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The VALIANT seen outbound passing Harwich bound for Margate roads
Photo : Andrew Moors (c)

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The **SAGITTA** seen outward from Melbourne in Yara River 25-6-2011

Photo : Andrew Mackinnon – www.aquamanship.com ©

Second hand vessel sales keep firming up, demolition activity is losing pace

Second hand vessel sales keep firming up, as ship owners are actively looking and in many cases finding attractive deals. In its weekly report, Shiptrade Services said that purchase interest continues to be firm, with buyers looking mostly for Handies, Handymaxes and Panamaxs in the dry sector and Handy, MR, LR1 and VLCC tonnage being of

more interest in the wet sector. Container vessels continued to be of interest. In a similar earlier report, Golden Destiny said that 21 vessels changed hands last week, for a total invested amount of \$444.3 million, while an additional two transactions were reported with an undisclosed sale price. "In terms of the reported number of transactions, the S&P activity has been marked with a 50% positive w-o-w change, while it is up also by 50% comparable with previous year's weekly S&P activity when again 14 vessels induced buyers' interest with bulk carriers and tankers grasping 79% share of the total volume of S&P activity. In terms of invested capital, the most overweight sector for this week is the special projects sector, through the sale of 2 oil intervention vessels, grasping 49% of the total amount of money invested" said Golden Destiny.

According to Shiptrade's findings, the highlights of the week were the following: "The sale of Handysize sisters M/V **"Nordic Bulker"** (about 28.000 dwt, Built 2002 Imabari, JPN) & **"Ace Bulker"** (about 28.000 dwt, Built 2003 Imabari, JPN) which have been reported sold for USD 18.7 mill and 19.75 mill respectively. The reported sale of the pumproom fitted MR tanker M/T **Sakura Express** (about 47.000 dwt, Built 2004 Minami, JPN) for USD 23.8 mill to Greek Buyers. The interesting news this week concerns Samho shipping which is facing some financial troubles and which is believed to have recently been involved in some ship sale & purchase transactions for this reason. The M/V **"Samho Nicole"** (about 77.000 dwt, Built Namura, JPN 2007) has been pushed on the market by their financiers, KDB Capital Korea, and will be sold at best obtainable price after inspection of the vessel in Hong Kong. She has been arrested in Hong Kong and will be inspectable there for about two weeks. Furthermore and from the same owners, the VLCC **"Samho Dream"** (about 319.000 dwt, Built Hyundai, KR 2002), which is inspectable at Dubai Drydock world, will be sold as well.

Furthermore and despite market rumours that the vessel has been committed for USD 22 mill, **"Eagle Bulk"** has not yet sold the M/V **"Merlin"** (abt 50.000 dwt. Built Mitsui JPN 2001), which is loading in Cambodia for discharging in Singapore around the 29th of June, where owners are inviting inspections" concluded Shiptrade. In terms of demolition activity, Golden Destiny said that, "there is still uncertainty with the situation in the Bangladesh after the expire date of its extension on the onset of the July, while in India there seems to be lack of interest from the scrap buyers who have filled their yards with a sheer number of vessels coming for beaching the last weeks. Thus, this seems to be the time for China to bid in by offering attractive levels so as to secure more tonnage and beat the Indian subcontinent region. With the monsoon period being on way and the official announcement of Bangladesh's budget for a 3% rise in import duty, there are fears that scrap levels may lower, while Bangladesh offers the best levels, \$500/ldt for dry and \$525/ldt for wet cargo, while in the Pakistan there has been one more quiet week with scrap buyers seem to have lost their appetite.

The week ended with 18 vessels reported to have been headed to the scrap yards of total deadweight 849,780 tons. In terms of the reported number of transactions, the demolition activity has been marked with a 80% week-on-week increase and regarding the total deadweight sent for scrap there has been a 47% increase. In terms of scrap rates, the highest scrap rate has been achieved this week in the bulkcarrier sector by India for a capesize of 149,581dwt **"GLORY SHENZHEN"** at 547/ldt incl 1900 tons of IFO on board. China this week has attracted 39% of the total demolition activity. Comparing to last year's similar week, activity remains at the same levels in terms of the reported number of transactions, with 18 vessels had been reported for scrap of total deadweight 435 mil tons with tankers being on the frontline grasping 33% of total business and Pakistan offering the highest levels \$360/ldt for dry and \$400/ldt for wet cargo, down by around \$100-\$150/ldt from current levels" concluded the Piraeus-based shipbroker.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



25-06-2011 Chemgas owned **STURGEON** seen on river Waal, downstream passing Varik The Netherlands.

Photo : J.Roeland (c)



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The **EENDRACHT** seen escorted by the Smit tugs **SMIT PANTHER** and **SMIT EBRO** off Hoek van Holland
Photo : Nico van Lier ©

Another mock drill: Police thwart 'ship hijack' attempt

By rescuing sailors of a ship from hijackers and preventing several terror attacks across the city, the city police's deeds in the last three days would have gone down in history as their best, but for the fact that it was all part of a security drill called 'Operation Hamla- 3'

The exercise, the third in the series, started on Wednesday afternoon and ended on Friday morning. The police said they nabbed three 'terrorists' who tried to hijack a ship that had sailed from Colombo in the wee hours on Friday.

The 'terrorists' held 30 crew members of oil ship '**Jag Prakash**' hostages and demanded Rs 15crore as ransom in exchange of the immediate release of five terrorists from Puzhal, a speed boat and a chopper for their escape to Pakistan. The ship bound for Chennai Harbour was intercepted nearly five nautical miles from the port by the 'terrorists' who came by a fishing boat around 7pm on Thursday. Immediately, the 'terrorists' overpowered the ship and brought the crew under control. "As soon as we received information about the hijack, senior police officers left for the ship on a power boat. We contacted them with the VHF set and negotiated with them. Then we promised to meet their demands and brought them to the Harbour, where we leaked the oil from the fuel tank of the ship.

Meanwhile, a team of commandos boarded the ship and nabbed the 'terrorists'. We recovered a few dummy explosive materials and dummy guns from the 'terrorists'," a senior police officer said.

Commandos pose as terrorists during such drills. Earlier, Chennai city police nabbed eight such 'terrorists' who tried to sneak into the Kasimedu Fishing Harbour by sea and another eight persons were caught when they tried to enter into the Chennai Harbour via road.

"Police have successfully foiled the attempts of the 'terrorists' who tried to sneak into the targets and nabbed nearly 90 of them. The 'terrorists' moved in separate teams and out of the 20 teams, two breached security and went close to their targets, while two teams managed to reach the targets assigned to them," inspector general of police (coastal security group) Rajesh Das said.

Following the 26/11 Mumbai terror strike, TN police have been testing their preparedness to fight against terrorism by conducting mock drills. First they conducted 'Operation Barricade', followed by 'Operation Rakshak'. Then they staged 'Operation Hamla – 1' and Operation Hamla – 2' one after the other within six months. **Source : Indiatimes**



The **NIN** seen out from Melbourne in Yarra River 25-6-2011
Photo : Andrew Mackinnon – www.aquamanships.com ©



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Svitzer and Sanderson Maritime launch floating hotel for renewable sector

Svitzer UK and Sanderson Maritime have launched a new concept in cost effective accommodation for the offshore renewable sector. Seatel is a specially adapted North Sea barge with a 70 bedroom hotel module offering a comfortable, stable platform and high quality accommodation at half the cost of current market alternatives.

It can be safely and securely anchored in a deep sea location, minimising the time wasted moving staff and maximising the man hours on site. Seatel covers 25,000 square feet and has been designed to offer the space and feel of an equivalent land based motel. The actual vessel is a North Sea barge fixed to an offshore barge. It is totally self sufficient, with onboard generators, an infield maintenance workshop, storage facilities, restaurant, gym, lounges and social areas.

Most industry alternatives for this purpose are currently low-tech, moored onshore and mean that the staff on board often have a lengthy trip to the actual work location at sea, significantly reducing the productive time at the work location. Seatel has far superior accommodation to anything else on offer, providing 70 bedrooms which can be single or double capacity at a cheaper price than a city centre hotel.

Designed to be moored indefinitely up to 70 miles offshore, Seatel is secured using a single point mooring system and a fixed anchor spread specifically designed for each location. Once moored, Seatel can safely operate up to sea state 7 and a critical wave height of 6.75m. Svitzer and Sanderson Maritime are uniquely placed to offer this new concept in offshore accommodation. Svitzer is a harbour, coastal, offshore and ocean towage specialist and provides crew boat and standby rescue services around the UK coastline. Sanderson Maritime is a long established global provider of specialist accommodation in shallow water and international barge transportation.

Mark Malone, managing director of Svitzer says: "At the moment most wind farms transfer their staff from onshore facilities out to the work location by boat, which can be a four hour round trip or more. "Seatel provides on site accommodation to maximises the number of productive man hours. Staff can be transferred by either helicopter or boat to the portable renewable work site. Seatel therefore offers fully flexible, efficient and comfortable accommodation and rest facilities which will provide significant advantages to overall project cost.

Julian Sanderson, director of Sanderson Maritime adds: "This is a natural partnership, both companies offer specialist experience and highly trained expert staff. As the renewable sector develops so there is more and more demand for more tailored accommodation, but at the moment the price is prohibitive and too much time spent ferrying staff from one place to the other. With Seatel, we can offer an excellent solution at a great price." To find out more, see www.seatelloffshore.co.uk Source : Offshore Shipping Online



The **CSAV RUPANCO** seen changing pilot at Vlissingen roads – Photo : Rob van Deijk ©

U.S., China Holding Talks on Rising Sea Tensions

The United States and China were holding first-of-a-kind talks June 25 on rising tensions in the South China Sea, with Beijing angry over Washington's support of Southeast Asian countries. Senior officials of the Pacific powers were meeting in Honolulu, Hawaii, days after the United States rallied behind the Philippines and Vietnam which have been alarmed at what they see as Beijing's growing assertiveness at sea. Kurt Campbell, the U.S. assistant secretary of state

for East Asian and Pacific affairs, said ahead of the talks that he would make clear to China the "strong principles" of the United States in defense of freedom of navigation. "We want recent tensions to subside and cooler heads to prevail," Campbell told reporters in Washington on June 24.

Campbell reiterated that the United States takes no stance on China's territorial disputes with its neighbors - a point of contention for some U.S. lawmakers who have been pressing for a more proactive role. "The United States has no intention to fan the flames in the South China Sea and we have a very strong interest in the maintenance of peace and stability," Campbell said.



But China's top official at the Hawaii talks, vice foreign minister Cui Tiankai, warned that U.S. support of its partners in Southeast Asia "can only make things more complicated." "I believe some countries now are playing with fire. And I hope the U.S. won't be burned by this fire," Cui said, as quoted by The Wall Street Journal. Cui said that the United States should limit itself to urging "more restraint and responsible behavior from those countries that have been frequently taking provocative actions." While the United States and China often talk, the session on June 25 is the first to focus specifically on the Asia-Pacific region. The dialogue was set up during the top-level Strategic and Economic Dialogue in Washington in May.

Campbell said that the United States would also talk to China about its interactions with North Korea and Myanmar, two of the dynamic region's most isolated countries which both count on Beijing as their main source of support. But the talks are expected to focus on the South China Sea, strategic and potentially oil-rich waters where Beijing has sometimes overlapping disputes with Brunei, Malaysia, the Philippines, Taiwan and Vietnam.

Vietnam recently held live-fire military exercises after accusing Chinese ships of ramming one oil survey ship and cutting the exploration cables of another. The Philippines ordered its navy into the South China Sea - part of which it calls the West Philippine Sea - after accusing China of firing on Filipino fishermen and installing posts and a buoy in contested waters.

The United States plans joint exercises with the Philippines and a naval exchange with Vietnam in coming weeks, although U.S. officials have characterized the activities as routine. U.S. Secretary of State Hillary Clinton on June 23 pledged to assist the Philippines in modernizing its navy, whose flagship is an aging vessel used by the United States in World War II. "While we are a small country, we are prepared to do what is necessary to stand up to any aggressive action in our backyard," Philippine Foreign Secretary Albert del Rosario said June 23 with Clinton at his side. The United States a week earlier held talks with Vietnam, in which the former war foes issued a joint call for a peaceful resolution to disputes in the South China Sea. President Barack Obama's administration has focused on building ties with Southeast Asia, accusing the previous team of George W. Bush of neglecting the fast-growing and often U.S.-friendly region due to preoccupation with wars

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The **COSL Pioneer** seen in Port of Sandnes, Norway (Stavanger) – Photo: Dirk Bertens ©

The logo for Multiship Towage & Salvage features a stylized yellow and blue icon of two interlocking shapes. To the right of the icon, the text "MULTISHIP" is in large blue letters, with "TOWAGE & SALVAGE" in smaller blue letters below it. Below the logo, the website "www.multiship.com" and the phone number "+31 (0) 115 645 000" are listed. The background of the banner shows a large ship being towed by a tugboat, with a blue curved shape at the bottom.



The **ESEMBLE** seen moored in Rotterdam – Photo : Piet Sinke ©

Geen treinen door enorm cruiseschip

In verband met de doorvaart van een nieuw cruiseschip van de Duitse Meyer Werf naar de Eemshaven, is er van 29 juni tot en met 1 juli geen treinverkeer mogelijk tussen Nieuweschans in de provincie Groningen en het Duitse Leer. Arriva zet die dagen bussen in, zo maakte de vervoersmaatschappij vrijdag bekend.

Het gaat om het nieuwste schip van de Meyer Werf in Papenburg, de **Silhouette**. Het cruiseschip is 315 meter lang, 37 meter breed, telt dertien dekken en kan 2850 passagiers vervoeren. Om de **Silhouette** naar de Eemshaven te kunnen varen, moet de spoorbrug bij Leer worden weggehaald.



The **JRS MERKUR** seen in IJmuiden – Photo : H. Blomvliet (c)

Clean-fuel zone expanded to protect SoCal waters

State move aims to stop vessels from skirting fuel rules.

California regulators have expanded a clean-fuel zone to prevent cargo vessels from skirting the world's toughest ship pollution rules. Ship crews had been traveling farther out to sea to avoid the original zone so they could save money by using heavy, sludgelike fuels instead of more expensive, cleaner fuel. The Navy complained that by doing so, the ships were entering restricted areas where missile tests are conducted. To keep ships in compliance, the state Air Resources Board unanimously agreed Thursday to extend the regulatory zone farther than the current 24 nautical miles between the shore and the Channel Islands. The Navy complained that ships have been traveling around the island chain and through its Point Mugu Sea Range since California forced ships to switch from burning so-called bunker fuels with high levels of sulfur to more refined, low-sulfur fuels as they enter the buffer zone.

The Navy said the number of ships that entered the 36,000-square-mile restricted area jumped from an average of two a day to as many as 15 a day since the rules took effect in July 2009.

Capt. Aaron Cudnohufsky told the board at its meeting in Sacramento that the traffic delayed one major missile exercise. He predicted more conflicts as commercial shipping activity picks up. The ships from Asia traditionally travel between the Santa Barbara Channel and the shore on their way in and out of the ports of Los Angeles and Long Beach, which handle 40 percent of U.S. imports. Air regulators estimate that ships save about \$3,000 in fuel each time they travel outside the zone, even though the trip takes longer. Shippers opposed the zone expansion, saying it will require companies to retrofit tanks, pipes and engines. The staff at the Air Resources Board contends the rule will help shippers ease into federal and international ship pollution requirements that will go into effect in August 2012.

The international rule will establish a ship emissions control area 200 nautical miles off the U.S. and Canadian coasts. Environmentalists and public health groups said requiring ships to burn cleaner fuel will improve air quality in neighborhoods around the ports. The board's action sent "a message to shippers that avoiding regulations intended to save lives won't be tolerated," said Candice Kim of the Coalition for Clean Air. **Source : The Associated Press**

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The Malaysian **1503 SRI INDERA SAKTI** and **1504 MAHAWANGSA** seen moored in Lumut (Malaysia)

Photo : Ron van den Heuvel (c)

Navy ship back at sea after 2009 grounding

The USS Port Royal has a new captain and has been fixed since the accident



With a nearly brand-new crew and more than \$78 million in repairs, the Pearl Harbor-based cruiser **USS Port Royal** is back patrolling the Pacific. Most of the repairs stem from a 2009 grounding incident near Honolulu Airport's Reef Runway. Clad in dress whites, the crew lined the rail of the U.S. Navy warship Friday morning as it pulled away from a Pearl Harbor pier.

The deployment will take the 567-foot warship to the western Pacific and the Middle East over the next seven months. The ship's most recent deployment was in 2008. Only 10 percent of the 300 sailors who were on the 9,600-ton warship in 2009 are still aboard today.

Rear Adm. Dixon Smith, commander of Navy Region Hawaii and Naval Surface Group Middle Pacific, said Friday only one of 30 current officers was aboard during the grounding and that all of the cruiser's 30 chief petty officers -- the warship's core of senior enlisted sailors -- have been replaced through normal rotation. "This is a brand-new crew," Smith told reporters after the cruiser left Pearl Harbor.

Smith said that the Navy has moved on following the Feb. 25, 2009, incident, in which the warship ran aground at dusk a half-mile off the reef runway in 12 to 14 feet of water while transferring crew members to a smaller craft. The warship was lodged on the reef for three days and had to be towed to Pearl Harbor. It cost the Navy \$6.5 million to restore the reef. In February the Navy agreed to pay \$8.5 million to the state to settle the case.

The **Port Royal** had just completed an \$18 million refurbishment and was on the first day of sea trials in 2009 in preparation for a combat deployment when it ran aground. The grounding cost the Navy \$40 million in new repairs. The **Port Royal's** bow-mounted sonar dome was replaced; the ship's shaft, running gear and propellers were refurbished; the underwater hull was repainted; and there were structural repairs to the ship's tanks and superstructure.

Last year the Navy spent another \$20 million to fix cracks discovered in the **Port Royal's** aluminum alloy superstructure. "I've put it behind me," Smith said of the grounding. "We've moved forward. The ship has moved forward. It was an unfortunate incident that I think we all regret. We always learn from our mistakes, and I'd like to think we've taken the corrective actions that we needed to and we've moved on."

The admiral added the incident emphasized that "training is important" and "situational awareness is important." "We had to resharpen our focus," he said. Petty Officer 3rd Class John Lester, who served on the **Port Royal** until Thursday, was working in the ship's mess when it hit the reef. "It was as bad as everyone made it out to be," said Lester, 21. "It was a catastrophe. We all reported to our damage control stations as we were trained to do."

Petty Officer 3rd Class Larry Morris, 24, another crew member, who like Lester has moved on to another assignment, said the three days the **Port Royal** was stuck on the reef were "very rough" and "very tiring." Capt. Eric Weilenman now commands the **Port Royal**. He is the third **Port Royal** skipper since the dismissal of Capt. John Carroll, who was in charge of the warship at the time of the grounding. Three other officers and a sailor received nonjudicial punishment. The Navy's Safety Investigation Board found several factors contributed to the grounding, including an apparent failure to recalibrate navigation equipment. **Source : Staradvertiser**



The Danish **L 16 ABSALON** and her sister ship **HDMS Esbern Snare (L17)** are the biggest ships ever to serve in the Royal Danish Navy (RDN), and are the two members of the Absalon-class command and support ships. HDMS

Absalon is the flagship of the Royal Danish Navy. The two ships in the Absalon class, named after Danish archbishop and statesman Absalon, received full operational status in 2007. The ships are the first in a series of RDN vessels tasked with carrying out new types of missions, and are to form the backbone of the international operations that the RDN is increasingly focusing on. The Absalon-class ships are primarily designed for command and support roles, with a large ro-ro deck, while the following three frigates of the Ivar Huitfeldt-class will be equipped for a combat role and potentially equipped with Tomahawk cruise missiles, a first for the Danish Navy. Although similar to the Absalon-class vessels, the frigates will not have a large ro-ro deck. Scheduled for completion in 2008 and 2009, the frigates are to receive full operational status in 2010 and 2011, replacing the Niels Juel-class corvettes. [Photo : Ad de Kruijf ©](#)

Farewell To Arms

HMS Cumberland has been officially decommissioned by the Royal Navy in Plymouth. About 100 guests attended the event at Devonport. [HMS Cumberland](#) has been axed as part of the Strategic Defence and Security Review. Capt Steve Dainton said: "It is very sad to see a ship leave active service earlier than we expected."



HMS CUMBERLAND - Photo : Ian Shiffman ©

The Type 22 frigate arrived home for the final time in April after she helped evacuate refugees from Libya. Capt Dainton said: "[HMS Cumberland](#) has always been remembered as a friendly ship and this made her a 'family ship'.

"It was very fitting to have so many of our families here, and friends from her past and present to mark such a significant occasion [Source : ShipTalk](#)

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Hyundai Samho wins \$1.3 bln container ship order from NOL

South Korea's Hyundai Samho Heavy Industries said on Friday that it has won an order for 10 container ships worth a total of 1.4 trillion won (\$1.3 billion) from Singaporean shipping company Neptune Orient Lines Ltd. The 10 vessels with a capacity of 13,900 twenty-foot equivalent units were scheduled for delivery from June 2013, Hyundai said in a statement. **Source: Reuters**

Turkey: Besiktas Shipyard Launches Third Tanker of Armada Series Ordered by Palmali Group

Yalova-based Besiktas Shipyard (Turkey) June 24, 2011, launches the third tanker of Armada series ordered by Palmali Group, the shipping company's senior executive told PortNews. Vice President of Palmali Group Rauf Aliyev said the tanker was named **Lerik**. Earlier, the Group had increased from 10 to 15 vessels its Armada series newbuilds order (Project RST22M). The ships are scheduled for delivery at the end of 2013.

As of now, 2 vessels of the series have been put into service, the shipping company said. The tanker series is a continuation of the Project 005RST01, known as the "Armada" of the first series, previously designed by Marine Engineering Bureau for Palmali Group and built at the shipyards of Selah and ADA in Tuzla (Turkey) in 2002 -2006. This an updated version of the 2nd series tankers (Project RST22), which were built at Nizhny Novgorod-based KrasnoyeSormovo in 2008-2009.

Ten tankers of the first Armada and five tankers of the New Armada are operated in the mixed "river-sea" transportation of crude oil, fuel oil, diesel fuel and other petroleum products and vegetable oils, as well as sea borne shipping in the Caspian, Black, Mediterranean, Baltic and North Seas, including sailings around Europe and in the Irish Sea in winter. The new series tankers satisfy the Volga-Don Canal and the Volga-Baltic dimensions. RST22M project vessel specifications – 139.95 m, breadth – 16.6 m, depth – 6,0 m; built to 'Volga-Don max' class. Palmali Group is a shipping company operating in the Mediterranean, Caspian and Black Seas. Last year, shipments of oil cargo on Russia's inland waterways by the Group's fleet exceeded 4,5m tons. Palmali Group is a major carrier of oil companies SOCAR (Azerbaijan) and LUKOIL (Russia) on the southern lines. The Group has been awarded long-term contracts for transportation of petroleum products with TNK-BP. The Group operates a fleet of more than 100 vessels, including sea-going tankers of up to 180,000dwt, sea-going and river tankers of up to 8,000dwt tons flying Russia and foreign flags. **Source: Port News**



The newbuilding motor yacht **TANGO** seen at the synchrolift in Rotterdam – **Photo : Peet Gralla ©**

Chinese shipyards face power shortages

Chinese shipbuilders are now facing summer electricity shortages, the most severe power shortages in nearly a decade. Ship construction delays are on the cards, Seatrade Asia reported. Moreover, the government has raised

power prices for industrial, commercial and agricultural users in 15 provinces as of 1st this month. Shipyards in Jiangsu and Zhejiang provinces are said to be building ships at night avoiding day times when electricity usage is very high.

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The **HAM 317** seen rainbowing off Kijkduin (Dutch Coast) at the Zandmotor project – Photo : Anko Gils ©

Rob Grool steps down at Wallem

One of shipping's more vocal characters, **Rob Grool**, has stepped down as group managing director of Hong Kong-based Wallem Group. Grool, who held the position as boss of one of Hong Kong's best known maritime firms for nine years, is being replaced by Simon Doughty (pictured). During his tenure Grool, a Dutch citizen, saw Wallem's managed fleet grow to more than 350 vessels.

Sources in Hong Kong tell Seatrade Asia Wallem has been hunting possible shipmanagement acquisitions recently. Doughty said that his focus will be on leading the group in further improving customer service and seeking new business opportunities. "Wallem has a huge opportunity to provide wider services to existing and potential customers

who today need to outsource in order to survive. "The opportunities are broad and changing and Wallem has the expertise to provide solutions to the challenges facing our customers." Since 2005 Simon Doughty, 50, has held the position of managing director for Wallem Shipagencies, a division of the Wallem Group operating in 11 countries throughout Asia. Prior to joining Wallem, he was managing director of Inchcape Shipping Services' (ISS) country offices in the Middle East, South America and Americas. **Source : Seatrade Asia**



The **COSTA LUMINOSA** enroute St.Petersburg seen passing the **SOLITAIRE** – Photo : Crew Solitaire ©

Torm's fleet market value down

TORM will in its Form 20-F for 2010 to The US Securities and Exchange Commission publish the market value of the fleet as of 31 December 2010, the Company's press release said. Based on brokers' valuations, TORM's fleet including the order book had a market value of USD 2,563 million as of 31 December 2010. This is USD 482 million less than book value.

This does not give rise to a change in TORM's book values, which are in accordance with IFRS. Copenhagen-headquartered TORM was founded in 1889. Currently, Torm is one of the world's leading carriers of refined oil products, such as gasoline, jet fuel, naphtha and diesel oil. The Company is also a significant player in the dry bulk market. Torm's fleet comprises approximately 130 product tankers with deadweight ranging from 37,000 to 110,000 tons.

Source : PortNews



Spliethoff's **SCHELDEGRACHT** seen arriving in Willemstad (Curacao)

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

Diana Containerships Inc. Announces the Delivery of the Panamax Container Vessel, m/v Maersk Malacca

Diana Containerships Inc. a global shipping company specializing in owning and operating containerships, announced that the Company has taken delivery on June 22, 2011 of a Panamax container vessel, the m/v "**Maersk Malacca**," a 1990-built vessel of 4,714 TEU capacity. As previously announced, the **Maersk Malacca** is chartered to A.P. Moeller-Maersk A/S for a period of minimum twenty-four (24) months plus or minus forty-five (45) days at a daily rate of U.S.\$21,450 less a 2.25% commission. The charterer has the option to employ the vessel for a further twelve (12) month period plus or minus forty-five (45) days, at a daily rate of U.S.\$25,000 less a 2.25% commission starting twenty-four (24) months after delivery of the vessel to the charterer. The employment of the vessel is anticipated to generate approximately U.S.\$14.5 million of gross revenues for the minimum scheduled period of the charter.



HAM 318 sailing towards shore connection DAS Island during late season Shamal.

Photo : Crew **HAM 318** (c)

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The **MERMAID CHALLENGER** seen departing from Rayong (Thailand) - Photo : Gerrit Jan Pronk (c)

Sri Lanka secures \$2.5 bln in port investments-official

Sri Lanka has secured around \$2.5 billion in local and foreign investment for the island nation's port expansion and related infrastructure, the head of country's ports authority said. It is Sri Lanka's largest investment since the end of a 25-year war and comes as the \$50 billion economy emerges from the end of a 25-year war. "We have already secured around \$2.5 billion (of) investment," Sri Lanka Ports Authority Chairman Priyath Wickrama told Reuters. "This investment is bigger than the foreign direct investments to Sri Lanka. We will sign the agreements shortly."

The investment includes around \$1 billion for the island's newly built port, \$700 million for a port city on a reclaimed sea front, \$500 million for port expansion in the commercial capital Colombo and \$100 million for a cargo village, Wickrama said.

Sri Lanka has been investing heavily on long-neglected infrastructure to woo foreign direct investment, which has not picked up as expected so far despite the end of the war. However a newly built port in the island nation's deep south city of Hambantota commissioned last year with the help of Chinese loan has attracted more investments. Hambantota port has attracted \$952 million from 15 investors as it is expected to attract more ships compared to other regional ports," Wickrama said, adding it will have more business once commercial bunkering started shortly. "After August, the port will be fully operational." "We have also found an investor for the port city for a volume of \$700 million. We will reclaim around 500 acres of land from the seafront and lease it for 99 years. We expect global business to come and construct their headquarters there," he said without naming the investor. The island nation is also expanding its commercial Colombo port with around \$500 million deal with China Merchants Holdings and local conglomerate Aitken Spence to boost cargo-handling capacity, Wickrama said. "We hope to increase the investment to \$5 billion by (the) next five years and we hope to increase our contribution to 40 of the GDP (gross domestic product) from the current 10 percent." **Source: Reuters**



The tug **Pieter L** seen passing the Breediep – Photo : Leen van der Meijden ©

Hallin awarded urgent pipeline repair project

Hallin Marine has been awarded a subsea pipeline repair project offshore West Africa. Working on behalf of a major oil company, Hallin is providing overall project management and engineering, the subsea operations vessel **Ullswater**, repair equipment plus a saturation diving team, to support the urgent repair of a 20in water injection pipeline offshore Malongo, Angola.

The contract was awarded following successful projects previously completed by Hallin in offshore Angola. Mike Arnold, Managing Director of Hallin West, said: "This is a typical project for our West Africa project team and shows the effectiveness of Ullswater for this type of project. "The vessel is strategically placed for work in West Africa as part of our ongoing commitment to the region".

A recent addition to the Hallin fleet, **Ullswater** is a modern subsea vessel incorporating an integral 15-man saturation diving system. With a length of 78m and a 20.4m beam, the vessel incorporates DP2 dynamic positioning and can accommodate up to 120 personnel. Source : Offshore Shipping Online



The **NAVIGO** seen outbound in Ijmuiden – Photo : Simon Wolf ©

VAARWEEKEND OP DE BRAAKMAN



Boven en onder een foto van het vaarweekend op de Braakman, georganiseerd voor de 3de maal door de Zeeuwse Scheepsmodelbouwvereniging "Zuid-ZuidWest" uit Terneuzen op zaterdag 4 en zondag 5 juni jongstleden.

Boven de tanker **Sabrina** wordt door de **Martine Letzer** en de **Walcheren** van voor en als achterboot **de Smit Zweden** naar de zeesluis van Terneuzen begeleid. Onder de Sabrina welke de sluis in komt.



Foto's: Frank de Paauw ©



Above seen the 2009 built LBY flag and GNMTC owned chemical/oil products tanker **CARTAGENA** anchored offshore Malta on Friday 17th June, 2011. She was bought in June 2009 and her former name was **OCEAN COMMAND**.

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

.... PHOTO OF THE DAY



Matador 3 lifting a knuckleboom crane from Huisman yard crane for transport

photo: Martijn Telman / Calamity Jane (c)

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