

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 175



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

An advertisement for T&T BISSO RESPONSE. It features a large container ship at sea. The text reads: "T&T BISSO RESPONSE", "24 HOUR WORLDWIDE RESPONSE", "WWW.TTBISSEO.COM", "INFO@TTBISSEO.COM", "HOUSTON: + 1 713 534 0700", "SINGAPORE: + 65 6591 5288". The logo for T&T BISSO RESPONSE is a yellow circle with a blue border containing the text: "EMERGENCY RESPONSE - OPA90 - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING".



Pilot cutter MENKAR seen moored at the port of Maassluis, once a homebase for the pilot boats, behind her museum tug ELBE, which sailed as pilot cutter MARYLAND in Baltimore from 1977-1985, and on the other side of the harbour the classic pilot cutter RIGEL, now a sea cadet ship. The historic little building in the foreground is the old customs house. Photo : Hans Hoffmann (c)

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Above seen the 1991 built LBY flag and owned longliner **ALNAGMA ALSATA** of which on Wednesday 22nd June, 2011 had an engine failure few minutes after leaving Valletta, Malta at 1856hrs on her way to Tripoli, Libya and few minutes before midnight. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com

Aker Solutions backs out of Shtokman contract

Aker Solutions withdraws from a consortium that plans to give a tender for the Shtokman project's floating production unit. Aker Solutions was part of a consortium with Technip, SBM Offshore and Daewoo Shipbuilding & Marine Engineering that plans to compete for the contract of a floating production unit for the first development phase of the Shtokman gas field. The contract had a NOK 16 billion (app € 2 bill) value.

Aker Solutions' daughter company Aker Kværner had just completed the initial planning of a new production unit but will not continue the work by delivering a tender for the Shtokman contract, Teknisk Ukeblad writes. - Before we put in a tender for a project, we always evaluate the commerciality of the project and consider each project up against other possibilities, says director of information in Kværner, Mariken Holter. - We did that also in this case, and have concluded that we will not put in a tender for the contract, she adds.

Holter does not want to comment whether the other partners in the consortium plan to go further with the tender.

Recently it became known that license holder of the Shtokman project Gazprom has applied to have the start-up date for production moved one-two years, as BarentsObserver reported. **Source : BarentsObserver**



The **HOEGH SHANGHAI** seen enroute Antwerp – **Photo : Henk de Winde (c)**

Judge awards Carnival \$16.78 million in Mermaid pod case

On June 15th, 2011, Judge Patricia Seitz of the U.S. District Court for the Southern District of Florida entered a judgment maintaining a jury's January 2011 fraud verdict in favor of Carnival and against Rolls-Royce for \$16,788,000. Judge Seitz found that Carnival had suffered damage as a result of being induced by Rolls-Royce to choose the Mermaid pod propulsion and steering system for its **Queen Mary 2** cruise ship, based upon false statements made by Rolls-Royce.

Judge Seitz also found there was sufficient evidence to support the jury's finding that seven statements made by Rolls-Royce to Carnival regarding the Mermaid Pods were false.

After reviewing the evidence, Judge Seitz concluded that although Rolls-Royce had not breached the warranty of workmanlike performance, she found the evidence supported the contention that the mechanical failures were the result of a defective design.

In her order, Judge Seitz found "...there was sufficient evidence for the jury to find that Rolls-Royce's statements were a substantial factor in Carnival's decision to use the Mermaid pods. ...there is record evidence from which a jury could conclude that Rolls-Royce knew or should have known that the statements were false." Carnival was represented by lead attorney George Fowler of the Fowler RodriguezValdes-Fauli law firm. **Source : MarineLog**



The **SEABOURN QUEST** seen anchored off Le Lavandou (France) - Photo : Leo Verhoog (c)

Chinese patrol ship docking routine

The Ministry of Foreign Affairs (MFA) has issued a statement regarding the docking of **Haixun 31** (China's largest and most advanced civilian maritime patrol vessel) in Singapore, following numerous queries from the media.



The **HAIXUN 31** seen moored in Singapore – Photo : Piet Sinke (c)

The ministry reiterates that Singapore is the port of call for many vessels, and its docking is nothing more than a routine visit. A ministry spokesman said 'Singapore is not a claimant state and takes no position' on the various claims in the South China Sea

The world's most unfortunate ship

After being hijacked by Somali pirates, released upon receipt of a ransom, and attacked by pirates soon after release last week, the **MV SUEZ** is now confirmed by Oman officials to have sunk in international waters. An official from the Ministry of Environment and Climate Affairs told a state-owned Oman media company that they can confirm the Suez sank in 4,900 meters of water, posing no threat to shipping or navigation in the area. They also reported that the ship was totally depleted of fuel prior to its demise, leaving no risk of oil spill or pollution that could harm the environment. The Suez's 22 member crew, encompassing eleven Egyptians, six Indians, four Pakistanis, including Captain Wasi Hassan, and one Sri Lankan were all safely transferred to a Pakistani navy vessel prior to the ship submerging. All of the men are expected to have reached Karachi already, where the non-Pakistani crew will be repatriated to their homes. Source : Seatrade Asia



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The **STANFORD ALPHA** seen anchored off Batam (Indonesia) – Photo : Piet Sinke (c)

Distant Threat

Confusion reigns, as it appears a reported attack on an LNG carrier was not actually an attack at all. Rather it was some form of “misunderstanding”. The 145,000-cbm “**Ejnan**” (built 2007) was supposedly threatened by a pirate skiff in the Gulf of Aden while on route to Italy from Qatar, EU Navfor had said in an initial statement. However, EUNAVFOR now says that a VHF call put out by the ship’s Master was, “misinterpreted as a distress call” after the vessel reported sighting a suspected pirate vessel nearby. The closest point of approach of the reported pirate skiff was approximately 1.7 miles away. Which doesn’t actually seem much of an attack by any standards, but EU forces intercepted the men and found “piracy paraphernalia” on board but without evidence of a crime they were forced to turn the four men loose. It is understood that the naval forces actually gave them a smaller engine to prevent further attacks and supplied with just enough food and water to reach home. The clarification from EUNAVFOR would appear to be linked to criticisms of the catch and release approach. Source : ShipTalk

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

Worker shortage seen as LNG fleet grows

Shipowners forced to hire staff from other areas of the industry

Expansion in the global fleet of liquefied natural gas (LNG) tankers may cause a shortage of shore-based workers qualified to manage the ships, said Faststream Ltd, the largest recruiter for the industry. 'Shipowners are going to be hard pressed to find the right people to manage these complex vessels,' Southampton, England-based chief executive officer Mark Charman said. 'Many of our clients are looking for people and keeping one eye open all the time, and they just can't find the candidates they need,' he said.

LNG demand is surging as Japan, buyer of a third of the world's cargoes, seeks alternative fuels after 57 per cent of its nuclear power was closed following radiation leaks from Tokyo Electric Power Co's Fukushima Dai-Ichi plant. That's spurring owners to order more vessels at a time when earnings from other shipping markets are slumping. While LNG technical superintendents working ashore usually earn between UKpounds;62,000 (\$\$123,870) and UK pounds;65,000 a year, they can make as much as UK pounds;80,000 tax-free working as captains, Mr Charman said. That's forcing owners to recruit from other areas of the shipping industry, meaning candidates may lack the necessary expertise for LNG, he said. Faststream has had 30 shore-based vacancies to manage LNG tankers so far this year, compared with eight for all of 2010, according to Mr Charman. The complexities include different propulsion systems and the requirement to chill LNG cargoes to keep them in liquid form, he said.

New carriers ordered this year will expand LNG shipping capacity to 380 billion cubic metres by 2015 from 300 billion cubic metres today, said Mr Charman. He also said employee shortages are most acute in Europe, with UK immigration limits preventing hiring of experienced workers from outside the region. Use of the fuel may be entering a 'golden age', the International Energy Agency said on June 6, predicting a 50 per cent jump in demand by 2035 on higher consumption in China and the Middle East. Japan's gas needs may gain 13 per cent to a record in the next 12 months, according to the agency. Demand for fuel that's liquefied by cooling natural gas to about minus 260Å,Å° Fahrenheit will reach a record this year as nations from the UK to South Korea increase curbs on pollution, Barclays Capital estimates. Natural gas emits about half as much carbon dioxide as coal. Owners are sailing the 900-foot tankers that carry LNG at the highest speeds in at least three years as the rush for fuel erodes a decade-long glut of the ships. Twenty-four LNG tankers have been ordered at shipbuilders in South Korea and China in 2011, according to data from Clarkson Research Services Ltd, a unit of Clarkson plc, the world's largest shipbroker. There are 44 ships contracted and 362 LNG carriers in service, Clarkson data showed. **Source : Bloomberg**

PRIVATE SECURITY FIRMS WANTS CLARITY OVER BRINGING WEAPONS INTO PORT

In the wake of British security company PVI having had a number of its operatives arrested and detained in Eritrea for bringing weapons into that country - see our report on that incident British firm says sorry to Eritrea , private security firms providing armed escorts on ships in pirate-ridden waters are seeking clarification on what terms they may enter ports on key shipping routes. Eritrea is not the only country to have arrested armed escorts on board ships entering

territorial waters. In South Africa a number of ships' masters have been arrested for having arms on board their vessels and not having complied with the correct reporting mechanism. A maritime law attorney to whom we spoke in Durban said he had advised ships masters not to plead guilty to such charges because the ships' master then acquires a criminal record, which can follow him around the world and cause problems in places like the United States. Nevertheless several ships captains have taken the short route and pleaded guilty, paid the fine and been able to sail without further delay to themselves or their ship. **Source : ports.co.za**



The **PUTERI BANGSA** seen moored at Batam Island (Indonesia) – **Photo : Piet Sinke ©**



NAVY NEWS

Woman officer dies on Navy ship

The Royal Navy is investigating the death of a woman officer while at sea on one of its ships. Lieutenant Sara Hellawell was found dead on board **HMS Edinburgh** last Thursday when the destroyer, known as the Fortress of the Sea, was alongside Angola, West Africa.

It is not yet known how Lt Hellawell, a deputy marine engineer officer, died but the Royal Navy has launched an investigation. A spokesman said: "It is with sadness and regret that we can confirm that Lt Sara Hellawell, deputy marine engineer officer of the destroyer **HMS Edinburgh**, has died on board her ship. "Her next of kin have been informed and there will be an investigation.

"The thoughts and sympathies of the Royal Navy are with Sara's family." The officer's body is being repatriated from Cape Town, South Africa, the Navy confirmed. **HMS Edinburgh** left Portsmouth in May, bound for the South Atlantic, and is not due to return until the end of the year. The destroyer was due to visit the Cape Verde Islands and West Africa in support of maritime security and counter-drugs/piracy operations, then spend the bulk of its deployment in the Falkland Islands and South Georgia. The tour of duty is **HMS Edinburgh's** first since a trip to the Middle and Far East in 2008. **Source : belfasttelegraph**



The 2007 built Dutch **L 801 JOHAN DE WITT** departing from Willemstad (Curacao) – Photo : Kees Bustraan ©

Combat applications for waterjet powered ships

Waterjet propulsion for combat ships and craft is a growing trend. While waterjets have powered small craft for many years, now they are being employed on combatants, including ships as large as the two variants of the U.S. Navy's littoral combat ship feature waterjets.

In many cases, the power is derived from both diesels and gas turbines. In one unique case, the power drives both waterjets and a screw.

South Africa's 3,590-ton Valour class frigates, built by Blohm + Voss to the MEKO A-200SAN (for South African Navy) design, employs a combination of screws and waterjets, known as CODAG WARP (Combined Diesel and Gas - Water Jet and Refined Propeller) propulsion solution. A single GE LM2500 gas turbine is combined with a pair of MTU 16V1163 TB93 diesels. The diesels are each connected to Lips five-bladed controllable-pitch propeller outboard, while the gas turbine is connected to a centerline Lips LJ2 10E waterjet. The first of four of these ships joined the South African fleet last year. The Wärtsilä propulsion jets aboard these South African ships are the largest water jets ever built, providing a maximum speed of more than 27 knots.

The Wärtsilä-Lips LJ210E waterjet is the largest reversible waterjet ever built and is so far unique in its kind. The high speed crash stop installation of this jet reverses within 3 seconds after activation roughly 10,000 gallons of seawater per second, enabling the 3500T vessel to crash-stop from the top speed within three ship's lengths, according to Wärtsilä representatives. The reversing installation can be fully engaged at the maximum output of the gas turbine by use of hydraulic accumulators giving instant power to activate the balanced crash stop-reversing bucket.

The Swedish Visby-class multipurpose patrol combatant is a 620-ton ship with a top speed of 34 knots. Visby employs a CODOG arrangement comprised of four Honeywell-Vericor TF50A gas turbines and a pair of MTU 16V 2000 N90 diesels, powering a pair of Rolls-Royce Kamewa 125 SII waterjets to deliver 21m460 shp. The Swedish navy also has waterjet experience with the 420-ton Goteborg class guided missile patrol craft, and other smaller craft. The four Göteborg class corvettes built by Kockums for the Swedish Navy between 1990 and 1993 were the first vessels in the Swedish Navy to be equipped with waterjet propulsion.

Norway's Skjold surface effect ship (SES) has a CODOG arrangement with two Rolls-Royce Allison 571-KF9 gas turbines, a pair of MTU 12V183 TE92 diesels, a pair of MTU 6R183 TE52 diesels for auxiliary power, and two Rolls-Royce Kamewa 80S2 waterjets. Built from composites, the 280-ton Skjold can reach speeds of 55 knots. Norway has also built a class of SES minehunters and minesweepers built by Kvaerner Mandal. Larger than Skjold, at 470 tons, but much slower at 13 knots top speed, the Oksoy and Alta class of mine warfare ships have two MTU 12V 396 TE94 diesels (4080 hp), a pair of Kvaerner Eureka waterjets (rated at 4160 hp), and two MTU 8V 396 TE54 diesels (1880 hp) for auxiliary power.

The 500-ton ROKN Gumdoksuri-class PKX "patrol killer- experimental" has two MTU diesels and two GE LM500 marine gas turbines, with waterjets, for a max speed of greater than 41 knots. Pesaka Astana (M) Sdn Bhd is providing the waterjets to the South Korean Ministry of Defence through its South Korean Daesung Marine Technology Co Ltd (DSMT) subsidiary, under an agreement with Doosan Heavy Industries to manufacture and supply the waterjet components.

Abu Dhabi Ship Building (ADSB) is building six 7233 ft. Baynunah Class corvettes powered by Rolls-Royce Kamewa waterjets for the UAE Navy. It has previously delivered 12 Ghannatha fast patrol boats and four fast supply vessels to the UAE Navy and UAE Coast Guard, all with Rolls-Royce Kamewa waterjets. ADSB is also constructing 12 fast fighting boats for the UAE Navy, which are powered by Rolls-Royce Kamewa waterjets.

Lockheed Martin has delivered **USS Freedom**, a semi-planing monohull design, at Marinette Marine in Wisconsin. Austal USA in Mobile, Alabama has built **USS Independence**, and all-aluminum trimaran. More ships are being built at both yards. Both have diesels and gas turbines, and both employ waterjets. Both ships displace about 3,000 tons, with up to 4,000 tons fully loaded.

On USS Freedom, two Rolls-Royce MT30 36MW gas turbines and two Fairbanks Morse Colt-Pielstick 16PA6B STC diesel engines are the prime movers, powering four large Rolls-Royce Kamewa waterjets. Four Isotta Fraschini Model V1708 ship service diesel generator sets provide auxiliary power.

For **USS Independence**, two General Electric LM2500 22 MW gas turbines and two MTU 20V8000M90 9100 kW diesel engines are the prime movers, powering four large steering and reversing Wärtsilä-Lips 2 X LJ160E and 2 X LJ150E waterjets. Kamewa waterjets are fitted on have been installed on the Peoples Liberation Army Navy's Type 022 missile craft. The Type 022 has a Small Waterplane Area Twin Hull (SWATH) wave-piercing catamaran design.

Waterjets are also installed aboard the U.S. Navy's experimental high-speed aluminum catamaran X-Craft demonstrator, built by Nichols Brothers Boat Builders, Whidbey Island, WA. Power is supplied by a pair of MTU 16V 595 engines and two GE LM 2500 gas turbines in a CODOG configuration. The four high-efficiency Kamewa 125 SII waterjets deliver 50.4MW of power, offering speeds of up to 50 knots. The 1,100-ton X-Craft is the Littoral Surface Craft-Experimental LSC(X), developed by the Office of Naval Research and known as the Fast Sea Frame Sea Fighter (FSF 1), which has been useful as a surrogate "sea frame" in developing the concept for the littoral combat ship.

Source : Maritime Propulsion



The Military Sealift Command hospital ship **USNS Comfort (T-AH 20)** is seen anchored off the coast of San Juan del Sur, Nicaragua, its fifth country stop of Continuing Promise 2011. Continuing Promise is a five-month humanitarian assistance mission to the Caribbean, Central and South America. **Photo : US Air Force**

Brazilian Navy Signs Agreement To Acquire Additional S-70B™ Aircraft

Sikorsky Aircraft Corp. announced at the Paris Air Show that the Brazilian Navy has signed an agreement with the U.S. Government to acquire two additional Sikorsky S-70B™ maritime helicopters via the Foreign Military Sales (FMS) process. Sikorsky is a subsidiary of United Technologies Corp.

In 2010, the Brazilian Navy contracted for four S-70B aircraft, also through the FMS system, with deliveries starting in December 2011 and continuing through the end of the First Quarter of 2012. Sikorsky expects contract finalization for the additional two aircraft in 2012. The multi-role S-70B SEAHAWK™ helicopter can perform anti-submarine and anti-surface warfare missions, among others.

"The Brazilian Navy has relied on Sikorsky aircraft for decades, including the venerable H-3 SEA KING™ helicopters dating to the 1960s. We thank the Navy sincerely for its continuing commitment to our products," said John Pacelli, Vice President, International Military Business, for Sikorsky.

Sikorsky Aircraft Corp., based in Stratford, Conn., is a world leader in helicopter design, manufacture, and service. United Technologies Corp., based in Hartford, Conn., provides a broad range of high technology products and support services to the aerospace and building systems industries. **Source : Naval Open Source INTelligence**

GE LM2500+G4 powered FREMM frigate completes sea trials

The first frigate **Aquitaine** in the Italian-French FREMM program recently completed sea trials. Built at DCNS's shipyard in Lorient, France, the ship has a hybrid CODLOG (COmbined Diesel eLEctric Or Gas) power package combines a GE LM2500+G4 gas turbine for high-speed mechanical propulsion and electric motors powered by four diesel-alternator sets for low-speed propulsion.

Construction continues on the first Italian Navy FREMM **Bergamini**, with initial start of that ship's LM2500+G4 gas turbine propulsion system expected within the next few months.

"FREMM is one of the most important marine programs in Europe since World War II, and GE is delighted to be supplying its LM2500+G4 gas turbine propulsion systems for all the FREMM frigates," said Brien Bolsinger, GE Marine general manager. **Source : Naval Open Source INTelligence**

Australia releases ANZAC-class maintenance tender



Australia's Minister for Defence Materiel Jason Clare announced that the tender had been released for a five-year contract for the repair and maintenance of the Australian Navy's eight Anzac-class frigates. The contract is worth approximately AU\$300 million (US\$315 million).

Four companies or joint ventures have been short-listed to compete for the work - BAE Systems, Babcock/UGL Infrastructure, Thales Australia, and DMS Maritime/Transfield Services. They were short-listed following an open tender process. This is the first of the new group maintenance contracts to be released for tender. Currently, each maintenance activity is contracted individually to a

panel of companies who compete for the work. This reform will end that system and create five-year performance-based contracts for the maintenance and repair of navy ships.

Mr Clare said reforming the way this work is contracted will provide the navy and local industry with more certainty. "This reform provides more security for Australian businesses and more job security for their workforce," Mr Clare said. "It's a significant change - ending the burden for industry of bidding for every job." Source : Baird maritime

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The **SENIHA-S** seen moored at the Drydock World shipyard in Batam – Photo : Piet Sinke ©

Tankers Inc selects Dalian

Denmark's new tanker firm Tankers Inc (TI) has contracted its first newbuildings in China. The company, set up in August 2010, booked two 75,000-dwt LR1 products tankers at Dalian Shipbuilding Industry Co (DSIC) for delivery in 2013.

The Danish owner also secured two further options, it revealed. TI said: "The newbuildings are highly fuel-efficient and are designed to save up to 25% bunker fuel costs when compared to other LR1 tonnage on the water (depending on actual speed performed)." Source: Seatrade-Asia

Gibdock books more cruise ship business

Gibraltar-based Gibdock has confirmed its status as a fast rising player in the Mediterranean cruise ship repair and refurbishment market by completing a drydocking contract for U.K.-based Saga Holidays. Last month, the niche cruise operator docked the 9,570 gt, 139 m long **Spirit of Adventure** for a 10 day work program that included steel repairs to the bulbous bow and a comprehensive external clean and repaint.

Richard Beards, Gibdock Commercial Director, comments: "This is another important breakthrough for the yard as it is the first time we have had the opportunity to work for Saga, which has in the past used other yards in the region. The project was completed on time and within budget, and we are hopeful that we can build further on this initial collaboration through additional projects with Saga in the future."

The 350-passenger capacity **Spirit of Adventure** was originally built by HDW in Germany as Berlin in 1980 and was acquired by Saga in 2005 for its Sprit of Adventure Cruises brand. The vessel, homeported in Dover, offers cruises to a wide range of destinations, including the UK, Scandinavia, the Middle East, South East Asia and Australasia, as well as the Mediterranean. Gibdock is emerging as an increasingly important yard for the Mediterranean's cruise industry.

"With cruise repair facilities in Barcelona closing down, we are showing that we are more than capable of stepping into the breach," noted Mr. Beards. "We have handled a succession of cruise ships in recent months, and have two further cruise ships confirmed for November this year."

Cruise visitors to Gibdock so far in 2011 have included the 33,930 grt, 215 m long cruise vessel **Thomson Celebration** for first time customer, Cyprus-based Columbia Ship Management. The ship docked in March for an extensive package of works that included general drydocking and tailshaft overhauls, as well as the renewal of around 40 tonnes of steel on one of its decks.

Gibdock's ability to handle complex structural repair work on large cruise ships was also demonstrated towards the end of 2010 when it successfully completed demanding back-to-back repairs on two Pullmantur vessels, Empress and Sovereign. Both projects required significant amounts of steel renewal as well as routine drydocking work.

Gibdock Chief Executive, Joe Corvelli says: "We are targeting the cruise ship market in a big way, and contracts for major players like Saga, Louis Cruises, Columbia and Pullmantur show we are fast becoming a force to be reckoned with. Our location makes us an ideal choice for operators cruising in the Mediterranean in particular and we have been able to demonstrate an ability to complete demanding work programmes within fairly tight time limits, which is vital for cruise operators, who need to know they can get to their next port of call on time to pick up passengers." **Source : MarineLog**



The **MERMAID LEVEQUE**, handed over to "Mermaid Marine Australia", this vessel was recently converted at the Batamec shipyard in Batam into a PSV. **Photo : Lodi Boedels ©**

STX France cancels Libya cruise ship contract

STX France SA, a 66.66 percent owned subsidiary of STX Europe AS, has rescinded the contract with GNMTC (General National Maritime Transport Company) - the state owned Libyan shipping company - for the construction of a 140,000 GT cruise vessel for delivery end-2012. SRX Europe says the reason for the rescission is the default of payment from GNMTC. STX France says it is confident that it will be able to find a new buyer for the vessel. Due to insurance cover

for such an incident, the rescission is expected to have limited impact on the financial results of STX France. **Source :** MarineLog

Sungdong inks Zodiac boxship quartet

South Korean shipbuilder Sungdong Shipbuilding & Marine Engineering has received an order from UK-based Zodiac Maritime to build four 3,600 TEU containerships for delivery in 2013.

The company has not revealed the value of the order but, according to industry estimates, each of the vessels could cost between \$48m to \$51m. The final contract follows a basic agreement between the South Korean shipyard and Zodiac Maritime that was signed earlier this year in April. **Source :** The Motorship



The **DEEP SEA I** seen fitting out at the Batamec shipyard in Batam – **Photo :** Piet Sinke ©

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The **MSC ZAMBIA** (ex **NYK SIRIUS**) seen in Cape Town – Photo : Ian Shiffman ©

Greens concerned by Port of Otago dredging decision

Dredging Otago Harbour in New Zealand and disposing of the spoil at sea is "not the way for Port Otago to move into the 21st Century," said Green Party Co-leader Metiria Turei in a recent statement. Port Otago's Next Generation Project has been granted resource consent to dredge Otago Harbour and dispose of the dredgings at sea.

"We should not treat the ocean as a dumping ground," said Mrs Turei. "Many locals are concerned about their incomes, the impact of this project on wildlife and the nationally recognised Surf Break at Aramoana. "It has been good to see the Port undertake a long process of engaging with concerned locals, but there are a lot of people who feel their concerns have not been taken on board.

"Port Otago obviously intends to monitor the potentially adverse effect on the environment from dredging," said Mrs Turei. "My concern is how Port Otago plans to remedy any adverse environmental effects. In particular the effect the dredging could have on the nationally protected surf break at Aramoana. "It should also be remembered that three quarters of the 200 submitters opposed the decision." **Source : Dredging News Online**

Teekay Offshore Signs Brazil Shuttle Tanker Contract to Be Serviced by Four Newbuildings

Teekay Offshore GP L.L.C., the general partner of Teekay Offshore Partners L.P., announced that it has entered into a new long-term contract with a subsidiary of BG Group plc (BG) to provide shuttle tanker services in Brazil.

The contract with BG will be serviced by four Suezmax-size DP2 shuttle tanker newbuildings to be constructed by Samsung Heavy Industries in South Korea. Upon delivery in mid- to late-2013, the vessels will commence operations under 10-year time-charters. The contract with BG also includes certain extension options and vessel purchase options.

"These strategic new long-term shuttle tanker time-charters with BG further strengthen the Partnership's position in the fast-growing Brazilian offshore market," commented Peter Evensen, Chief Executive Officer of Teekay Offshore GP L.L.C. "In addition to increasing our Brazil based shuttle tanker fleet size by approximately 30 percent, this transaction is expected to be accretive upon delivery of the vessels and will provide Teekay Offshore with additional customer diversification and cash flow stability."

Teekay Offshore Partners L.P., a publicly-traded master limited partnership formed by Teekay Corporation, is an international provider of marine transportation, oil production and storage services to the offshore oil industry. Teekay Offshore owns 40 shuttle tankers (including five chartered-in vessels and five committed newbuildings), five Floating Storage and Offtake (FSO) units, 11 conventional oil tankers, and two Floating Production Storage and Offloading (FPSO) units. Teekay Offshore also has rights to participate in certain other FPSO and shuttle tanker opportunities provided by its sponsor, Teekay Corporation. **Source: Teekay Offshore GP L.L.C.**



Above seen the tow out of the **ROWAN STAVANGER** from the Hinna Base (Stavanger) to the YME Oilfield last weekend **Photo : Capt. Jan Weerman – Master Fairmount Sherpa ©**

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Charleston port, US Army Corps sign harbour deepening contract

THE deepening of the port of Charleston took a major step forwards with the signing of a cost-sharing agreement to finance the next phase of the project. "Charleston deepening will open the port to all classes of the world's most modern vessels under any tidal condition," said South Carolina Ports Authority president and CEO Jim Newsome.

"While Charleston today has the region's deepest channels and handles ships actually drawing up to 48 feet [14.6 metres], this project will remove the tidal restrictions associated with the larger ships serving world trade," he said.

The port's current channel depths at low tide are 47 (14.3 metres) feet the entrance channel and 45 feet (14 metres) in the inner harbour. More than 360 ships too big for the Panama Canal have already called at Charleston, three years before the US\$5 billion canal expansion is completed in 2014. More than 80 per cent of the ship capacity on order is for ships too big for the existing canal.

In May, the corps included funding for the feasibility study of the Charleston Harbour post-45 foot deepening project in its fiscal 2011 work plan, a statement from port authorities said. The next step in the project is to begin the National Environmental Policy Act (NEPA) process by planning and executing public and stakeholder meetings

Source : Schednet



The **Crown Princess** seen 4/6/2011 anchored in the Houndpoint Anchorage, R.Forth, Scotland

Photo : Iain Forsyth (c)

ABB wins \$24 million marine order to power deep sea exploration vessels

Efficient propulsion and electrical systems for ships that locate hydrocarbon deposits beneath the sea floor Zurich, Switzerland, June 22, 2011-- ABB, the leading power and automation technology group, recently won a \$24 million order to supply electrical power and propulsion systems for two next generation 'Ramform' vessels, capable of three-dimensional (3D) seismic data acquisition for sea bottom resource exploration.

The ships will be constructed by Mitsubishi Heavy Industries, and delivered to Norway's Petroleum Geo-Services ASA (PGS), a leading company in marine seismic and reservoir data acquisition, processing and analysis/interpretation services. Oil and gas companies then use this data to explore for hydrocarbon accumulations, to develop new oil and gas fields, and to manage their producing fields. The 'Ramform W-class' vessels are the newest generation in the Ramform series, featuring advanced 3D seismic data acquisition/analysis capability. At 104 meters long, the ships will feature an exceptionally wide breadth of 70 meters. For quiet operation, they will feature diesel electric main propulsion. ABB will supply an advanced complete power and diesel electric system package, consisting of medium

voltage switchboards including power management systems, generators, transformers, frequency converters and motors. The systems will provide reliable and fuel efficient propulsion for the ships. "ABB has been one of the key suppliers for power and diesel electric systems for this unique vessel series since they were first developed," said Veli-Matti Reinikkala, head of ABB's Process Automation division. "This latest order reinforces our successful working history of helping to efficiently power these highly specialized ships to keep them on the cutting edge of the marine industry."

With delivery due in 2013, the Ramform W-class vessels will employ multiple streamer cables, each several kilometers in length, towed from the vessel's stern. The cables will contain a vibration sensor ('hydrophone') to detect echoes of sound waves emitted from sound sources and bounced back from the sea bottom and stratum boundaries. The echoes are used for 3D seismic analysis, to determine geological composition and natural resource location. ABB (www.abb.com) is a leader in power and automation technologies that enable utility and industry customers to improve their performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs about 124,000 people. **Source: ABB**



MAERSK ENFIELD is the first Maersk ulcc to enter the port of Antwerp. Below she rounds the famous Pass of Bath.

Photo top : Paul Struyf – Photo below : Adri de Schipper (c)



Saudi Arabia mulls doubling Dammam port capacity over three years

SAUDI Arabia is considering a plan to double the capacity of its second biggest port at Dammam to handle three million container over next three years, said Saudi Transport Minister Jabara Al-Seraisy.

"We are investing SAR2.3 billion (US\$613 million) for projects in all the ports now and we always continue increasing, particularly the industrial ports in Yanbu and Jubail," he said, according to Reuters. "The next budget in five or six months we will see more projects." Saudi Arabia is focussing on multi-billion infrastructure projects, including \$400 billion to be spent between now and 2013, as well as more than \$130 billion to be spent on infrastructure and social projects.

Mr Al-Seraisy also revealed that the port in Dammam plans to double its capacity over the next three years to be able to handle three million containers. He did not give an estimate for the cost but said the expansion is to be carried out jointly by the Saudi Public Investment Fund and Singapore port operator PSA.

A port catering to grain imports is to be built by the private sector over the next two to three years, Mr Al-Seraisy said. "The intention is for the government to provide the land and the private sector to construct the project," he said, adding that Saudi investors had shown interest in the project. He also predicted Jeddah Islamic Port (JIP) on the Red Sea will experience at least a five per cent increase in traffic this year. JIP handled 3.9 million TEU in 2010, according to the Saudi Ports Authority. Saudi Arabia currently has nine ports, with around 200 docks. The largest port is Jeddah Islamic Port (JIP) on the Red Sea, which has increased its capacity to around five million TEU with the opening of its Red Sea Gateway (RSG) terminal at the end of 2009. **Source : Schednet**



The **CMA CGM CHARCOT** seen enroute Rotterdam – **Photo : Frits Janse (c)**

Four Chinese ports enter strategic alliance with Korea's Busan

PORTS of Qingdao, Rizhao, Yantai and Weihai in eastern China's Shandong province have signed a strategic alliance charter with South Korea's port of Busan on cooperating on developing a logistics and shipping hub in northeast Asia, Xinhua reports.

The charter proposed that the five ports offer priority on flights, ships and cargo clearance to each other to boost international container transshipment and to improve trans-border door-to-door delivery, also to simulate the cooperation between Shandong's bonded port area and Busan's free trade zone.

The five ports agreed that they should focus on Sino-Korean sea-land intermodal transportation to optimise logistics practices and boost region economic growth, and that they should lay stress on application of green technologies and on enhancement of port operation efficiency to reduce cost.

The five ports will develop an annual joint conference mechanism to secure the smooth implementation of the charter. The ports will also set up a group of contact to strengthen their exchange. Shandong province's port throughput

totalled to 925 million tonnes last year, ranking the second in China. Busan is the largest container port in Korea with a throughput of 14.18 million TEU in 2010, taking up 74 per cent of the country's total. Source: shippingonline.cn



The **TRINITY TUBONG** having some crane problems – Photo : Capt. Jelle de Vries (c)

DREDGING OF CALABAR POSTPONED

Stakeholders in the Nigerian port of Calabar reacted with some shock recently when they were told by officials from the state government that plans to dredge the harbour would have to be placed on hold until the middle of next year. This is despite the managing director of the Nigerian Ports Authority (NPA), Suleiman Omar, having said recently that the NPA was determined to deepen the nation's seaports to accommodate all types of large ocean-going vessels. Omar said earlier in June that under the new programme of the NPA, every aspect of its statutory function will be taken seriously to achieve efficiency in the system. Deepening the seaports was important in terms of opening the seaports to a wider global trade and bringing cargo into the country. The NPA had plans, he said, to ensure that Nigeria's ports would become the best in Africa, capable of competing with any in developed countries. The acting chairman of the Port Consultative Council, Otunba Kunle Folarin expressed his surprise at the statement by the representative of the state government. He said that in view of the urgency of dredging the port of Calabar and its approaches, he could only conclude that the Cross River State government was not serious enough about the Calabar port. He described the Calabar port as highly strategic to the nation's economy, to the North-Eastern states and to the Central Africa sub-region. Source : ports.co.za



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Tsakos Energy Navigation Announces Sale of 1991-Built Aframax Tanker Vergina II

Tsakos Energy Navigation Limited announced the sale of the 1991-built aframax tanker **Vergina II** to third party owners. **Vergina II**, sister vessel of **Victory III** sold earlier in 2010, will be delivered to its new owners by the end of this month and will release approximately \$1.8 million in free cash after repayment of outstanding debt. "The **Vergina II** has served the Company well and played a significant role in the Company's development for over 15 years," stated Mr. George Saroglou, Chief Operating Officer of TEN. "With this sale, the average age of our aframax fleet improves significantly with vessels built in 2006 now constituting the older tonnage in that particular segment," Mr. Saroglou concluded.



The **SUECIA SEAWAYS** seen enroute Vlaardingen – Photo : Cees de Bijl (c)

Colombo's port volumes shrink as developed world demand slows

THE Sri Lankan Port of Colombo has suffered a six per cent decline in throughput in the first four months of the year as major shipping lines have been adopting route changes bypassing the port, says a Sri Lanka Ports Authority (SLPA) official, according to the Colombo Sunday Times.

Maersk extended its route through Chennai port, cutting the port's handling volumes, the newspaper reported. It said that weaker demand out of the US and the EU was also reducing cargo volumes originating from Bangladesh and India.

Official cumulative growth figures show Colombo port registered growth of 27.3 per cent over the same period last year, but this year's growth has fallen to 6.8 per cent in the first four months of the year.

But SLPA chairman Priyath Bandu Wickrama said the port was reaching maximum capacity and there was no room to accommodate any new carriers due to berthing restrictions. He said they were currently turning down new ships and added that they are working on raising productivity at the port with new equipment, a yard capacity build up and creation of about 15-20 per cent overall extra space for berthing, the report said.

Every year, Dr Wickrama predicts they will grow up to March and then record a drop because the year "too slow growth was observed in April and May," the report said, however he insists "we have picked up."

What upsets the shipping community is that the port's growth is slowing down at the same time other ports such as Singapore, Malaysian, Dubai Port, port of Salalah and Jawaharlal Nehru Port Trust have experienced growth. **Source : Schednet**



The **GEJA C** seen approaching the IJmuiden locks enroute Amsterdam – Photo : Marcel Coster (c)

Fred. Olsen Production ASA: Sale of Vessel

Knock Taggart II Pte Ltd, a wholly owned subsidiary of Fred. Olsen Production ASA has entered into an agreement to sell the 1993 built aframax tanker **M/T Knock Muir**. The vessel is scheduled to be delivered to Indonesian buyers by 20th July 2011. The sale is estimated to give an accounting loss of about US\$ 1.3 million which will be recorded in Q3 2011. Fred. Olsen Production group intends to secure access to alternative vessel(s) for conversion for upcoming projects



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.... PHOTO OF THE DAY



Multraships **CORMORANT** seen installing mats at the Thornton Bank project
Photo - Wout Kamerman - Multraship (c)

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