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The MSC SARISKA seen outbound from Antwerp passing Terneuzen

Photo : Alain Doods – www.tugspotters.com (c)

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EVENTS, INCIDENTS & OPERATIONS

A photograph showing two large yellow spools of cable or rope on the deck of an offshore support vessel. Two workers in red safety gear are visible near the spools.

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The **FLINTER AMERICA** seen at the Oude Maas near Barendrecht (Netherlands) **Photo : Michel Kodde (c)**

Specialized vessels are leading new building orders as ship owners seek to diversify

Every week more and more new building orders are being contracted for specialized vessels, especially in the container and offshore segments, in sharp contrast to what had been the norm in recent years, with dry bulk carriers and tankers leading the foray. According to the latest report from Clarksons, "following a short period of significant quietness, the container market, once again is dominating the headlines in terms of reported business. Not only have NOL finally signed up to their significant order at Samho, an order fiercely contested by not only the major Korean Yards but also those in China, it is China that have lead the headlines towards the end of the week. They have reaffirmed their position to be open for business and are now offering the same level of support to the German Owners as they have been so vocal in offering to the Greek market over recent times" said the world's leading shipping researcher.

It went on to mention that "we have seen the State Chinese Bank, the China Development Bank flexing its muscles and offering a reported USD 1 Billion credit line to the Peter Döhle Schiffahrts KG, thus allowing them to put a letter of intent in place with the ever active Jiangsu New Yangzijiang Shipbuilding (JNY) for a long series of 10,000 TEU Vessels. This is a great show of strength by the Singaporean stock listed JNY making their presence even greater in the large container sector, following their potential USD 2.5 Billion order with Seaspans earlier in the month. It will be interesting to see over the coming months if the Chinese Yards are able to win more and more of the Korean Yards bread and butter business of larger container ships.

In terms of reported business; In Containers, Neptune Orient Lines (NOL) are reported to have ordered a series of 10 x 14,000TEU Container vessels which have been placed at Hyundai Samho. The vessels are preliminarily scheduled throughout 2013 & 2014 and are believed to be priced in the region of USD130 Mill per vessel. NOL are also reported to have signed an additional pair of 9,200TEU Vessels at DSME to be delivered in 2013. Sinotrans are reported to have signed a pair of 1,100TEU container ships at Qingshan Shipyard for deliveries in 4Q 2012, though understand these were in fact signed in April 2011. In addition, we also understand that TS Lines have ordered 4 x 1,800 TEU Vessels at CSBC due to deliver from End 2012 and throughout 2013, like the Sinotrans business though we understand this was signed back in April too.

Finally in Wet, Tankers Inc have signed a deal for 2 option 2 x 75,000dwt Product carriers at Dalian Shipbuilding (DSCI). The vessels are all due to be delivered within 2013 and believe pricing will be in the region of USD 45 Mill" concluded Clarkson's.

In a similar report, Golden Destiny said that Hellenic investment plans have shown some strength this week in the newbuilding scene, with some market players focusing their interest on more specialized segments. "Greek owner Karlog Shipping Co. has placed an order in the bulk carrier segment for a handysize unit of 35,000 dwt in Chinese yard, Nanjing Dongzhe, for delivery in May 2012 at an undisclosed contact price. In the offshore segment, George Economou's Ocean Rig is said that is going to expand its drillship newbuilding tally by taking up an option at Samsung Heavy Industries at an estimated price KRW 635bn (\$604mil) for delivery in the fourth quarter of 2013. It is worth mentioning, that Greek players have started to reconsider their interest in the LNG segment and some newbuilding activity has seen some time ago by Angelicoussis gas shipping arm Maran Gas Maritime and Dynagas of George Procopiou" said the shipbroker.

In terms of worldwide deals, Golden Destiny mentioned that in the bulk carrier segment, some deals emerged this week with dry units grasping this week's lion's share, 32% of the overall contracting activity. In the tanker segment, the MR size seems to have won recently some of investor's interest and there are some expectations that the high levels of demand for oil and oil products from energy-hungry emerging companies may bring in the future more volume of tanker newbuilding business. Overall, the week closed at similar week's levels with 22 units reported worldwide, down by 60% from last year's weekly activity when 55 new orders had reported worldwide with bulk carriers grasping 75% of newbuilding business. In terms of invested capital, it is difficult to estimate this week's value of investments and which sector is the most overweight, since 50% of the total volume of newbuilding transactions are reported at an undisclosed contract price" said the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **FAR SWORD** seen anchored of Dampier (Australia) – **Photo : Roel Scholma (c)**

Leakage repaired: Taimyr sails again



Here is Russia's nuclear powered icebreaker "**Taimyr**" on its way out of the Kola bay towards the Kara Sea after nearly two months of repair following a radioactive leak.

This image of the nuclear powered icebreaker "Taimyr" sailing out the Kola Bay was taken Sunday evening. **Photo: Thomas Nilsen**

"**Taimyr**" sailed from its homeport in Murmansk Sunday evening, and speeded out the Kola bay before it set its course northeast in the Barents Sea towards the Kara Sea and Yenisei River.

The single-reactor icebreaker got a leakage of cooling water from one of the pipes in the reactor compartment while she was operating north of

Dudinka in the Yenisei River on May 3. "**Taimyr**" aborted its mission and sailed back to Murmansk where she has been under repair at Atomflot, the homeport of Russia's nuclear powered icebreakers just north of the city centre in Murmansk. While "**Taimyr**" has been under repair at Atomflot, the other similar river icebreaker "**Vaigach**" has assisted vessels through the ice-covered waters north on the Yenisei River. Last Saturday, the newest of the nuclear powered icebreakers "**50 Let Pobedy**" sailed from Murmansk towards the North Pole with tourists. The North Pole nuclear cruises with tourists' takes place every summer and this year 35 of the passengers were Chinese. The rest of the fleet of nuclear powered icebreakers are currently at port in Murmansk awaiting the sailing season along the Northern Sea Route to start in July **Source : BarentsObserver**



The IHC-Merwede built **ISANDLWANA** seen departing on the 28 June from Richards Bay to East London in South Africa. **Photo : Ferry Hoogvorst (c)**

Former Lloyd's Register Executive John Curley joins RESOLVE SALVAGE & Fire (Europe), Ltd.

RESOLVE Marine Group, Inc. (RESOLVE), a leading marine salvage and emergency response company with worldwide operations, has announced that John Curley has joined the company as Commercial Director for RESOLVE Salvage & Fire (Europe), Ltd. (RSFA). As Commercial Director of RSFA, Curley is the corporate representative and industry liaison for RESOLVE and its subsidiary companies. In addition to facilitating delivery of services to the company's OPA90

clients, Curley will promote RESOLVE's worldwide marine emergency response, salvage, wreck removal and other marine services to ship owners, operators and other shipping industry interests, as well as maritime underwriters and P&I Clubs in the U.K. and worldwide. Curley is resident at RESOLVE's U.K. operations base in London. Curley joined RESOLVE following a 26-year career with Lloyd's Register (LR) where, as Head of Global Sales and Marketing, he managed LR's global business development and sales initiatives, specializing in maritime consulting services for ship owners. He brings extensive experience in international business development to RESOLVE, with emphasis on the Southeast Asia, Middle East and Africa ship-owning communities. Throughout his shipping industry career, which began as a marine engineer with BP Tankers, Curley has been able to develop a wide range of marine business opportunities with a majority of key global ship operators and ship yards, applying his unique blend of regulatory experience, technical knowledge and commercial focus. Curley is a Chartered Engineer with the UK Engineering Council and a registered professional Engineer with the Engineering Council of South Africa. He is a Fellow of both the Institute of Mechanical Engineers and Institute of Marine Engineering, Science and Technology. RESOLVE MARINE GROUP is a multi-faceted marine services group specializing in marine salvage, firefighting, emergency response, wreck removal and maritime training, worldwide. Dedicated to the protection of life, property and the marine environment, RESOLVE delivers OPA90 Vessel Response, Marine Salvage and Firefighting, Wreck Removal, and Marine Services through its three subsidiaries: RESOLVE Salvage & Fire, RESOLVE Marine Services, and RESOLVE Maritime Academy. RESOLVE's China joint venture, Shanghai RESOLVE- Shengmin OSRO Company (SRSOC), will deliver Class 1 Oil Spill Response, Hazardous Materials Response Management and Cleanup services in China. To learn more about RESOLVE, visit www.resolvemarine.com



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Above seen the 2008 built MLT flag cruise liner **CELEBRITY SOLSTICE** entering Grand Harbour, Malta on Wednesday 29th June, 2011 and approaching astern to berth at Valletta Cruise Port pinto 4 and 5 wharves for the second time this year **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Tanker rates for Asian routes seen weakening

Less imports ahead given IEA's planned release of stockpiles

Rates for oil tankers on key Asian freight routes are expected to weaken over the next week, pressured by the IEA's release of emergency stockpiles of crude and refined fuel products, shipbrokers said yesterday. Rates on the benchmark Very Large Crude Carrier (VLCC) export route from the Middle East to Japan tumbled to a one-month low of W52.82 on Monday after hitting a three-month high of W59.48 last week.

The market came under pressure from the IEA's announcement last week that it would release up to 60 million barrels of oil from emergency reserves over the next 30 days. The release of supplies from its 28 industrialised members means less imports in the short-term. 'With tanker markets mired in a trough market . . . at face value this development would have negative implications with ripple effects being felt for at least two months,' said broker firm Charles R Weber.

'Indeed, making accurate revisions to tanker demand projections is hampered by the unpredictable nature of such sales.' Analysts, however, believed that the IEA's action could help support freight rates in the medium-term if China decides to increase crude purchases to take advantage of falling oil prices. 'We believe lower crude prices will surely be positive midterm through improved refinery margins, especially for Chinese traders that are highly price sensitive,' said RS Platou Markets in a research report.

'A fall in crude prices could also lead to higher oil imports by China as the country will likely add to its already announced strategic oil reserves.' The Baltic Exchange's rate for 260,000-tonne crude tankers from West Africa to China plummeted to a fresh 2011 low of W49.10 from W52.77 last week. Rates for 80,000-tonne aframax tankers from South-east Asia to East Coast Australia edged up to W96.94 from W96.39 last week.

Clean rates for Long Range (LR1) tankers on the benchmark Middle East to Japan route rose to a two-week high of W126.42 on Monday from W123.69 last week as strong fuel oil and diesel markets helped offset weakness in naphtha shipments. 'Sentiment is firm following a rally last week and a good clear out of some of the tonnage,' said broker firm ICAP. Similar to the crude freight market, clean tankers could come under pressure from the release of IEA stocks. South Korea will start to release 3.46 million barrels of oil, consisting of two million barrels of crude and 1.46 million barrels of refined fuel products, as early as yesterday, a source at the economy ministry said. In the intra-Asia market, medium range (MR) tankers travelling from Singapore to Japan fell to a two-month low of W146.64 from W151.21 last week. The Baltic Exchange's rate for South Korea to North America's West Coast eased to US\$31.07 a tonne from US\$31.23 last week. **Source : Reuters**

Neeltje Struijs in actie tijdens noodweer.



Foto : KNRM Stellendam.

Dinsdag 28 juni om 17.49 uur werd de bemanning van de reddingboot **Neeltje Struijs** van KNRM station Stellendam door het Kustwacht Centrum gealarmeerd voor een bootje met motorstoring op het Spui t.h.v. Oud Beijerland.

Er werd uitgevaren bij mooi weer en 28 graden. Ter plaatse gekomen bij de **RIB Dolphin 7** van 7,00 meter lengte en met 1 persoon aan boord, was de **Torbay** van de Hellevoetse reddingsbrigade al 10 minuten eerder ter plaatse en had de RIB op sleep. De sleep werd door de reddingboot overgenomen en de opvarende van boord gehaald.

Omdat het weer verslechterde werd de bemanning van de **Torbay** het advies gegeven om terug te gaan naar station. Dit bleek geen overbodige luxe te zijn want enige tijd later brak het noodweer los, onweer en zware windstoten met een windkracht van ongeveer 7. Om de bemanning van de Neeltje en de geredde niet in gevaar te brengen werd snel een schuilplaats gezocht. De RIB werd langsij genomen en beschutting gezocht in de jachthaven van Zuidland. In de jachthaven was een trailerhelling en de RIB moest toch weggebracht worden voor reparatie. De eigenaar heeft overleg gevoerd met de havenmeester die er mee instemde om de RIB daar af te meren zodat de eigenaar hem de volgende ochtend op kon halen. Het onweer was inmiddels grotendeels voorbij. De RIB werd afgemeerd en de eigenaar meegenomen naar Stellendam. Tussen de buien door is de **Neeltje Struijs** richting station gegaan. De eigenaar van de RIB werd afgezet bij de jachthaven en de reddingboot keerde terug naar station. Als dank is de eigenaar donateur van de KNRM geworden.



The **ULUSOY 9** seen moored in Rotterdam – Photo : Bas van Hoorn (c)

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The **TAUCHER-O-WULF 5** seen arriving with the **ATLANTIC** in IJmuiden – Photo : Willem Koper (c)

Ralph Coton

It is with great sadness that the [Shipowners' Club](#) announces the death of their Business Services Director, [Ralph Coton](#) after a long and brave battle with illness. Ralph gained a nautical studies degree at Southampton University and then followed a 16 year career in the Merchant Navy, before leaving as a qualified Master. After a short period as a marine surveyor, Ralph joined Shipowners' Claims Department in June 1987. He spent four years in the late 1990s setting up the Club's Loss Prevention Department before returning to the Claims Department as Manager. He joined the management board in 2006, becoming Business Services Director, while retaining board oversight of claims. Ralph's wide-ranging experience, curious mind and insightful analysis were always geared towards finding solutions to Members' and colleagues' problems and he was completely committed to providing the best possible service to Members at all times. Ralph's unique capability and sunny personality will be much missed by his many friends in the marine industry worldwide, his colleagues at the Club and within the International Group where Ralph was always an active and vocal participant at subcommittee meetings.

NAVY NEWS



Above seen the [L 3015 LECONI II](#) at Brest for seatrails, The landing craft is ex Island Harvester, rebuild by CIB of Brest and delivered to the Marine of Gabon. [Photo : Jacques Carney \(c\)](#)

Russia successfully tests new nuclear missile

Russia successfully tested on Tuesday its new Bulava intercontinental missile which Moscow aims to make the cornerstone of its nuclear arsenal over the next decade. The Defence Ministry said the 12-metre long Bulava, or Mace, fired from a submarine near Russia's border with Finland, successfully hit its target some 6,000 km (3,370 miles) away on the peninsula of Kamchatka in Russia's far east.

"The launch was successful in all respects. The Bulava missile delivered its warhead to the target area in the Kura testing site in the Kamchatka Peninsula region," spokesman Colonel Igor Konashenkov told Interfax. The Bulava, which will face four more trials this year before being introduced into service this year or next, had failed half of its previous fourteen trials, calling into question the expensive missile programme. Russia is looking to modernise its rusting armaments, and Prime Minister Vladimir Putin has promised to spend nearly 20 trillion roubles (\$710 billion) over the next ten years to upgrade the country's crumbling armed forces.

The launch was carried out on Tuesday from the [Yuri Dolgorukiy](#) submarine, a new generation of Borei-class vessels, designed to carry to Bulava missiles, which weigh 36.8 tonnes and can travel a distance of 8,000 km (5,000 miles). One missile can hold 6-10 nuclear warheads, which would deliver an impact of up to 100 times the atomic blast that devastated Hiroshima in 1945. (\$1 = 28.222 Russian Roubles) [Source : Reuters](#)



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HMS Portland F79 [Duke Class Type 23 Frigate] made a courtesy call in Leith last weekend 25th & 26th June for Armed Forces Weekend in Edinburgh. The Cruise Ship berthed astern of her is the **Minerva**.

Photo : Iain Forsyth (c)

Babcock to Test Phalanx 1B CIWS on HMS Daring

Babcock is to set the first Phalanx 1B close-in weapons system (CIWS) to work following a successful installation on the UK Royal Navy Type 45 destroyer, **HMS Daring**. The Phalanx 1B CIWS installation will take two weeks followed by six weeks of naval weapon sea trial (NWST) testing including a towed target firing. The weapon system is a rapid-fire, computer-controlled radar and 20mm Gatling gun system fitted with a side-mounted forward-looking infrared camera (FLIR) to defend against surface targets, anti-ship missiles and slow air targets. The company has also installed two upgraded systems on Type 42 destroyer **HMS York** and on fleet replenishment ship **RFA Fort Victoria**. The Type 45 destroyers are equipped with a comprehensive suite of weapons and equipment including the principal anti-air missile system (PAAMS), the 4.5in mk8 mod 1 gun system and the surface ship torpedo defence system. Babcock is also

under a ten-year support contract for the 36 Phalanx systems in addition to providing the 1B upgrade installations.
Source : [naval-technology](#)

The French Connection

The British Royal Navy (RN) has 30 of its carrier pilots learning French, so that, five at a time, they can serve on the French nuclear carrier **Charles de Gaulle** (where the Brits will learn to fly Rafale aircraft). A similar program has been set up with the U.S. Navy. Thus for the next decade, Britain will have four of its naval aviators serving on American aircraft carriers, to maintain Royal Navy knowledge of how pilots operate jet aircraft off carriers. The British naval officers will learn to fly F-18s in order to do this. While Britain and the U.S. regularly exchange fighter pilots, this is a special case. In the past, RN pilots flew Harriers. But now they will fly F-18s, and perhaps F-35s as well. After two or three years with the American fleet, the RN pilots will return to Britain. Apparently, the same deal will apply for the RN pilots serving with the French fleet. In both cases, the program is mainly in place to provide better understanding between Britain and the fleet they are exchanging pilots with. However, during the next decade, there will be no British carriers for French or American exchange pilots to operate from. That's because, earlier this year, the Royal Navy retired all its Harrier aircraft and the last aircraft carrier that the Harriers operated from. That presented a problem, as the first of two new carriers won't enter service for a decade. The admirals knew that once the new carrier (**Queen Elizabeth**) entered service, a new generation of pilots would have to be trained to take off and land on a carrier. While the Harriers could land and take off like a helicopter, they often took off (via a "ski jump" flight deck) so they could carry more weight (especially bombs) into action. The new carriers were originally going to have the F-35B which, like the Harrier, can take off like a helicopter, or by rolling down a carrier flight deck. But that has been changed, for economic reasons, to the F-35C, which operates like the F-18E (no helicopter type operations). The **Queen Elizabeths** will have a catapult, like current American carriers do (and pre "ski jump" British carriers did as well). The current steam catapult was designed by a British naval officer in the 1950s, and were essential for launching the heavier jet aircraft. The British eventually abandoned the large carriers, and steam catapults, because of cost. But the new **Queen Elizabeth** class carriers are 58,000 ton ships, and a return to the use of big carriers equipped with steam catapults. Each of these ships will carry 34-45 aircraft and helicopters and be able to handle about 110 flight operations every 24 hours (mainly with F-35C). The British know from experience that it's easier to train new pilots with experienced Royal Navy carrier pilots. Thus the need to maintain that experience by having British aviators flying F-18s off American carriers until the new British carriers arrive. Source : [strategypage](#)

New Zealand Navy Ship visits Ho Chi Minh City

The visit aims to strengthen friendly relations between the countries of Vietnam and New Zealand as well as their navies. The New Zealand Navy Ship HMNZS **TE MANA** with 27 officers and 148 crew members on board docked at Ho Chi Minh Port on June 27. The ship will stay in Ho Chi Minh City through July 1 and will meet with leaders of the Ho Chi Minh City People's Committee, the High Command of Military Zone 7, and the High Command of the Navy in Ho Chi Minh City. They will take part in friendly volleyball matches with the Naval Technology High School and visit some historical and cultural sites in the city. This is the fourth time a New Zealand Navy Ship has visited Vietnam.

Source : [vovnews.vn](#)

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The AHT Tugs **Fairmount Glacier** and **Fairmount Alpine** seen in the Eldock Durban RSA

Photo : Willem Kruk ©

Krasnoyarsk Shipyard to build 25 ships for Yenisei Shipping

Krasnoyarsk Shipyard was awarded a contract for building 25 ships for Yenisei River Shipping Company" (ERP). The ships are scheduled for delivery in 2015, the Krasnoyarsk Governor's press office reported. The enterprise is currently reconstructing the building berth. The shipbuilder plans also to upgrade its machinery equipment. The company expects revenues for 2011 to exceed RUB 250 million.

Major stakeholders of the shipyard are Yenisei River Shipping Company, MMC Norilsk Nickel, gold mining company "Polus" and Vankorneft. OJSC Krasnoyarsk Shipyard was founded in 1929. Since then the company has built more than 3,000 vessels. In 2010, Krasnoyarsk started construction of specialized containers. Now the company employs over 270 people.

JSC Yenisei River Shipping Company is the main carrier of the goods on the waterways of the Yenisei River basin. The company owns and operates the largest in the region dry cargo and tanker fleet, about 650 vessels with total capacity of about 680,000dwt. In 2010, the operator transported about 3,3 million tons of cargo. The main shareholder of JSC ERP is MMC Norilsk Nickel. **Source : PortNews**

Admiralty Shipyards plans keel-laying of Mistral warship for December

A keel-laying ceremony at USC's Admiralty Shipyards of the first helicopter carrier of Mistral class is scheduled to be held this December, USC's head said on Wednesday. President of United Shipbuilding Corp. Roman Trotsenko, who attended the IMDS-2011 in St. Petersburg, told reporters that USC will build the warships stern, which will be assembled at STX France. He said the Corp.'s share in production of the first two vessels would be 40%. Roman Trotsenko said the expected relocation of some of Admiralty Shipyards facilities to Kronstadt (St. Petersburg) will not prevent the order execution. **Source : PortNews**

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The **AMY** (ex. VOS Crusader / Viking Crusader) seen moored in Beverwijk – Photo : Marco Leistra ©

Keppel clinches Brazilian shipbuilding contracts

Ahead of its anticipated opening in 1Q2012, Keppel Singmarine Brasil (KSM Brasil) has secured two newbuild contracts covering seven vessels worth about S\$140 million (\$113m) from fleet operators in Brazil. KSM Brasil is Keppel Offshore & Marine Ltd's new 7.6-ha shipbuilding facility in the state of Santa Catarina, and is to specialise in constructing Offshore Support Vessels (OSVs) such as Anchor Handling Tug Supply (AHTS) vessels, Platform Supply Vessels (PSVs), Oil Recovery Support Vessels and harbour/terminal tugboats. The new facility in Brazil is also able to fabricate offshore steel structures and support major projects undertaken by Keppel's BrasFELS yard in Angra dos Reis.

The first contract entails building a series of six 45-tonne bollard pull twin-screw Azimuth Stern Drive (ASD) harbour tugboats, for **REBRAS - Rebocadores do Brasil S.A. (SMIT Rebras)**. Keppel Singmarine has been building harbour tugs for Smit in Singapore for the past 20 years and that cooperation is now "deepened and expanded to the new frontier in Brazil," says the company. In the second contract, the yard will construct a large-sized 4500dwt PSV based on its proprietary MTD 9045P-DE design for Keppel O&M's Brazilian ship-owning arm, **Guanabara Navegacao Ltda (GNL)**. This is the first vessel constructed under the business model to build Offshore Support Vessels in anticipation of demand in Brazil, and such vessels will be offered for bare-boat charter or sale upon completion.

Mr Hoe Eng Hock, Executive Director of KSM Brasil, commented, "Petrobras will need over 100 Brazilian-built offshore support vessels by 2020, to facilitate the exploration and development of the Santos Basin's deep water pre-salt fields. We see a growing market for purpose-built support vessels that can operate safely and efficiently offshore Brazil."

Source : Seatrade Asia

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Mega boxship CSCL Star calls at new Red Sea Gateway Terminal



Photo : Hans Schaefer (c)

Newly opened Red Sea Gateway Terminal (RSGT), Jeddah Islamic Port's flagship terminal, received the world's largest containership vessel **CSCL Star** on its first Red Sea call on Tuesday (21st June 2011). With a declared capacity of 14,100 TEU, the **CSCL STAR** is one of the world's largest container ships. Built by Samsung Heavy Industries, and delivered in January 2011, it has a length of 366 metres, and a width of 51.2 metres, or 20 rows of containers across the deck, AME Info reports. The vessel boasts a gross tonnage of 150,853, and a draught of 14.5 metres, making **CSCL Star** the largest container vessel ever to call in the Jeddah Port.

The arrival of **CSCL Star**, over and above the increasing number of Ultra Large Container Ships of 10,000+TEUs visiting RSGT, is a clear sign of the attraction this 2 million TEU, Green-field container facility has brought to Saudi's busiest port. RSGT, which started commercial operations at the end of 2009 and steadily built up to full operations during 2010, has dedicated deep water navigation channel with a draft up to -16.5m, and is well placed to handle the next generation of Triple E- Class mega vessels (18,000+ TEU) soon to be deployed. Prior to RSGT these giant container ships were restricted from berthing due to the draft and breadth restrictions.

The port of Jeddah is the primary shipping hub within the Red Sea region and of key significance for the Kingdom's growing economy and increased trade demands. In 2010 mainly due to RSGT's increased capacity, the port handled 3.9m TEUs of container traffic, an increase of almost 24% compared with the 3.0m TEUs handled in 2009.

Transshipment carried out in Jeddah jumped by more than 40% in 2010. As a result Jeddah overtook Salalah to become the Middle East's second busiest container port after Dubai.

A further increase is likely this year, with Jeddah handling over 867,000 TEU in the first three months of 2011, 7% more than in the equivalent months of 2010. It's worth noting that container traffic at the terminal has reached a total handling volume of almost 1.0 million TEU this month.

Saudi Arabia is currently undergoing multi-billion dollar infrastructure projects including \$400bn to be spent in the five years to 2013, and over \$130bn to be spent on social and infrastructure projects.

CSCL Star is the first of eight of the world's largest new container ships whose capacities of 14,100 20-foot equivalent units to be deployed by the carrier. 5 units are being delivered by Samsung Shipyard in Koje, South Korea in 2011. Recent media reports do not exclude that vessels of 18,000+ TEU capacity could be of interest to China Shipping in future by Mr. Hongzhou Zhao, Vice President China Shipping. **Source : PortNews**



The newbuilding hull of Hartman's **ATLANTIC** homeported Urk - **Photo : Willem Koper (c)**

AET in aframax conversion deal

MISC's tanker arm AET is convert two aframax tanker newbuildings for carbon capture. AET has signed a 20-year contract with Marine Well Containment Co (MWCC) to supply two modular capture vessels for hydrocarbon capture services in the event of a deepwater well control incident in the US Gulf of Mexico. The Malaysian-owned shipping company is converting two aframax newbuildings from Tsuneishi Tadotsu shipyard in Japan. The two vessels will trade as ordinary aframax tankers when not required by (MWCC). "Working with AET, which has a major presence in the US Gulf, was a natural fit. These capture vessels, which can process, store and offload the oil to shuttle tankers, are a key element in our expanded containment system," said Marty Massey, ceo of MWCC. **Source: Seatrade-Asia**

Greek dockworkers begin 48-hour strike

Greek dockworkers are taking part in a 48-hour general strike and nationwide protests as Parliament debates budget cuts, tax hikes and asset sales to prevent the near bankrupt country defaulting on its sovereign debt, the Journal of Commerce reports. Air traffic controllers, truckers, seafarers, shipyard workers, rail workers and public sector employees have also walked off the job in the fourth general strike this year that began at midnight.

Lawmakers are due to vote June 29 on the Socialist government's five-year package of spending cuts, tax increases and privatization of public assets, including the nation's top ports. Parliament must approve the package to enable Greece to tap the final \$17 billion tranche of a \$158 billion European Union bailout in 2010 and pave the way for fresh loans to keep its shrinking economy afloat.

Failure to pass the emergency budget could trigger the eurozone's first sovereign default, spreading contagion across the 17-nation currency area and the global banking system. Dockworkers are threatening a summer long campaign of industrial action if the government proceeds with plans sell the state's 75 percent stakes in the ports of Piraeus and Thessaloniki by the end of the year. **Source : PortNews**

KONINGIN OP WERKBEZOEK BIJ KNRM



Hare Majesteit de Koningin heeft dinsdag 28 juni een werkbezoek gebracht aan de Koninklijk Nederlandse Redding Maatschappij in IJmuiden. De Koningin is beschermvrouwe van de KNRM. De band met het Koninklijk Huis gaat terug tot de oprichting van de KNRM in 1824. Koning Willem I zette zich destijds in voor een nationaal reddingwezen langs de kust. Tijdens het bezoek aan de hoofdvestiging en het reddingstation IJmuiden werd de Koningin geïnformeerd over de huidige werkzaamheden en de toekomstige ontwikkelingen van de KNRM. Belangrijke gespreksonderwerpen waren het vrijwilligersbeleid, het risicomanagement en de positionering van de KNRM als private hulpverleningsorganisatie zonder overheidssteun in de hulpverleningsketen.

Verschillende medewerkers en vrijwilligers van de KNRM vertelden over het reddingwerk, het onderhoud aan schepen en voertuigen, de kusthulpverleningstaken en het lifeguardproject op de Waddeneilanden. Daarna ging de Koningin aan boord van de IJmuider reddingboot om op volle zee deel te nemen aan een reddingsoefening met het reddingstation Wijk aan Zee. Aan boord werd uitleg gegeven over de reddingmiddelen en de communicatie- en navigatietechnieken die de redders gebruiken bij hun werk. **Foto : Kees Brinkman ©**

AADA to cut Far East-Australia bunker surcharge July 30 as oil price falls

THE Asia Australia Discussion Agreement (AADA) has reduced its bunker surcharge to US\$600 per TEU and \$1,200 per FEU for dry and refrigerated containers from July 30, reflecting the decrease oil prices in Hong Kong and South Korea.

In a notice to trade, the revised bunker surcharge applies to all container cargo bound for Australian ports from Japan, Korea, mainland China, Hong Kong and Taiwan. Customers requiring further information concerning the bunker surcharge are advised to contact the member lines, said the AADA statement.

"AADA members have adopted voluntary policy guidelines and have reached a non-binding consensus on the above arrangement," said the statement. AADA members are ANL Singapore, China Shipping, Cosco, Hamburg Sud, Hanjin Shipping, Hapag-Lloyd, Hyundai Merchant Marine, "K" Line, Maersk, MSC, MOL, NYK and OOCL. **Source : Schednet**

'Durban Pier 2 gives Transnet a bad name'

Efficiency and productivity at rail operations are dismal while congestion at Durban's Pier 2 is giving Transnet a bad name, Brian Molefe, the transport utility's group chief executive said on Monday when he released the financial results. "All our ports are working well, the only problem is Durban Container Terminal Pier 2," he said. "It is even worse now because they are busy fixing infrastructure at the pier so the delays are bigger. Pier 2 is giving the whole of Transnet a bad name." Molefe said that Durban was the biggest port in the southern hemisphere but had the oldest infrastructure. "That is why we have issued a Request for Proposals for provision of seven tandem cranes that can carry four boxes at a time," he said.

Maritime container volumes reflect a 12.5% growth, primarily driven by an increase in transshipments and imports due to the 2010 Fifa Soccer World Cup. Going forward, he said Transnet's key focus was to move container "rail friendly" traffic from road to rail, target growth in exports through Maputo and Richards Bay and also grow manganese through Durban and Port Elizabeth via capital investment. Another key strategy in terms of growing rail volumes would be to ensure on time arrivals and departures - otherwise train drivers could face punitive action, he said. **Source : ftwonline.co.za**



Cargotec to deliver Ro-Ro equipment to South Korean shipyard

In June Cargotec signed a contract with Hyundai Mipo Dockyard Co. Ltd in South Korea to deliver MacGregor RoRo equipment for four deepsea ConRo vessels to be built for a Saudi Arabian owner, the Company's press release said.

The equipment is scheduled for delivery in 2012 - 2013.

The contract includes 1600 tonnes of MacGregor equipment for each of the four vessels as follows:

- jumbo quarter ramp
- stern door
- two ramp covers

- several bulkhead doors
- two levels of hoistable decks and movable access ramps

"These specialist ships are designed to carry general and project cargo as well as various type of RoRo cargo. Cargotec has great expertise and technical know-how in delivering flexible and efficient MacGregor cargo handling solutions to our customers," says Magnus Sjöberg, Sales Director for RoRo Ships at Cargotec. "Furthermore, we have a long and successful relationship with the shipyard and we understand their business and processes."

MacGregor is the global market-leading brand in marine cargo handling and offshore load-handling solutions. Customer-driven MacGregor engineering and service solutions for the maritime transportation industry and the offshore load-handling and naval logistics markets are used onboard merchant ships, offshore support vessels, and in ports and terminals. **Source : PortNews**



The launch of the 87 mtr 5000 dwt DP-2 PSV **Stanford Buzzard** 17th June 2011 (MMC 887 design)

Photo : MAC Offshore (c)

Seaspan takes second 13,000-TEUer for Cosco from Hyundai Heavy Industries

SEASpan Corporation has taken delivery of the 13,092-TEU **Cosco Pride**, the second in a series of eight same-size containerships ordered by the shipowner in August 2007 from Hyundai Heavy Industries. The vessel comes with the backing of a 12-year charter by Cosco Container Lines. The newbuilding has been assigned to the CKYH's Asia-Europe Loop 3 (NE3) and will follow the Cosco Glory, delivered three weeks earlier. Two more ships from the same series are to be delivered by August this year to Cosco, while the outstanding four ships are expected to be delivered in the first quarter of 2012, reports Alphaliner. **Source : Schednet**

One million people have used Fjord Line Express

A Norwegian family was greeted with flags, lunch and cake - on Monday when they rolled on board the fast ferry Fjord Line Express in Kristiansand, to sail on a camping holiday in Denmark with their newly acquired caravan. Family Goberg, a couple with two children, was a passenger number one million onboard Fjord Line Express, which has sailed on the summer route in five seasons. Within the family drove from the the ship again, they were handed a free ticket for a return trip with Fjord Line's new cruise ferry, that starts next year.

After the arrival to Hirtshals two and a half hours later they set course for Legoland. And in a few day the trip continues to Fårup Summerland - a real family holiday. **Source: Fjord Line**



The **AMSTELGRACHT** seen arriving in Ijmuiden from Kalundborg – Photo : Marcel Coster ©

Hanjin Shipping enlarges China-India service

Hanjin Shipping announced Wednesday the expansion of its China-India service starting from 10 July. The Hyper Galex (HGX) route, currently operated by Emirates Shipping, calls at major ports of northern and southern China and India on a weekly basis. "Hanjin Shipping will start chartering slots of 500 teu effective 10 July and in return, Emirates Shipping will be taking the same amount of slots from Hanjin Shipping on its FMX (Far East-Middle East Express) service," said the South Korea-based firm.

The HGX port rotation is Qingdao, Shanghai, Ningbo, Xiamen, Hong Kong, Da Chan Bay, Singapore, Port Klang, Nhava Sheva, Pipavav, Karachi, Singapore, Hong Kong, and back to Qingdao. Source: [Seatrade-Asia](#)

Rotterdam eases nuclear checks on containers from Japan

The port of Rotterdam has announced that there will be fewer checks on containers from Japan, with effect from June 1 after the new Food and Consumer Product Safety Authority will reduce the number of intensive checks on containers from the quake and tsunami hit nation, because fewer contaminated containers have been arriving. From now on, the ships will no longer be checked at sea for radioactivity. During the month of June, however, the ships' containers will still be checked on a random basis as they are unloaded. The checks at the detection gates of customs and the random tests by regulators will remain unchanged, a statement said. Until May 31 a total of 38 containers from Japan had been found with radioactive contamination. Of these containers, 12 were set apart because contamination in a number of places on them exceeded the norm. The cleaning of these containers has now begun, after which the containers will be tested once again. If the contamination is then below the norm they will be released. One of the containers was also found to contain contaminated cargo. In consultation with the owner of the cargo it is being decided whether the cargo will be returned, stored or destroyed, said authorities. The extra checks carried out on cargo entering the Netherlands from Japan by air have found no further contamination for a number of weeks, and so these checks are being ended with effect from June 1, the authorities added. Source: [Shipping Online](#)

Penang port dredging project launched

Dredging project worth RM351 million to deepen the north channel of the Penang Port is back on track, Business Times reported citing Penang Port Sdn Bhd Managing Director Ahmad Ibniহার. Mr. Ibniহার said this following consultations with the relevant authorities on the urgency of starting work on the project.

Ahmad said dredging works are scheduled for completion within the next 18 months and once finished, the channel will be 14.5 metres deep compared with its present depth of 11 metres. "This will enhance Penang Port's competitiveness in sustaining the existing business as well as to capture new business opportunities," he said here yesterday.

Ahmad said the capacity building process at Penang Port is in tandem with the port's stated vision of becoming the premier port and logistics chain integrator in the Indonesia, Malaysia, Thailand-Growth Triangle (IMT-GT) region as well as the Bay of Bengal. Last month, Ahmad announced that Penang Port stood to lose RM100 million in revenue if work to deepen the north channel of the port does not begin soon. He said many port users were awaiting for the project to take off in order to ink new deals with the port. "We may stand to lose millions if the project to deepen the north channel does not start soon and be completed by 2013," he was quoted as saying. The dredging project was scheduled to have taken off at the end of last year. **Source: Port News**

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Maersk Lines resumes operations at Onahama

Maersk Line has resumed operations at limited scale at the Japanese port of Onahama, which was shut down by the earthquake and tsunami in March, Seatrade Asia reported. The liner firm had earlier resumed operations at Hachinohe and Sendai ports. "With continuous operational constraints, the feeder operation to serve these three ports remains restrictive," Maersk Line said in a statement Tuesday. Exports at the three ports are limited to dry containers on a "very selective basis" and there is still no acceptance of reefers. For imports, there is no acceptance of any containers. All major Japanese ports, including Tokyo and Yokohama, are fully operational. **Source : PortNews**

GC Rieber Shipping ASA to Start Talks about Merger with GC Rieber

GC Rieber Shipping ASA announced that it is to take up discussions with GC Rieber about a possible merger and is to investigate the possibility that GC Rieber Shipping will continue as a seismic company, while other operations are merged into the GC Rieber. GC Rieber is to decrease its holding in GC Rieber Shipping to 50%. **Source: GC Rieber Shipping ASA**

MARITIME ARTIST CORNER



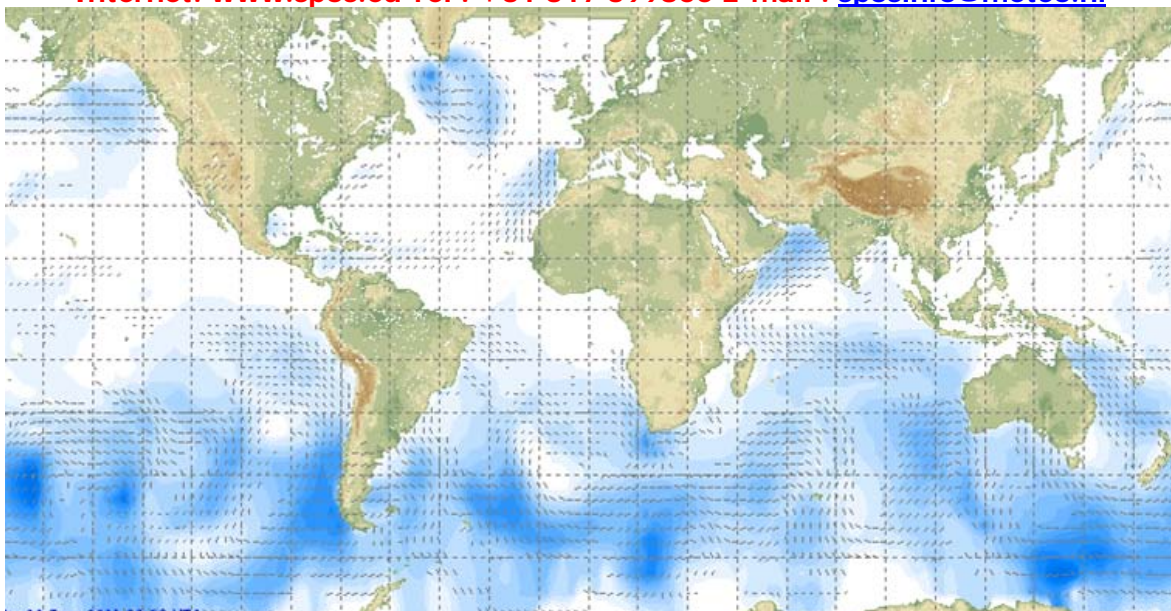
Latest oilpainting from Hans Breeman, the [Willem Barendsz](http://www.hansbreeman.nl). This Whaler was converted from Zweedse tanker Pan Gothia just after SWW, when there was a hugh shortage of food in NL. The painting was made in commission for the person who actually lived as a little boy in the house on the premises of the Amatex Tank Storage company in Amsterdam in the 50's. www.hansbreeman.nl

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.... PHOTO OF THE DAY



Above seen the **BBC COLORADO** as she is being off-loaded at Porto Amboim MSB, Angola on Monday while tugboats **UNION FIGHTER** and **LUCALA** make sure she stays alongside steady.

Photo : Kristaps Rozitis -Union Fighter ©

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