



Number 183 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 02-07-2011**

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Biglift's HAPPY DOVER seen at anchor in Dampier's Mermaid Sound

Photo : Sander Jongenelen (c)

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The steam powered **DOCKYARD V** seen off Vlaardingen – Photo : Anton de Krieger (c)

Samenwerking Havenbedrijf Rotterdam en gemeente Dordrecht een feit!

Vrijdagmiddag 1 juli ondertekenden gemeente Dordrecht en Havenbedrijf Rotterdam een samenwerkingsovereenkomst. Het Havenbedrijf ontwikkelt en beheert nu de zeehaven van Dordrecht. De gemeente Dordrecht geeft daartoe ongeveer 60 ha in hoofderfpacht aan het Havenbedrijf Rotterdam. Door deze

krachtenbundeling verwachten beide partijen een verdere ontwikkeling van de zeehaven en daarmee ook de werkgelegenheid.

De ondertekening door Jasper Mos, wethouder Economische Zaken gemeente Dordrecht, en Hans Smits, president-directeur van het Havenbedrijf, vond plaats op de James Cook in de Dordtse zeehaven.

De Dordtse zeehaven maakt deel uit van het havenindustriële complex in de Rijn-Schelde Delta. Wethouder Jasper Mos: "De gemeente Dordrecht heeft met het HbR een partner gevonden die snel kan inspelen op ontwikkelingen in de markt en de internationale concurrentieverhoudingen. Dit gebied kunnen we met elkaar versterken. Dat geldt ook voor de totale ontwikkeling van de Westelijke Dordtse Oever, waar de zeehaven deel van uitmaakt. We hebben afspraken gemaakt over een vaste, oplopende financiële vergoeding en we houden een gezonde invloed op wat er gebeurt, bijvoorbeeld via bestemmingsplannen."

Hans Smits over de samenwerking: "Het Havenbedrijf hecht grote waarde aan deze integratie van de twee havens, omdat voor beide havens geldt dat samenwerking leidt tot optimalisering van het ruimtegebruik. Economisch gezien vormen de zeehavens van de Rijnmond, Dordrecht en Moerdijk al lang één geheel. Logisch is dan ook dat de aansturing, het beheer, de regie op het gebied in één hand komen. Zo hebben we dat ook neergezet in de ontwerp Havenvisie 2030."

De gemeente speelt ook in de toekomst een grote rol bij de ontwikkeling van de haven. Dordrecht is als bevoegd gezag verantwoordelijk voor alle (Ruimtelijke Ordening) procedures, bestemmingsplannen, bouwvergunningen, milieuvergunningen en andere zaken. Tegelijkertijd neemt het Havenbedrijf Rotterdam, met zijn expertise en netwerk, de feitelijke (door)ontwikkeling ter hand. Dat vraagt om een nauwe samenwerking tussen gemeente en het Havenbedrijf Rotterdam die vanmiddag feestelijk bekrachtigd is. De jaarlijkse vergoeding voor de gemeente Dordrecht kan oplopen tot €2,7 miljoen in 2016.



The **NYK VESTA** seen arriving in Rotterdam-Europoort **Photo : Marius van den Ouden ©**

Boskalis sells terminal activities and eight AHTS to Lamnalco

Royal Boskalis Westminster (Boskalis) has reached an agreement with The Rezayat Group of Saudi Arabia (Rezayat) to sell SMIT's terminal and AHTS transport activities to Lamnalco Ltd (Lamnalco). Boskalis and Rezayat each own a 50 per cent stake in Lamnalco.

Lamnalco will pay approximately US\$450 million and Boskalis will receive a net cash sum equaling around 75 per cent of the consideration. Lamnalco will acquire all of SMIT's terminal activities, with the exception of the terminal activities of Rebras (Brazil) and of the joint ventures in Egypt, and Singapore (Keppel-SMIT).

In addition Lamnalco will take over eight L-class AHTS vessels from SMIT that are currently part of the SMIT Transport activities. On balance the activities sold represented in 2010 an EBITDA of around US\$55 million. SMIT Terminals and Lamnalco both hold a leading position in the global market for specialized services to oil and gas terminals. This is a strong growth market, driven by growing global demand for energy, in particular liquefied natural gas (LNG).



Boskalis said the combination will create a leading world-class player and an excellent platform for further growth.

"The tie-up with Lamnalco will create a resourceful company with a clear focus," said Boskalis. "Furthermore thanks to its independent structure Lamnalco is able to implement a very efficient capital structure, taking full advantage of the possibilities within the financial markets."

Left : **SMIT LOMBOK** seen moored in Mosselbay

Photo : Aad Noorland ©

The combination of these two players will create considerable operational and commercial synergies. Currently operating over 50 terminal contracts, the combined entity employs more than 2,000 staff on over 150 vessels and is

active in more than 30 countries across five continents. The transaction is expected to be executed in the second half of 2011, subject to satisfaction of the conditions customary for transactions of this nature. **Source : Offshore Shipping Online**



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Capesize rates to remain depressed in coming months says shipping organization

In a recent report, BIMCO reassessed that Capesize freight rates will remain in depressed territory in the coming months. Capesize Time Charter Average is likely to stay around USD 10,000-15,000 per day, which keeps Capesize in the unusual situation of having rates lower than the Supramax and Panamax rates that are likely to stay firm in the USD 15,000-20,000 per day. Handysize rates are in the USD 10,000-13,000 per day interval said BIMCO's report.

Detailing its estimates, BIMCO said that "Russia is about to lift its ban on wheat exports on 1 July – a ban which has been effective since drought and wildfires affected the Russian wheat harvest in August last year. At that time, Russia was the world's second-largest wheat exporter, with cargoes mainly going out of the Black Sea. The lifting holds the

potential of supporting dry bulk freight rates in that region should a large amount of wheat get seaborne to be discharged in EU and US where bad weather conditions have already affected the forecast for this year's harvest negatively.

Vale has now started to operate the first of its 400,000 DWT Very Large Ore Carriers as the Vale Brasil has now been delivered (10/5-2011) from Daewoo. Her maiden voyage goes from Ponta De Madeira in Brazil to the port of Dalian in China. According to the orderbook, Vale has another 7 owned VLOCs due for delivery in 2011. A total of 35 owned and chartered 400,000 DWT VLOCs will be delivered to Vale before the end of 2013. The giant bulkers will first and foremost provide fixed transportation costs (excl.bunkers) for Vale, but the impact on Capesize freight rates from the inflow of VLOCs on the important Capesize iron ore route from Brazil to Asia is likely to be of significance to the duration of the low freight rate environment in the Capesize market which is already massively oversupplied. The worst drought in 50 years has been haunting China – impacting e.g. the hydro-electricity power plants and raising the prospect of a lack of electricity in certain regions. Recently, heavy rainfalls have changed the situation somewhat, but the extent of the counterbalancing impact is currently unknown. Coal is a natural substitute to make up for the lack of power. China receives 19% of its energy from hydropower plants. China, the world's largest producer and consumer of coal, imports when the price difference and quality are right. Imports of coal are, however, vital to China as its own giant reserve (the world's 3rd largest) is set to last just 38 years at the current production level. Currently, import prices are relatively high and thus low volumes of coal go into China. The drought situation may spur higher overall demand and thus push domestic prices higher and by that potentially restart seaborne coal imports which should support the freight markets.

Whether or not the delayed lifting of the Indian iron ore export ban from Karnataka will bring about better freight markets for Supramax and Panamax remains to be seen, especially as it has to counterbalance the monsoon season, which normally dampens Indian dry bulk activity", said Mr. Peter Sand, BIMCO's shipping analyst. In terms of fleet supply, Mr. Sand mentioned that the active fleet has grown by 5.2% so far in 2011, caused by delivery of 36 million DWT, offset by as much as 9.6 million DWT being demolished. The high demolition pace experienced during Q1 has stayed strong – positively impacted by firm and high demolition prices. "We have thus revised upwards our demolition estimate significantly. As 10 million DWT has already been demolished, a new but unexpected record level of demolition is set to take place in 2011. As the new building delivery forecast is only marginally higher than previously estimated, the higher rate of demolition means that the fleet is estimated to grow a tad slower at 12.9%" said Mr. Sand. He continued by saying that "it is equally important that owners have just ordered 10.5 million DWT of new tonnage in the first 5 months. For sure the depressed freight markets are highly supportive to this trend. Should this pace of contracting activity be representative for the full year, 2011 will become the slowest year for new building contracts in 9 years. This means more trouble to the yard industry, as it struggles with a potentially very large overcapacity in coming years as yards fail to attract enough orders to run at full utilization, despite tempting owners with a slow but still ongoing slide in newbuilding prices" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **LISCO OPTIMA** seen in Kiel (Germany) – Photo : Ad de Kruifj ©

Shipping recruiter warns of LNG staff shortages

Shipping recruiter Faststream is warning that shipowners that are ordering new LNG carriers could face serious difficulties in finding experienced superintendents to run their new ships in the coming months and years, particularly in Europe. The U.K.-headquartered Faststream says that it has already seen triple the number of vacancies for shore-based technical staff with LNG carrier experience in 2011 compared with all of last year.

"With the capacity of the LNG market said to rise from 300 bn cu m to 380 bn cu m by 2015," says Faststream Group CEO Mark Charman, "I believe that shipowners are going to be hard pressed to find the right people to manage these complex vessels. This has always been a specialist market, but the latest DFDE LNG vessels are equipped with electric engines and using propulsion systems which have not been around for long, so finding experienced LNG people to run these vessels is going to be a real challenge."

According to maritime blogger Tim Colton, who tracks shipbuilding for Marine Log, there are currently 19 LNG carriers under construction at shipyards in Korea, Japan and China. The shipowners who have LNG carrier tonnage on order are Taiwan Marine, Brunei/Shell Marine, Chevron, Mitsui/NYK/Teekay, Sonangel, Tokyo LNG Transport, China LNG Shipping, GasLog LNG, and LNG Marine Transport. Crewsizes for LNG ships are usually about 26 to crew personnel.

"Seafarers serving on LNG vessels are among the most highly paid in the shipping industry and luring them ashore has always been difficult," says Charman. "In the U.K., the impact of the immigration cap has meant that importing experienced superintendents from outside Europe is no longer an option and the problem is only going to get worse."

According to Faststream, many shipowners are now recruiting people with general tanker experience rather than those that specialize in LNG to run their ships. The average salary for LNG shore-based staff are typically at least 10 percent higher than for tanker staff, with LNG technical superintendents earning between £62-65K per year. **Source :**

MarineLog



The **AL JABRIYAH II** seen yesterday moored at the MOT-2 in Rotterdam-Europoort – **Photo : Piet Sinke ©**

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The **EVGENIA I** seen outbound from Rotterdam-Europoort yesterday - Photo : Piet Sinke ©

Pirates get 18 years for attacking French ships

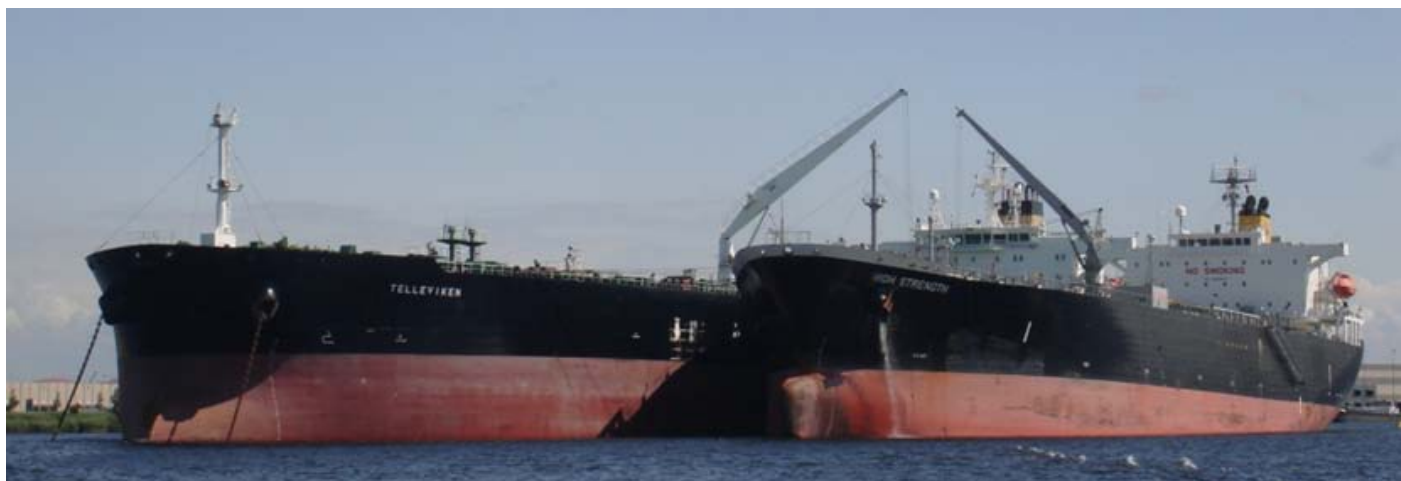
Five Somali pirates were jailed for 18 years each by Supreme Court judge Duncan Gaswaga, who found them guilty of attacking two French fishing vessels last year. He said the prosecution – which was led by Michael Mulkerrins – had proved the five were part of a group that attacked the vessels **Cap Ste Marie** and **Talenduic** on November 17, 2010.

The pirates fired rocket propelled grenades and automatic weapons at the vessels. They fled when armed guards on the ships opened fire, but returned to attack the ships several times before sailing away. Judge Gaswaga said while people who commit crimes on land can hide behind bushes, crowds or buildings, “after abandoning their means of transport, the environment in which pirates operate does not present such options. Pirates can flee the scene of attack but can never hide on the open seas; neither can they abandon all their vessels”.

“In addition, in the piracy theatre, even when they flee, they have a limited travel range and therefore can only cover so much distance in a given timeframe. This works against them. In the instant case, the pirate action group covered a short distance and was unable to escape the vicinity of the attack,” he said. He said many photographs were taken by surveillance aircraft from which it was clear only the members of the group which attacked the two vessels were in the vicinity, where they were seized by Seychelles Coast Guard vessel, the **Andromache**. Defence lawyer Joel Camille said the pirates are young, ranging in age from 19 to 28, come from a failed state and are not the main beneficiaries

of the piracy they were involved in. He asked the judge to use the law which allows courts to impose shorter sentence than stated in the law. But Mr Mulkerrins reminded the court the pirates had not pleaded guilty, in which case they would have saved the court a lot of time. Mr Gaswaga said he looked at both sides in light of the law and the evidence and came up with a suitable sentence, adding piracy should never be the solution to a people operating in a failed state as it causes pain and suffering on humanity.

He said pirates cause economic, security and maritime trade risks along with the physical and emotional effects of the attack on the victims and their families. He noted 30% of the world's oil trade and 98% of South Africa's maritime trade passes through the region. "These activities are affected by piracy which has negatively impacted world trade, tourism and marine safety to the effect that the cost to the international community was between US \$4.9-8.3 billion. He said last year pirates carried out more than 200 attacks, including 68 successful hijackings and got US \$ 50 million paid out in ransom. "In the first quarter of 2011, Somali pirates have attacked over 117 ships and held over 338 hostages for ransom, killing seven crew members. "All this has exaggerated costs of maritime transport, marine safety and insurance premiums etc which are ultimately transferred to consumers through high prices for goods and services," he said. **Source : nation.cs**



The **TELLEVIKEN** and **HIGH STRENGTH** seen moored in the Amerika harbor in Amsterdam

Photo : Dick van Wolveren ©



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Israel denies damaging Irish ship bound for Gaza flotilla

ISRAELI foreign ministry officials have dismissed as "baseless" claims by organisers of the Gaza-bound flotilla that Israel was responsible for damage to the Irish ship **MV Saoirse**, docked in Turkey. Roni Bar-On, a member of Israel's Knesset parliament from the opposition Kadima party, welcomed the latest setback to the effort to breach Israel's maritime blockade on Gaza, terming it "the hand of God". Earlier this week, activists also blamed Israel for

sabotage to the Greek-Swedish ship *Juliano*, which was docked in Greece. Some 300 international activists, including Irish citizens, are due to set sail in the coming days from Mediterranean ports in up to nine vessels from the United States, Canada, France, Italy, Sweden and Greece. The organisers are keeping departure details secret as part of the war of attrition with Israel. The flotilla was due to set sail in the middle of June but was delayed by a number of snags blamed by activists on Israel. The organisers had difficulties insuring the vessels and there have been numerous bureaucratic obstacles placed by the Greek port authorities.

The flotilla's flagship, the Turkish *Mavi Marmara*, pulled out at the last minute after what appeared to be pressure from the government in Ankara, keen to avoid a repeat of the events of last summer when nine activists were killed when Israeli naval commandos stormed the vessel. The clash prompted Turkey to withdraw its ambassador from Israel, and Ankara insisted on a formal apology from Jerusalem and compensation for the victims' families before the ambassador was returned. Intensive contacts continue between the two sides in an effort to find an acceptable compromise to get relations back on track, and Ankara felt that another maritime confrontation could derail these diplomatic efforts.

Israel's *Ma'ariv* newspaper quoted a number of ministers criticising claims that flotilla activists planned to attack soldiers as "media spin" and "public relations hysteria". The unnamed ministers said they heard no such reports during top-level ministerial consultations about the flotilla, and they blamed the prime minister's office for disseminating false information to pressure foreign governments to persuade citizens not to participate in the sailing. Despite the withdrawal of support from the Turkish Islamic IHH organisation, senior Israeli officials said intelligence information indicated that hardcore activists bent on violence would be on a number of the vessels, among the majority veteran peace campaigners who are committed to non-violence. There were also reports that some activists intended to bring dangerous chemicals aboard. Mark Regev, spokesman for prime minister Binyamin Netanyahu, said Israel was prepared for all possible scenarios. "We are concerned that there could be a repeat of the violence we saw last year. Israel cannot allow unfettered naval access to the Gaza Strip because if we did you would see Iranian missiles reaching Hamas in Gaza and that would be a direct threat to civilians throughout Israel," he said. **Source : Irishtimes**



The **MAERSK BORNEO** seen moored in Rotterdam-Caland Canal – **Photo : Dick Muis (c)**

NAVY NEWS

Aleksandr Nevsky also to shoot Bulava

With the first successful launch of a Bulava missile from a Borei-class submarine earlier this week, the Russian navy announces that also the second vessel in the class will conduct a launch later this year. "**Aleksandr Nevsky**" is the second Borei-class strategic submarine. The vessel is at the final stages of construction at the naval yard in Severodvinsk on the coast of the White Sea. It is RIA Novosti that quotes navy commander Admiral Vladimir Vysotsky saying that a test launch of Bulava from "**Aleksandr Nevsky**" will take place later this year. On June 28, "**Yuri Dologoruky**" conducted a test launch of the Bulava, the first ever that took place from the new Borei-class submarine. Earlier sea-launch tests have been carried out from "**Dmitri Donskoi**" - a Typhoon class submarine rebuilt for the Bulava missiles. **Source : BarentsObserver**



The **ex Varyag** seen moored in Dalian (China) last week

HMAS Toowoomba commences operations in Middle East



The Royal Australian Navy frigate **HMAS Toowoomba** has commenced patrols in the Middle East as part of Operation SLIPPER, Australia's military contribution to the international campaign against terrorism, maritime security in the Middle East Area of Operations and counter-piracy in the Gulf of Aden. Having recently taken over from **HMAS Stuart**, **HMAS Toowoomba's** Commanding Officer, Commander Andrew Quinn, said he expects a busy and challenging six months for the crew. "**Toowoomba's** tasking and employment will be responsive to the unfolding circumstances, but our overriding mission will be to defend Australia's interests," he said. The 191 men and women of **HMAS Toowoomba** mark the 26th rotation by a Royal Australian Navy ship to the Middle East area since 2001 and will remain deployed in the region until November. Commander Quinn said his team were well trained and more than capable of meeting the tests of their deployment. "I am extremely proud of my Ship's Company," Commander Quinn

said. "They have trained long and hard for this deployment and I am confident we will overcome any challenges presented to us." **HMAS Toowoomba** has joined the international Combined Maritime Force (CMF) which includes ships from Australia, France, Germany, Italy, Pakistan, Canada, Denmark, Turkey, the United States and United Kingdom. The CMF is responsible for providing maritime security across more than 2.5 million square miles of international waters in the Gulf region, Horn of Africa and Gulf of Aden. "With a Ship's Company that has a capacity for hard work, strong mutual support for each other, and a great Australian sense of humour, it is no surprise that Toowoomba has achieved every goal that she has been set and I believe she will continue to do so during this deployment," Commander Quinn said. **Source : Garry Luxton**

MoD has released footage of **HNLMS Tromp's** action last april. 16 pirates taken in custody, 2 pirates killed, 16 fishermen liberated.

http://www.youtube.com/watch?v=j9a5U-k_e_E&feature=player_profilepage

Navy to buy 80 interception boats from Lankan firm

Indian Defence ministry officials on Thursday said the Sri Lanka-based SOLAS Marine has been selected after a global tender and the around Rs 300-crore contract will be inked soon. "The delivery of the FICs should be completed in three years," said an official. These 80 FICs will be in addition to the 15 similar boats being acquired from French shipyard Chantier Naval Couach, three of which have already been inducted at Mumbai. "All these 15 FICs will be with the Navy by end-2012," he said. With 1,000 well-armed personnel, the specialized SPB will be tasked with the protection of naval and other assets, bases and harbours on both west and east coasts. It was one of the steps announced by the government after 26/11.

"FICs are basically small boats, with a crew of five to seven sailors and top speeds of 40 to 50 knots, equipped with light machine guns. They will mainly be used as fast-reaction units to bolster coastal security," he said. After 26/11, several steps have been taken to boost 'coordination' in intelligence-sharing and operational matters, with fully-networked joint operation centres being set up in Mumbai, Visakhapatnam, Kochi and Port Blair and several joint exercises being conducted, even as new Coast Guard stations as well as a regional HQ in Gandhinagar have come up.

But a lot more needs to be done. For instance, Phase-I of the critical coastal surveillance network is yet to become fully operational under a Rs 350-crore project. This includes 46 stations -- complete with coastal radars, cameras, AIS (automatic identification systems) and other sensors mounted atop old lighthouses to dynamically locate and track vessels. Phase-II, with 56 additional stations, will kick off only thereafter. The government is also contemplating a comprehensive maritime intelligence network through a national "maritime domain awareness (MDA)" project, a blueprint for which has been prepared by the Navy and submitted to the government. **Source : Indiatimes**

SHIPYARD NEWS

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Samsung Heavy Industries builds FPSO unit for Teekay Corp.

Teekay Corporation enters into an agreement with BG Norge Limited (BG) to provide a floating production, storage and offloading (FPSO) unit for the Knarr oil and gas field located in the North Sea. The contract will be serviced by a

newly-built FPSO unit to be constructed by Samsung Heavy Industries (Samsung) in South Korea, as previously announced by the Company, for a fully built-up project cost of approximately \$1 billion, Worldmaritime News reports.

The FPSO unit, which will have a maximum design production capacity of 63,000 barrels per day (bbls/d), is scheduled to deliver during the first quarter of 2014, at which time it will commence operations under its charter contract with BG for a firm period of either six or ten years plus extension options for a total period of up to 20 years. Under the terms of the agreement, BG has until the end of 2012 to decide on the firm period of the charter contract.

The Knarr field (previously known as Jordbaer) is located in the Tampen area in the northern North Sea and is estimated to contain recoverable reserves of some 70 million barrels of oil equivalents, which could increase if drilling results from nearby prospects in the region prove to be successful.

"The Knarr FPSO is an exciting project for Teekay as it represents our largest offshore project to date and is in one of our core offshore regions," commented Peter Evensen, Teekay's President and Chief Executive Officer. "As the largest independent operator of FPSOs in the North Sea, we are very pleased to further grow our franchise in this important offshore region and to be chosen by BG to be their trusted FPSO operator for this particular project," Mr. Evensen added. "This project plays to one of our core competencies, which is our strong track record of operating FPSOs in harsh weather environments. The Knarr FPSO design, which makes use of Samsung's previous experience in delivering turnkey FPSO units, incorporates top-side configuration designed for high uptime and the turret mooring system is a proprietary technology we jointly developed with Framo. Over the past several months, we have been working together with Samsung and other key suppliers on the detailed engineering specifications for the FPSO, prior to finalizing the contracts with both Samsung and BG."

Mr. Evensen continued, "Offshore oil fields in the northern North Sea are well suited to FPSO solutions due to the deepwater geography and the lack of existing infrastructure. Given the current high level of offshore activity in the North Sea, this bodes well for further FPSO opportunities for Teekay." BG is the operator of the Knarr field and its partners are Idemitsu Petroleum Norge AS, Wintershall Norge ASA, and RWE Dea Norge AS.



The **ORIENTAL WISTERIA** seen in drydock at Damen Shiprepair in Schiedam - Photo : Stan Muller ©

NASSCO awarded shipbuilding contract for third MLP



General Dynamics NASSCO, San Diego, Calif., announced today that it has received a \$60 million contract from the U.S. Navy to purchase long-lead materials for the construction of a third Mobile Landing Platform (MLP) ship. NASSCO is already under contract to build two MLP ships. With this new contract, NASSCO will place orders for the ship's engines and other components that have significant manufacturing lead times. A contract that fully funds construction of the third MLP ship is expected to be awarded by early next year. "With the first MLP ship now under construction, we are pleased to be selected to

build another MLP," said Frederick J. Harris, president of General Dynamics NASSCO. "This contract demonstrates the U.S. Navy's confidence in our ability to build and deliver a high-quality ship on schedule."

The MLP is a new class of auxiliary ship for the Navy. Once delivered, MLP ships will join the three Maritime Prepositioning Force squadrons that are strategically located around the world to enable rapid response in a crisis. MLP ships will be 233 meters (765 feet) in length and 50 meters (164 feet) in beam, with a design draft of 12 meters (29 feet). The deadweight tonnage is in excess of 60,000 metric tons. **Source : MarineLog**



RWS 78 CHRISTENED IN MAASSLUIS



At the **DE HAAS Shipyard** in Maassluis Mrs Carla Peys christened the newbuilding **RWS 78** last Thursday afternoon, the bottle broke finally at the third attempt during the ceremony as reported - **Photo : Henk van Heijden ©**

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E.ON secures turbine installation vessel from MPI

E.ON Climate & Renewables and MPI-Vroon have signed a six-year charter for the **MPI Discovery** turbine installation vessel. E.ON said securing the new vessel underlines its long term commitment to development of offshore wind projects in Europe and will help maintain its leading position in the offshore industry.

Michael Lewis, Managing Director Europe at E.ON Climate & Renewables said: "I am delighted with the agreement that we have signed with MPI today. Reducing the costs of offshore wind power is a key priority for E.ON, and chartering a high quality purpose-built vessel on a long term basis is a key part of our strategy."

"We believe the **MPI Discovery** is the best vessel on the market today and it will play a key role in enabling us to construct our offshore projects both faster and more cost effectively". Paul Gibson, Chairman of MPI said, "This charter cements the commitment of two companies, E.ON and MPI-Vroon, to the offshore wind industry and the renewable energy sector."



"Our joint goal is to reduce the cost of offshore wind delivery and to deliver successful offshore wind projects now and continuing into the future." **Source : Offshore Shipping Online**



The **MSC LAURA** seen in Cape Town – **Photo : Ian Shiffman (c)**

Shipping major enters new venture in Pakistan

United Arab Shipping Company (UASC) said that effective Friday, all its activities in Pakistan will be operated under a new joint venture — UASC Pakistan Pvt Ltd — established jointly between UASC and the Delta Group which has

represented the company in Pakistan. UASC Pakistan will become the new shipping agency taking over the existing activities of Delta Shipping, which has been serving UASC customers for 26 years.

The establishment of UASC Pakistan is part of UASC's long-term growth and regional expansion plans involving the acquisition of local agents and staging for an integrated global operation. The direct effect of this integration will be witnessed through the optimization of UASC's services which ensures the delivery of a personalised customer service through a dedicated local work force. This will help to simplify the customers' shipping experience and bring UASC closer to its customer base.

UASC Pakistan will use UASC's advanced systems enabling faster responses by customer service representatives through direct access to the global UASC data. The Pakistan market will benefit from UASC's widespread network of services offered on its existing as well as new destinations. UASC Pakistan will have its head office in Karachi and branches in Lahore and Faisalabad. **Source: Gulf News**



The **RPA 15** seen during trials after the large overhaul of the patrol vessel - **Photo : Martijn Kleibergen (c)**

An advertisement for Lamnalco Group. It features two tugboats in blue and black, moving through the water. Two workers in orange safety gear and white hard hats are shown on the right. The text "Customer inspired" and "Quality & performance" is centered. The Lamnalco Group logo is at the top. At the bottom, contact information is provided: "HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE +971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com".

BMT takes two seawork awards

BMT Nigel Gee Ltd, a subsidiary of BMT Group Ltd, has enjoyed double success at the 2011 Seawork International Innovations Showcase, MarineLink reported. The Turbine Access System (TAS), developed in conjunction with marine

engineers Houlder, has won both the Marine Renewables Category and overall Spirit of Innovation award. The lightweight motion compensated gangway provides access from workboats onto turbine structures. The TAS's damped roller system was designed to allow the vessel a degree of vertical movement at the foundation and to execute crew transfer via a lightweight, motion-compensated gangway. It does not require dynamic positioning (DP) and neither the TAS nor the vessel is connected to the turbine.

The TAS will prominently feature on the BMT stand at RenewableUK Offshore Wind exhibition in Liverpool which starts on the 29th June with Houlder expecting to have a demonstrator model available this autumn. **Source : PortNews**

Military Sealift Command to charter Maersk tanker

The U.S. Military Sealift Command will charter a U.S.-flag, Ice Class-certified double-hulled product tanker from Maersk Line, Ltd., Norfolk, Va., under a one-year \$15,348,703 firm-fixed-price contract. The product tanker will be used in worldwide bulk fuel support to the Department of Defense. The contract contains three 12-month option periods and one 11-month option period, which, if exercised, would bring the cumulative value of this contract to \$71,481,984.

Work will be performed at sea worldwide, including a delivery each year to Antarctica for the National Science Foundation and a delivery each year to Greenland for the Department of Defense, Defense Logistics Agency-Energy, and is expected to be completed, if all option periods are exercised, by September 2016. **Source : MarineLog**



The **MTS VENGEANCE** seen with the **PASTER PYPE** off Terneuzen , the tug was to deliver the Paster Pype from Oostend at the breakers Van Heyghen – **Photo : Richard Wisse (c)**

Rosmorport debuts new buoy tender at Naval show.

Rosmorport held today an official flag-raising ceremony on board the lead buoy tender **BLV01 Lotsmeister-1**, Rosmorport's press release said. The vessel was designed by Marine Engineering Bureau and built at Nizhegorodskiy Teplokhod shipyard.

The vessel was designed to install, maintain and uninstall navigational aids on the approach canals and in the seaport's water area. Navigation area includes Big Port St. Petersburg (with Neva estuary parts), seaports of Primorsk, Vysotsk, Vyborg, Ust-Luga. The vessel is also able to deploy booms during OSR operations. Rosmorport plans to build a series of such vessels for its regional branches. The ship was laid down on July 15, 2010 and launched on April 28, 2011.

FSUE "Rosmorport" plans to invest RUB 700m in the construction of 11 auxiliary ships by the end of 2011. This includes 6 non-ice class pilot boats for Rosmorport's branches in Arkhangelsk, Astrakhan, Novorossiysk, Tuapse, Taman, Kaliningrad, two buoy tenders for Arkhangelsk and Vyborg and two ice class tugboats for Rostov-on-Don. Federal State Unitary Enterprise Rosmorport was established in 2003. The company manages federal assets at Russian ports, including sea berths. Rosmorport operates the world's largest icebreaker fleet of 26 diesel-electric powered icebreakers. **Source : PortNews**

Cargill Reveals the Name of the World's Largest Kite-Powered Vessel



Cargill has signed an agreement with Greek ship owner/manager Anbros Maritime S.A. (Anbros) to install the world's largest kite on its **Aghia Marina** dry bulk cargo vessel. The **Aghia Marina** typically transports cargoes of agricultural and industrial raw materials. The 170

metre long carrier, built in 1994, has a service speed of up to 14 knots and can carry about 28,500 tonnes of dry bulk cargoes at any one time, making it the largest vessel to use the wind power technology created by SkySails GmbH (SkySails).

Last February, Cargill announced it had signed a supply agreement with SkySails that aims to use wind power technology to reduce greenhouse gas emissions in the shipping industry. SkySails, based in Hamburg, has developed an innovative, patented technology that uses a kite which flies ahead of the vessel and generates enough propulsion to reduce consumption of bunker fuel by up to 35 percent in ideal sailing conditions.

"We are delighted to partner with Anbros and announce the **Aghia Marina** as the largest vessel to use the SkySails technology to date", said Roger Janson, head of Cargill's ocean transportation business. "As Cargill is one of the world's largest charterers of dry bulk freight, we take our environmental stewardship commitments very seriously and actively seek opportunities to help raise industry standards in a number of areas. We've had an excellent relationship with Anbros for many years and are delighted that they see the potential of this technology from both an environmental and fuel saving perspective."

Under the terms of the agreement, the 320m² kite will be installed on the **Aghia Marina** in the first quarter of 2012, and the system will be fully up and running in a matter of weeks thereafter. Anbros has now joined Cargill and SkySails in the development and testing of the technology.

For the next five years the **Aghia Marina**, which Cargill has on long-term charter, will use the SkySails system. SkySails will be responsible for training the crew of the **Aghia Marina**



on how to operate the kite propulsion. The SkySails towing kite will be connected to the ship by rope and will fly in a figure-of-eight formation at a height of between 100 to 420 metres. It is computer-controlled by an automatic pod to maximise wind benefits.

"Anbros Maritime is proud to announce the signing of an agreement with Cargill and SkySails to use wind power to reduce greenhouse gas emissions and fuel costs in the shipping industry," said George J. Angelakis, director of Anbros. "We are honored to have been selected by Cargill to pioneer this ground-breaking green technology. We see this

choice as an acknowledgement of our long-standing service in the industry and our reputation for a high standard of operational and technical management, maintenance, reliability and safety. Cargill and Anbros have been collaborating for many years and this agreement will strengthen these ties even further. We are committed to the success of this project in the hope that it will usher in a new era of greener shipping."

"We applaud Anbros for joining this project and selecting the **Aghia Marina** as the largest vessel to embrace our technology to date", said Stephan Wrage, managing director of SkySails. "We are also very impressed with the drive and ambition shown by Cargill in influencing a ship owner of this significance. We are confident that this partnership will lead to further developments and in particular see great potential to incorporate our technology on even larger ships in the future."

Cargill is a significant global transporter of agricultural, energy and industrial commodities. Although the company does not today own vessels, its ocean transportation business ships more than 185 million tonnes of commodities each year, in the process connecting supply from areas of surplus with demand in areas of deficit. **Source : Skysails**



Viking River Cruises Christens Viking Prestige

Christening Ceremony For State-of-the-Art Green Vessel Took Place in Amsterdam



Viking River Cruises, the world's leading river cruise line, held a christening ceremony for **Viking Prestige** in Amsterdam. Janice Farrar-Titus, wife of the late renowned cruise industry innovator Warren Titus and the ship's godmother, officially named the 443-foot vessel with a traditional breaking of a bottle of champagne while blessing it on all future voyages. "May you begin your cruising days under a rainbow and sunny skies, and may you follow that rainbow around the bends in the river to the pot of gold," said Mrs. Farrar-Titus. Viking River Cruises Chairman and CEO Torstein Hagen called today's events especially moving since today would have been Mr. Titus' 96th birthday. Mr. Hagen commented that Mr. Titus set the standard of excellence in all

areas of cruising. "Warren influenced three cruise lines during his lifetime — Royal Viking Line, Seabourn and, indirectly, Viking River Cruises."

The 188-passenger **Viking Prestige** will embark on its inaugural voyage, the 15-day Grand European Tour, on July 2. It will then begin its regular service on the ever-popular 8-day Romantic Danube itinerary which travels Budapest to Nuremberg (or reverse), visiting ports in Hungary, Austria and Germany. The launch of the **Viking Prestige** represents the first phase of Viking's \$250 million dollar fleet development program and will be the first European ship in a series of ten new builds to follow for the 2012, 2013 and 2014 seasons.

Reminiscent of the design philosophy of the storied Royal Viking Line, the concepts have been realized by renowned Norwegian maritime architects Yran & Storbraaten, designers of The Yachts of Seabourn, Oceania and Disney vessels, among others. Viking Prestige is the first ship in the fleet to feature the new open-air Aquavit Lounge at the bow, where passengers can enjoy a drink or meal al fresco. With all-outside staterooms and French balconies on both the Upper and Middle decks, the ship will feature Viking's signature décor: sophisticated, understated elegance.

Built at the Neptun Shipyard in Rostock, Germany, **Viking Prestige** is the company's second "green" river cruise vessel powered by an efficient, hybrid propulsion system. Using significantly less fuel and producing less vibration, this cutting-edge technology offers a smoother, quieter ride than other ships and represents the environmentally responsible future of Viking's European vessels. To celebrate the launch of **Viking Prestige**, Viking is currently offering 2-FOR-1 cruise fares with complimentary wine, plus savings on all-inclusive roundtrip international airfare. These special offers for both the 2011 and 2012 sailing seasons are valid through July 31, 2011.

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OLDIE – FROM THE SHOEBOX



-ROTTERDAM- The quaysides Boompjes and Willemskade with a lot of waiting harbourtugs of the NV Ned. Stoomsleedienst v/h P. Smit Jr – Rotterdam. In front of the tugs the passenger and freight ferry of the Batavier Line with regular services between Rotterdam and London. In the background the two former Willemsbridges, one for the railway and the other for roadtraffic. The picture is a postcard and it must be taken so around 1910.

Coll. Capt. Frank Haalmeijer

.... PHOTO OF THE DAY



The **TSHD SHOREWAY** seen passing Maassluis outward bound – Photo : Peter van der Hoff (c)

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