Forces Logistics, the arm of Iran's military overseeing its ballistic missile program. As part of another investigation by Vance's office, Credit Suisse AG, Lloyds Banking Group Plc and eight other banks have come under scrutiny for processing payments which allowed Iran and other sanctioned nations to gain access to U.S. markets. Zurich-based Credit Suisse and London-based Lloyds settled with state and federal authorities in the U.S. Lloyds paid over \$350 million in January 2009 to settle the U.S. investigation. It admitted to altering wire transfer information to hide the identity of its clients and allowing billions of dollars to pass through U.S. banks in violation of the sanctions, according to the settlement with the Manhattan District Attorney and the Justice Department.

Credit Suisse agreed to pay \$536 million to U.S. authorities for making more than \$1.6 billion in illegal transactions involving Iran, Sudan, Burma, Cuba and Libya from the mid-1990s through 2006, according to court documents. The case is People of the State of New York v. Islamic Republic of Iran Shipping Lines, et al., 11-02924, Supreme Court of the State of New York (Manhattan). **Source: Bloomberg**



Above seen the Panama registered bulk carrier **Crown Princess** departing Dunedin after discharging fertilizer. The vessel has a gross tonnage of 30046 and was built in 2005. The registered owner is Crown Marine SA.

Photo : Ross Walker ©

An advertisement for Multraship Towage & Salvage. The top part features the company logo, which consists of a blue square with a yellow stylized 'M' and the text 'MULTRASHIP TOWAGE & SALVAGE' in blue and yellow. Below the logo is a photograph of a white tugboat with the number '16' on its side, moving through the water and creating a large splash. The background of the advertisement is a yellow and blue diagonal design. At the bottom, the website 'www.multraship.com' and email 'info@multraship.com' are listed in blue text.

New offshore wind farm in Irish Sea

One of the largest offshore wind farms in the world will be developed in the Irish Sea under partnership between DONG Energy and ScottishPower Renewables. The West of Duddon Sands offshore wind farm will cost about \$2.59 billion, which includes the cost to construct the offshore transmission assets. These assets are expected to be sold to an offshore transmission operator, selected by Ofgem, when the wind farm goes into operation. The costs of the transmission assets will then be returned.

When operational, the West of Duddon Sands will provide enough energy for the annual equivalent consumption of about 300,000 British households. It will consist of 108 Siemens 3.6MW turbines and have a total capacity of 389MW. It is expected to be commissioned in 2014.

According to DONG Energy CEO Anders Eldrup, West of Duddon Sands will be the company's ninth wind offshore wind farm in the U.K. The Irish Sea is today one of U.K.'s most important wind power hubs. The West of Duddon Sands wind farm will be adjoining DONG Energy's Walney 1 and 2 wind farms. These two wind farms will be commissioned in 2011 and have a total capacity of 367 MW.

In February 2011, DONG Energy and Belfast Harbor signed a letter of intent under which Belfast Harbour will establish a new tailor-made installation harbor. The agreement will now be finalized and DONG Energy will lease this facility.

Source : MarineLog



The **SMIT RANGER** seen at the grounded **AL RAWDAH** location off Batam last Monday getting ready for diving operations – Photo : Piet Sinke ©

Six foreigners jailed in Somalia over pirate ransom

Somalia jailed an American, three Britons and two Kenyans for illegally bringing \$3.6 million in cash into the country, allegedly to pay ransoms for two ships seized by pirates, the Journal of Commerce reports. The six men were sentenced to between 10 and 15 years in prison.

The men were arrested May 24 shortly after they landed in a small plane at Mogadishu airport and were waiting to transfer the cash to another aircraft that was to fly it to another part of the war-torn African country. The two men charged with carrying the cash received 15-year sentences and were fined \$15,000 each, and the other four, including the pilot, got four years and fines of \$10,000.

Three of the defendants, including the pilot, were employees of a Nairobi, Kenya-based security firm. The Somali government officially bans the payment of ransoms in a bid to stamp out piracy but the practice has become routine. This is the first time westerners have been sentenced for breaking this law.

The International Maritime Bureau said pirates took a record 1,181 hostages and seized 53 ships in 2010, all but four by Somali pirates. The UN estimates ship-owners paid more than \$110 million to release hijacked ships last year.

Source : PortNews

US jails chief engineer 6 months for dumping oily waste at sea

THE chief engineer of a tanker has been sentenced to six months in jail after charges were made by the US Justice Department for obstructing an investigation into the discharge of oily waste at sea. Dimitrios Grifakis, 57, of Kallithea, Greece, was sentenced by a district court Baltimore after which he must live under supervised release for two years, for obstructing a coast guard inspection that took place in May 2010 aboard the Liberian cargo ship Capitola at the Port of Baltimore.

It said that Mr Grifaki pleaded guilty and that the investigation had been launched after a crew member informed a "clergy member", who was onboard the tanker on a pastoral visit, that there had been "monkey business in the engine room," which involved a "magic pipe." The "magic pipe" proved to be a bypass hose that allowed the dumping of waste oil overboard, circumventing pollution prevention equipment required by law. The crew member asked the minister to alert the coast guard, which triggered an inspection of the Capitola. The report added that at his plea hearing, Mr Grifakis admitted that from March 2009 until May 2010, he repeatedly ordered his subordinates to illegally pump oil-contaminated waste directly into the ocean, most commonly through the bypass pipe. Source : Schednet

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Seen in Honolulu, Hawaii, the USCG 378 foot high endurance cutter **RUSH** and astern of her is the Juniper class buoy tender **WALNUT**. Photo : Raymond Schaefer (c)

PAKISTAN NAVY F-22P FRIGATE LAUNCHED

http://www.youtube.com/watch?v=ht7y6stXwt4&feature=player_embedded

The Pakistan Navy fourth F22P Frigate was launched. An impressive ceremony to this effect was held at the Karachi Shipyard and Engineering Works (KSEW). The Chief of the Naval Staff, Admiral Noman Bashir, was the chief guest at the launching ceremony. The vessel is the fourth F22P Frigate built indigenously at the KSEW with the Chinese assistance. The first three such Frigates- **PNS Zulfiqar**, **Shamsher** and **Saif**, were built in China.



The Chinese MSA patrol vessel **Haixun 31** seen moored in Singapore yesterday – Photo : Piet Sinke

SHIPYARD NEWS



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Picture competition

Rust not our fault, insists Austal

POOR maintenance rather than faulty craftsmanship is likely to be the cause of "aggressive corrosion" on a US Navy warship, its Australian builder says. Austal defended itself yesterday against a claim that the aluminium warship it built was suffering from severe rust less than two years after being commissioned. The ship was the first of a possible 10 that the ASX-listed company was asked to build for the US Navy under a lucrative deal agreed to last December. Chief executive Andrew Bellamy said any corrosion on the vessel, known as a "littoral combat ship" for its ability to hug the shore, would be the fault of the operator or maintainer. "We have built 230 vessels of this type that have not suffered from this type of problem ... where the operator and the maintainer of the ship have followed the procedures in a thorough way," Mr Bellamy said. "I suspect there is a problem in the area of operational maintenance if there is a galvanic corrosion issue." The rust claim comes weeks after the Perth-based Austal said it would sharpen its focus on the defence sector amid weakening demand for commercial boats. It is building the ships for the US Navy through a subsidiary workshop in Alabama. The \$US432.1 million (\$A406 million) deal for the first ship could be worth more than \$US3 billion if the navy orders all 10 vessels. Mr Bellamy seemed unconcerned about the rust claim, dismissing it as a "storm in a teacup" and unlikely to threaten Austral's contract. The Bloomberg news agency said rust had been found

in the propulsion system and the ship might need to be put into dry dock for repairs. Austal shares closed yesterday down 8¢, or 3 per cent, at \$2.63 [Source smh.com.au](#)

HAY YANG SHI YOU 201 COMMENCED YARD TRIALS

Earlier this week in Nantong port of Rugao in Jiangsu Province, China, the [Hay Yang Shi You 201](#) was pulled off the



quayside, at the Rongsheng Heavy Industries Shipyard to start her 1st sea trials. The Hay Yang Shi You 201 is the first DP class 3 S-lay - Heavy Lift vessel build in China for a Chinese National Oil Company. The vessel was designed by [Gusto Engineering](#) from The Netherlands. Main particulars are lxb 205 x 39.2m. Normal sailing draught is 7.5m, Pipelay draught 8.5 m Heavy lift draught max 11.5m Displacement max approx. 59.500T. The 600T capacity stinger, required for S-lay, is approximately 90m long and hinges in 3 sections allowing

Pipelay radius between 365 and 73m. The vessel has 2 SAS Tensioners totaling 400tons, and a SAS A&R winch of 400 tons. Provisions for future upgrade to 600tons Pipelay capabilities have been made. Pipelay diameters capabilities range from 4-60" and water depths up to maximum 3000m. The installed crane (A-frame and boom will get installed next month in Qingdao, Shandong, China) is a Gusto design for 4000T in tie-back mode and 3500T capacity revolving. The crane has been build under Gusto directions at the COOEC Construction Yard in Tianjin (Tanggu), China.



A Kongsberg K-Pos DP system and K-Chief vessel automation system has been installed. This system is also controlling a 4x3500m³ water ballast pump system, that is controllable from both the ballast control room as from the DP control room. The installed Diesel-Electric power of 6 x 5760kW, with 2 main thrusters for a 12 knot transit speed, and DP, plus 5 retractable thrusters for DP use, are all delivered by Wartsila. The Azimuth thrusters are installed to allow high wind and current operational capabilities and should in relation with the very good sea going motion behavior guaranteed by the optimized vessel hull design, be delivering a high workability in all areas of the world excluding the arctic. ABB has delivered most high voltage switchgear for power distribution. Accommodation is provided for 380 person. Port of registration is Tianjin. Society classification of the vessel is done by CCS and ABS. Reason for dual classification lies in the required Chinese Classification due to Port of registry and ABS for DP pipe lay and Heavy Lift knowledge in classification. The first projects for the vessel after delivery are in the South Chinese Sea Offshore area

and are ranging from 70 to 1500m water depth. All project control, vessel management and crewing will be done from COOEC offices in Tianjin. COOEC is wholly owned Engineering and construction company residing under CNOOC, one of China's national oil companies. Both companies are listed on the Shanghai Stock Exchange market. Certain key functions on board the vessel will be filled by highly capable and very experienced international offshore crew, ensuring a safe and professional project execution of the modern and capable vessel. All lower ranking functions will be executed by an experienced crew of Chinese nationality. **Source : Willem Poot**

ENSCO to take delivery of ultra-deepwater rig from Keppel

Keppel FELS Limited (Keppel FELS) is on track to deliver **ENSCO 8504**, the fifth of seven **ENSCO 8500 Series®** ultra-deepwater semisubmersible drilling rigs being built exclusively for Ensco plc, Keppel Corp. press release said. Keppel FELS expects to deliver the rig on time, within budget and with no lost time incidents. ENSCO 8504 has been contracted to TOTAL E&P Deep Offshore Borneo B.V. for deployment in Brunei. The rig was named at Keppel FELS today by Lady Sponsor, Mrs. Maika Grosjean, in the presence of Guest-of-Honour, Mr Teo Ser Luck, Singapore's Minister of State for Trade and Industry.

Mr Daniel W. Rabun, Ensco's Chairman, President & CEO, said, "Our **ENSCO 8500 Series®** rigs built by Keppel FELS have been very well received by the market. These ultra-deepwater rigs increase our offerings to customers including our newest, TOTAL in Brunei. "Keppel FELS has been a key partner for Ensco as we grew to become the world's second largest offshore drilling contractor. Over the years, we have entrusted Keppel with 11 jackup rigs and seven semisubmersibles. They have been our partner of choice in providing high quality products in a safe and efficient manner, on time and within budget." Designed to address some of the most demanding offshore drilling requirements at water depths up to 8,500 feet, **ENSCO 8504** features a two million pound quad derrick, offline pipe handling capability, 35,000 feet drilling capacity and DP2 station keeping capabilities.

Mr Tong Chong Heong, CEO of Keppel O&M, said, "We are pleased to support Ensco with their newbuilding programme as they grow their fleet of highly-capable rigs. Having built 14 rigs for Ensco including this latest semisubmersible, with four more on order, we have developed an understanding and trust that has enabled us to deliver successive projects more efficiently and in a safer manner. "We work closely with our customers to provide innovative and cost-effective solutions for the market. Besides the remaining two ENSCO 8500 rigs, we also are constructing two ultra-premium harsh environment jackup rigs for Ensco modeled after our proprietary KFELS Super A Class design. We are committed to delivering these high-specification offshore rigs to the highest satisfaction of our faithful customer, Ensco."

The proprietary ENSCO 8500 Series® design is capable of drilling in up to 8,500 feet of water, and can be upgraded to 10,000 feet water-depth capability if required. The design includes a 35,000' nominal rated drilling depth, six ram BOP, two million pound hoisting capacity, 8,000 tons of variable deck load and an open layout well suited for subsea completion activities. Improved visibility from the open deck configuration also enhances safety. Keppel FELS is a subsidiary of Keppel Offshore & Marine Ltd (Keppel O&M), a wholly-owned company of Keppel Corporation Limited. Keppel O&M is a leader in offshore rig design, repair and construction, shiprepair and conversion and specialised shipbuilding. Its near market, near customer strategy is bolstered by a global network of 20 yards and offices in the Asia Pacific, Gulf of Mexico, Brazil, the Caspian Sea, Middle East and the North Sea regions. Integrating the experience and expertise of its yards worldwide, the group aims to be the provider of choice and partner for solutions for the offshore and marine industry **Source : PortNews**

Sinopacific Wins Order for Four Bulkers

China's Yangzhou Dayang Shipbuilding, Sinopacific Shipbuilding's affiliate yard, has secured an order from an unnamed European shipowner to build four 63,000dwt bulker vessels. The newbuildings will be classed by French classification society BV. The vessels will be built to Sinopacific-developed standard design and fitted with up-to-date, eco-friendly technologies. The newbuildings will have a larger cargo capacity than existing similar vessels. **Source: port-technology.com**



The **NORSHORE ATLANTIC** seen under construction at the Batamec yard in Batam - Photo : Piet Sinke ©

Mitsubishi Heavy to slash workforce

One of the grandest names in Asian shipbuilding, Mitsubishi Heavy Industries, says it is expecting to reduce staff by 1,400 in the next four years in a move that follows an earlier decision to pull out of merchant shipbuilding at its Kobe shipyard. The yard told local press that by 2015 the amount of people involved in merchant shipbuilding will have been cut from 4,700 to 3,300. Around 1,000 workers are expected to leave through retirement and by not replacing those who leave, while another 400 are to be moved from Kobe to other divisions. As part of the cost-cutting drive, Mitsubishi will refocus merchant shipbuilding at its Nagasaki and Shimonoseki plants. Mitsubishi says it intends to concentrate on LNG carriers and that there has been a marked increase in new order negotiations. Source : Seatrade Asia

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CMA CGM Bellini heading for Southampton Container Terminal. Photo : Krispen Atkinson (c)

The Ro-Ro ports project one more time

Despite the fact that Ro-Ro ports are needed by a maritime country such as the Philippines, Filipino contractors are opposing a contract between the Philippine government and a French corporation to put up modular steel adjustable Ro-Ro ports on 72 islands in the archipelago. Why? Because the contractors want to build the ports themselves out of concrete. The whole project will cost several billion pesos so you can understand why the contractors want our government to cancel a contract and re-award the contract to them.

Ro-Ro ports are needed by the Ro-Ro (roll-on, roll off) vessels that make the loading and unloading of cargo so much easier and faster. In the traditional sea vessels, gangs of stevedores spend many hours and days trudging up and down gangplanks to carry off or into the holds of the vessels sacks of produce. With a Ro-Ro, the front of the vessel is simply lowered and trucks loaded with cargo drive into and out of the vessel's hold. It takes only minutes to do this. Thus, the vessels and the businessmen save precious time—and money. The Ro-Ro was adapted for peacetime use from the World War II landing craft that delivered tanks, bulldozers, trucks, jeeps and troops from the invasion ships out at sea to the landing beaches.

Because of the different levels of the sea at different times of the day, depending on the tides dictated by the phases of the moon, the Ro-Ro needs ports with adjustable landing piers so that the trucks can drive off as soon as the Ro-Ro arrives. Without such an adjustable pier and if the Ro-Ro arrives when the tide is either too high or too low, it will have to wait until the tide reaches the right level, thus wasting precious time, before it can disgorge its cargo trucks or load them. Luckily, a French corporation has the technology for producing modular steel ports with landing piers that can be raised or lowered to the level of the ship as needed. It is made of steel good for at least 85 years. Moreover, it can be moved from port to port, so it can be transferred where it is needed. Better still, the French bank, BNP Paribas, agreed to extend a loan for the project.

The project was studied and reviewed by the Philippine Ports Authority (PPA), the National Economic Development Authority (Neda), the Department of Transportation and Communications (DoTC) and other government agencies, and was approved. The Philippines has already paid 15 percent of the contract price and the French corporation has already finished fabricating more than half of the required steel ports, which are now ready for delivery to the Philippines. In the middle of all that, a committee composed of representatives from the DoTC, PPA and Marina recommended the cancellation of the contract, saying it is overpriced. The Neda came back with a rejoinder that it was a good project, inexpensively priced and should be continued. Undersecretary Ruben Reinoso, a former Neda assistant director general, was castigated for airing opinion contrary to that of the PPA-DoTC-Marina committee. Reinoso was chastised for “a crude attempt to unilaterally dictate policy.” Why? For airing an opinion based on facts?

The committee said that the project was overpriced, and that PPA could get ports built at P40 million to P50 million each. Reinoso said this was not a fair “apples to apples” comparison. In reality, three examples of PPA port projects are grossly overpriced, ranging from P400 million (Macabalan, Cagayan de Oro) to P86 million plus P397 million (Tacloban Port renovation), to P715 million (Pulupandan wharf). In comparison, French modular Ro-Ro ports cost only P143 million each, payable in 15 years, equivalent to P83 million in today's value. Reinoso was also chastised for stating that “there will be dire consequences if the contract is cancelled.” Of course there will be. Cancelling the

contract will harm our relations with the French. It will, along with Fraport (the German builder of Naia 3), BaggerwerkenDecloedt en Zoon (the Belgian firm with a contract with the Laguna Lake Development Authority to dredge Laguna Lake) and Metro Pacific (Hong Kong), will give us a reputation in the international community that we are not a trustworthy partner.

This is bad timing. According to UNCTAD Data, Global and Regional FDI trends in 2010 to 2011, 53 percent of FDI inflows are slated for developing and transitioning economies. It is a bad thing because it would dampen the attraction of the second "P" in PPP, aka the "Private" component in infrastructure investment. And if one believes that infrastructure is about the socio-economic development it brings to the people, and not the project—be it a bridge, highway, or port—then that is a true disservice to the constituency that the Aquino administration serves.

Reinoso was also castigated for stating that "the project was already underway when the review was ordered." But the project was approved by Neda-ICC and the loan agreement was declared in effect in November 2009. The 15 percent down payment was made 60 days later. In all fairness, Reinoso qualified that all statements were made to show that the department was seeking the best options for the Philippine government. "We are still studying it, so I said, look at what are the consequences, and what would be in the best interest of the Philippines." As for the allegation that Philippine-made concrete ports are cheaper than the French Modular steel ports (P50 million for each concrete port as against P83 million for each steel port), note that all Philippine infrastructure projects are never finished at the original cost estimate. They are finished at much higher costs, as the port projects I have mentioned above shows. All Philippine public works project contracts have escalation clauses. The French contract has none.

Source: Philippine Daily Inquirer



The **GOLDEN PRINCE** seen moored in Heraklion – Photo : Ton Grootenboer ©

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Dry S&P Market – Modern Handysize Price decline **Week 24: 17 – Jun – 2011**

In Panmax sector **DECURION** (64,211 dwt / built 1988 Alianza) is believed sold to Chinese buyers for \$ 7.75 m. This week two Imabari built modern Handysize vessels have been reported sold: **ACE BULKER** (28,498 dwt / built 2003 Imabari C 4X30T) for \$ 19.75 m to European buyers and **NORDIC BULKER** (28,458 dwt / built 2002 Imabari C 4X30T) to Thai buyers for \$ 18.75 m. Another 1998 built Japanese vessel **ANSAC ASIA** (33,945 dwt / built 1998 Kanda Kawajiri C 4X30T) is believed to have been taken by Greek buyers for \$ 17.2 m. In the vintage Handysize sector, **OCEAN ROYAL** (39,804 dwt / built 1987 Korea Pusan C 4X25T) is reported sold to Chinese buyers waiving inspection, **BRAVO** (38,313 dwt / built 1984 Kawasaki HI Kobe C 4X25T) is believed sold for \$ 6.5 m and **ALI EKINCI** (37,415 dwt / built 82 Imabari Marugame C 5X25T) is also reported sold for \$ 5.6 m. Finally the small bulker **WIN GLORY** (7,326 dwt / built 1985 Higaki C 2X25T D 2X15T) has been acquired by Chinese buyers for \$ 1.6 m.

Reported Bulker Sales

DECURION	64,211 / 88 ALIANZA	\$ 7.75 m	Sold to Chinese buyers
OCEAN ROYAL	39,804 / 87 KOREA PUSAN C 4X25T	\$ 8 m	Sold to Chinese buyers. Waiving inspection
BRAVO	38,313 / 84 KAWASAKI HI KOBE C 4X25T	\$ 6.5 m	Sold to undisclosed interests
ALI EKINCI	37,415 / 82 IMABARI MARUGAME C 5X25T	\$ 5.6 m	Sold to undisclosed interests
ACE BULKER	28,498 / 03 IMABARI C	\$ 19.75 m	Sold to European buyers
NORDIC BULKER	28,458 / 02 IMABARI C	\$ 18.75 m	Sold to Thailand buyers
ANSAC ASIA	33,945 / 98 KANDA KAWAJIRI C 4X30T	\$ 17.2 m	Sold to Greek buyers
WIN GLORY	7,326 / 85 HIGAKI C 2X25T D	\$ 1.6 m	Sold to Chinese buyers

Tanker S&P Market –fairly active

The Single Hull VLCC **STAR II** (304,622 dwt / built 1989 Daewoo SB) is reported sold to conversion buyers for \$ 27 m. in Suezmax sector **CAP LAURENT** (147,436 dwt / built 1998 Samsung HI) is reported sold to Malaysia buyers (Bumi Armada Berhad) for \$ 25 m. Aframax **VERMILION EXPRESS** (84,999 dwt / built 1999 Namura Imari) sold to Greek buyers (LL Energy) for \$ 17.5 m. In MR sector **POTRERO** (47,165 dwt / built 1999 Onomichi) is reported sold to Greek buyers (Avin) for \$ 14 m and, it is believed that **SAKURA EXPRESS** (45,718 dwt / built 2004 Minami – Nippon) may have been sold for \$ 24 m to undisclosed interests.

Reported Tanker Sales

STAR II	304,622 / 89 DAEWOO SB SH	\$ 27 m	Sold to undisclosed interests
CAP LAURENT	147,436 / 98 SAMSUNG HI	\$ 25 m	Sold to Malaysia buyers (Bumi Armada Berhad)
VERMILION EXPRESS	84,999 / 99 NAMURA IMARI	\$ 17.5 m	Sold to Greek buyers (LL Energy)
POTRERO	47,165 / 99 ONOMICHI	\$ 14 m	Sold to Greek buyers (Avin)
SAKURA EXPRESS	45,718 / 04 MINAMI - NIPPON	\$ 24 m	Sold to undisclosed interests

Reported Newbuildings

14,450 dwt / 2013	BULK 2+1 unit SEKWANG	\$ 22 m each	Ordered by Arklow
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Demolition Sales – Prices stable

SEALINK PROSPERITY	160,993 / 84 MITSUBISHI NAGASAKI	20,692 ldt	\$ 460 / ldt	Sold to Chinese breakers as is Nantong
VERGINA II	96,709 / 91 KOMUNY PARYSKIEJ	20,969 ldt	\$ 510 / ldt	Sold to Bangladeshi breaker as is Spore
IRON MONGER 5	100,289 / 91 ONOMICHI	16,592 ldt	\$ 520 / ldt	Sold to Pakistan breakers

Drybulk

Capesize rates remain depressed. Morgan Stanley have fixed 'Anangel Explorer' 2007 171,000 dwt dely China 10/15 July for 9/11 months trading redel worldwide at \$10,250 daily. The Panamax period sector has also showed signs of softening and several LME types have been covered for short period at \$14,250-14,750's level basis Far East deliveries. Supramax spot and period markets are softening quickly due to the Indian Monsoon and weakened cargo demands. Owners of Far Eastern tonnage remain optimistic asking 15k for 2-3 years period, however it seems there are few or no takers at such levels for the time being. Period interest overall remains very low.

Period Fixtures Dry and Wet

ANANGEL EXPLORER	BULK	171,926 / 07 KRS	\$ 10,250 / day	9-11 months to Morgan Stanley
SANTA BARBARA	BULK	82,266 / 06 TSUNEISHI CORP	\$ 15,000 / day	2 yrs to Augustea

The above represents a digest of reported sales and fixtures. All Information is given in good faith without guarantee.

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Maersk sees wider opportunity in Africa as China trade booms

MAERSK Line anticipates that Asia volumes will experience double-digit growth this year in terms of shipments of palm oil, sugar and rice to Africa as demand for food commodities surges. "Africa is very, very strong, especially for commodities," said Thomas Knudsen, according to Newark's Journal of Commerce. "We are seeing more cargo moving in containers pretty much everywhere in Africa - east Africa, South Africa and west Africa."

He said that busier container shipping traffic to Africa has helped offset slower business on other trade routes, such as the Asia-Europe trades, that have come under pressure from massive new capacity and slower economic growth in the west. "But in terms of overall growth, we are not seeing any immediate signs of a slowdown [in China]," he said. "What we have seen is business migrating from the southern part of China towards the east and north, so perhaps a little bit of change in sourcing patterns," he said. For Japan, container imports from Thailand and other Asian countries that supply industrial materials and parts to Japanese company volumes are starting to return to pre-earthquake levels, Mr Knudsen said.

Maersk has forecast total shipping demand this year will grow six to eight per cent, down from 11 per cent the previous year. **Source : Schednet**



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West Papua port eyed

State seaport operator PT Pelindo II says it will lead a consortium to build a Rp-800 billion (US\$93.6 million) container port in Sorong, West Papua. Pelindo II president director RJ Lino said that the company would work with another state seaport operator, PT Pelindo IV, and five shipping companies — PT Salam Pacific Indonesia Line, PT Samudera Indonesia Tbk., PT Meratus Line, PT TempuranEmas and PT TantoIntim Line — to build the port. The consortium will sign a memorandum of understanding governing the project in July. "We plan to start construction by early next year and expect to finish it in the middle of 2013," he told The Jakarta Post in a telephone interview. Lino added that the port would have an annual container handling capacity of 500,000 teu and was intended to be a regional hub for the eastern part of Indonesia, linking Sorong regency with other parts of the archipelago, including Jayapura, Merauke, Bitung, Jakarta and Surabaya, as well as neighboring countries, such as Papua New Guinea and Australia.

Source : Seatrade Asia



The **SANCTE JOSEPH** (ex SMIT SUMATERA) seen in Malta – Photo : Gejtu Spiteri ©

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Indian container ports handle one per cent more boxes April-May

INDIA's major container ports handed 1.29 million TEU from April to May, an increase of one per cent compared to the first two months of the previous fiscal year, according to figures from the Indian Ports Association. The containerised cargo volume rose six per cent to 20 million tons from 19 million tons.

Jawaharlal Nehru (Nhava Sheva) handled 739,000 TEU, a decrease of two per cent year on year. Volume at Chennai jumped by 10 per cent to 273,000 TEU; Kolkata handled 91,000 TEU, up seven per cent. Tuticorin was up six per cent to 80,000 TEU, reports Newark's Journal of Commerce, adding that among major ports suffering marginal declines in container volume were Mumbai and Cochin.

The IPA announced total cargo tonnage at major ports during April-May was up 5.1 per cent, from 95 million tons to 99.7 million tons. Kandla was the top cargo handler with throughput of 13.8 million tons, followed by Visakhapatnam, at 11.85 million tons; Nehru, at 11.2 million tons and Chennai with 10.2 million tons.

The report added that in fiscal 2010-11 ended March 31, India's major ports handled an estimated total of 570 million tons of cargo, an increase of 1.5 per cent from 561 million tons handled the year earlier. Container traffic was up 10 per cent to 7.54 million TEU from 6.89 million TEU. **Source : Schednet**

FAIRPLAY TOWAGE takes delivery of oceangoing tug

On 17th June, 2011 Hamburg based Fairplay Towage took delivery of their latest tug „**FAIRPLAY-33**“, the first of two seagoing-tugs built at Romanian shipyard Daewoo in Mangalia. With this latest delivery Fairplay Towage is further expanding its seagoing fleet. **FAIRPLAY-33** - sailing under the flag of Antigua & Barbuda - is the presently strongest tug in Fairplay's fleet. The tug will forthwith be employed in international offshore-locations as well as for long distance tows.

Both „**FAIRPLAY-33**“ as well as her identical sister „**FAIRPLAY-32**“, presently still under construction for delivery mid September, have originally been ordered at Daewoo Romania by a Hamburg based family. Early 2011 it was agreed to jointly operate these tugs; Fairplay bought „**FAIRPLAY-33**“ from its partners and will take over „**FAIRPLAY-32**“ in full management.



Two MAN STX engines (Type 6L32/40) with each 3000 kW at 750 U/min and two Lips controllable pitch propellers with a diameter of each 3,20m in a Kort-Nozzle are expected to produce the power for more than 100 tons bollard pull. The bollardpull test will shortly be performed in Norway. Two shaft generators with an output of each 640 kVa, 2 Cummins auxiliary engines (Type KTA19DM1GA) with each 390 kW as well as a Cummins Generator (Type 6BT5.9DMGE) with 90 kW are generating the electrical power on board. Hatlapa delivered a doubledrum waterfallwinch (Type AH1000 Double Drum). Tugger winches, a 3 tons board-crane, Karmoy Towing Pins and a sternroller (250 tons SWL) are amongst others completing the equipment on board. The free deckspace amounts to approx. 155 sqm with a deckload of 10 tons - at specifically strengthend crossbeams even up to 15 tons. Furthermore 2 x20' containers can be stored in fixed twistlocks. Up to 20 persons can be accomodated, mainly in single berth cabins. The tug is fully airconditioned

.... PHOTO OF THE DAY



The 105 ton BP **SVITZER PEMBROKE** arrived in IJmuiden to replace temporarily the **IEVOLI BLACK**
Photo : Willem Koper (c)

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