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The MARFRET GUYANE seen enroute Rotterdam – Photo : Piet Sinke (c)

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

7 rafters at sea rescued by Oasis of the Seas cruise ship

Cruise ships now have another attraction to offer tourists: dramatic rescues at sea. Seven rafters were rescued by the cruise ship Oasis of the Seas Friday afternoon, as it made its way back to Port Everglades. This is the second cruise

ship to conduct a rescue in the last two months. Another Royal Caribbean ship **Allure of the Seas** rescued nine Cuban rafters in May.



The **ALLURE OF THE SEAS** – Photo : Pim de Visser (c)

The group rescued Friday consisted of six men and one woman, said Royal Caribbean International in a statement.

Passengers spotted a tiny blue raft in the ocean around 3 p.m. Friday and the captain turned around the 220,000-ton ship to rescue the rafters, who were taken aboard and given food, water and medical treatment, according to the statement from Cynthia Martinez, cruise line spokesperson. The ship notified the U.S. Coast Guard and the seven rafters were later transferred to their custody.

Royal Caribbean described the rafters as Cubans, but the Coast Guard said the nationality of the group could not be confirmed because of an ongoing government investigation, according to Petty Officer Sabrina Elgammal. The rafters appeared to be bailing out water and praying, said Christi Nasser, a passenger from Tennessee who spotted them and snapped pictures. Her photos showed the rafters looking healthy and well dressed, which may indicate that they could have been dropped off by another vessel. It is unclear where the rafters are now.

If they were Cubans, their fate would be determined by the U.S.-Cuba Immigration Accord, more commonly known as the “wet-foot, dry-foot” policy, which says Cubans who reach American shores are allowed to stay here while those found at sea are sent back to Cuba or a third country. Source : miamiherald.com



The **PRINSENDAM** seen outbound from Amsterdam – Photo : Jan Plug (c)

Slow steaming spreads to tankers as well

With container lines reaping the benefits of slow steaming to help them reduce fuel consumption, thus cutting costs and reducing emissions, tanker owners seem to have taken up this “sweet cup of honey” as well. With bunker costs

escalating since the beginning of the year and freight rates not quite healthy yet, it seems that slow steaming is providing for a way out for many owners. This has been evident in the VLCC sector the most and according to a relevant report from Mcquilling Services, the current economic benefit of VLCC's steaming at optimum speed is around US \$3,000 per day given current bunker prices and spot rates for the Arabian Gulf/Japan trade. The daily savings for the round trip voyage assumes the vessel is slow steaming in ballast only. While the potential to double these savings by slow steaming round-trip would be of interest to owners; charterers are not likely to settle for such slow laden speeds.

"The main incentive for charterers to increase speed is the effective inventory cost. Assuming a ten percent annual interest rate, on two million barrels of crude, at US \$100 per barrel, results in a daily inventory cost of roughly US \$55,000. Clearly, the added inventory cost for the charterer due to slow steaming greatly outweighs the amount saved by the owner in bunker costs. For an AG/Japan voyage, slow steaming from 15 to 11 knots adds nearly a week one-way, amounting in an added inventory cost of US \$385,000, whereas the owner would have saved approximately US \$21,000. Realistically, there is no balance between inventory cost and slow steaming savings regardless of a drop in crude price, as bunker prices would correspondingly decrease with crude prices. While it appears that charterers have no incentive to agree to slow steaming in the laden leg, there may be hope for owners operating vessels in short-haul voyages. Common practice is for the charterer to pay for the crude by the 5th of the month following the lifting month. This leads to the opportunity for charterers to avoid inventory cost if the voyage arrives at the discharge port before this date. For this reason, owners of vessels fixed for voyages that fit this time description may gain some bargaining power in negotiating slow steaming on the laden leg. As a reference, the Arabian Gulf/Japan trade would take a VLCC approximately 25 days one-way operating at optimum speed in today's market. A charterer who fixes a vessel for this voyage in the first week of the month would narrowly avoid inventory cost assuming they utilize the pay period described previously. One leg of this voyage is 6650 nautical miles which lies roughly in the middle of the range of common tanker trade routes, indicating a broad range of voyages that have the potential to avoid inventory costs" says the US-based company.

It goes on to mention that this large number of voyages opens the possibility for negotiations for slow steaming on the laden leg and significant savings for ship owners. Mcquilling says that "the current state of the VLCC market for AG/Japan calls for slowing a vessel as much as possible. It is evident by this plot that in order for slow steaming to no longer be necessary, at the current bunker prices, the spot rates would have to exceed WS 100. However, with the current oversupply of tonnage in the VLCC sector, we do not expect that rates will reach these levels anytime soon. In addition to the monetary benefits of slow steaming for the owner, significant emissions benefits must be taken into account. Slowing a typical VLCC from 15 to 11 knots reduces fuel consumption by approximately fifty percent. Reducing fuel consumption is directly correlated to emissions and therefore exhaust-gas emissions, such as CO2 and others would be cut in half. This may be of use in coastal emission control areas, as well as attaining the MARPOL Annex VI emission requirements set forth by the International Maritime Organization" concluded the company's report. As a result, Mcquilling Services has developed an optimum speed calculator, BestSpeed™, which provides the user with easy analysis across five vessel classes and dozens of trade routes including fully customizable routes. A custom version of the calculator can also be populated with client fleet and trade route data.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

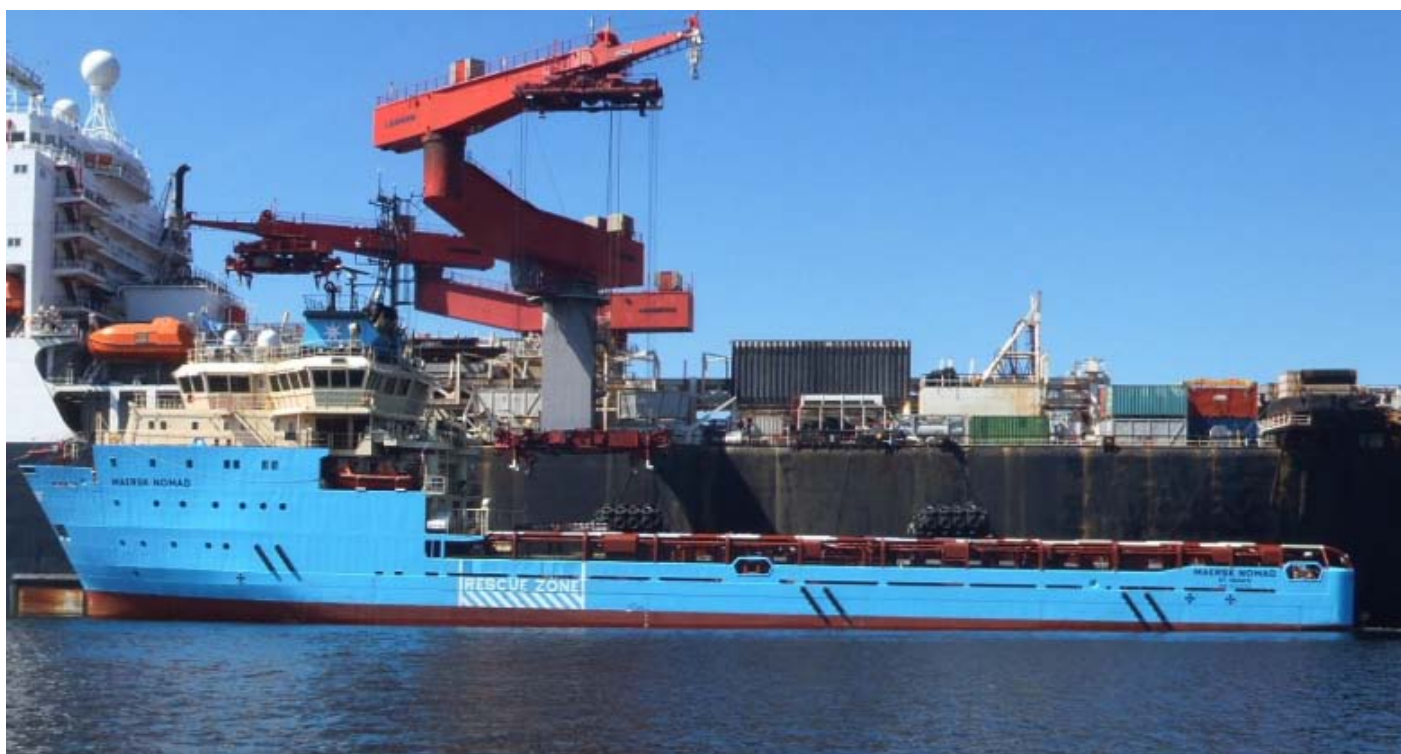


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The **MAERSK NOMAD** seen alongside Allseas **SOLITAIRE** – Photo : Crew Solitaire (c)

India: Shipping Companies expect 20% rise in operational costs

Shipping companies face the prospect of a 20% increase in cost of operations as the price of bunker oil touched a record high of \$650 per barrel on Thursday, said senior industry officials. Bunker oil, which is used to fuel vessels, accounts for 40% of the total cost of shipping companies. "These are tough times for the industry. Added to the woes is the anticipated slowdown in the market due to crisis in Europe and other macro economic factors. We will definitely see more than 20% increase in cost of operation as we go ahead, but the key is to deploy better strategy, which includes effective chartering of vessels," said AR Ramakrishnan, managing director, Essar Shipping.

While crude oil prices have been hovering in the \$90-100 range, analysts are expecting bunker fuel rates to remain in the \$650 range in the next few months. "We expect crude prices to remain at more than \$90 and this means for the next six months at least, we will not see a dip in bunker fuel rates," said Nikhil Jain, analyst at New Delhi-based Drewry Shipping Consultants. Bunker fuel rates have seen a growth of 50% in the past one year.

Plagued with rising cost of operations, shipping companies are now looking at chartering their vessels on short-term time-bound basis to help tide over the crisis. A short-term time-bound charter is often for a period extending up to six months when vessels are chartered to others who bear the necessary expenses, including fuel. Shipping companies often bear the rising input costs when the vessels are hired on a point-to-point voyage. "This is one industry where, as the input costs increase the output prices do not rise proportionally. At the moment the freight rates are low, and costs are escalating. Short-term time-bound chartering of vessels would be effective in combating the bunker price hike," said Capt Sunil Thapar, director of bulk carrier and tanker division, Shipping Corporation of India (SCI). Earlier this month, SCI reported a 15% rise in bunker fuel costs at Rs243 crore in the current quarter.

Baltic Dry index, which measures the daily international shipping prices of various dry bulk cargo, has declined 40% in the past one year, while bunker fuel rose more than 44%. A falling Baltic index is an indicator of excess supply of vessels in the market and low levels of income for shipowners. "The biggest impact of the fuel price hike is reluctance on the part of shipowners to indulge in long-term contracts as the existing freight rates do not guarantee good returns," said Anjan Brahmi, principal consultant at Mumbai-based i-maritime Consultancy. **Source: The Economic Times**

Swedish shipping company using armed guards



The **TORTUGAS** of WALLENIUS WILHELMSSEN – Photo : Richard Wisse (c)

The Swedish shipping company **Wallenius** is now using security guards armed with automatic weapons onboard its shipping vessels. The government launched a study in April to find out whether or not Swedish vessels could use armed guards to protect themselves against pirates.

But Wallenius says it is necessary to hire armed guards before the government's investigation has been completed. "It's a development that no one wanted but we feel forced to do this. But if weapons are onboard they should be handled by professionals," the head of Ocean Safety for Wallenius, Peter Jodin, tells Swedish Radio News. The organization representing Swedish ship-owners was initially against the hiring of armed security guards, but they changed their position after several brutal attacks this winter in the Indian Ocean off Somalia. **Source: Sverigeradio**



Loading cargo at Greenock on the River Clyde on Friday was the **ENCOUNTER**. She left later that day on her regular weekly run to Bilbao in Spain. Photo : Tommy Bryceland, SCOTLAND (c)

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The **Clipper Hope** seen loading at Island View 3 01/07/2011 – Photo : Neville West ©

Somali Piracy becoming an industry

Somali pirates are taking 'f piracy to an industrial scale' says Pottengal Mukundan, director of the International Maritime Bureau's piracy reporting centre. The centre has been monitoring incidents worldwide since 1991.

Mukundan said the pirates were using hijacked vessels as bases to extend their range of operations against ships in the Indian Ocean, Arabian Sea and Gulf of Aden. In March the Indian navy captured 61 heavily armed pirates aboard a hijacked Mozambique-flagged ship in the Arabian sea which was being used as a mothership. Piracy has surged in recent years off Somalia, a lawless, war-torn country that sits alongside one of the world's most important shipping routes. The IMB is concerned that some countries which have deployed naval assets off the Horn of Africa may cut their anti-piracy surveillance in the area.

The impact

Mukundan, who is based in London, told AFP that so far this year there were 162 attacks off Somalia with 21 ships captured. Hijackings off the coast of the east African country accounted for 61 percent of all attacks on ships, with 362 crew members taken hostage, he said. Mukundan said Somali pirates were still holding 21 vessels and 405 hostages for ransom. "Since 2007 there has been 62 fatalities as a result of piracy," he said, adding that "the situation is getting very serious." "We are calling for more naval ships be made available to protect ships off Somalia," he said. Mukundan said this year despite the monsoon period (June to August), Somali pirates had escalated their attacks off the Gulf of Aden. "It is an important shipping lane for very large crude carriers which sail from the Arabian Gulf to Asian countries such as Japan, China and Singapore," he said. In previous years, there was a respite in attacks during the monsoon period due to strong winds and heavy seas.

Violence and ransoms rise

Mukundan said another worrying trend was the increase in violence against seafarers and hostages in the past six months. In one incident, Mukundan said two senior officers were put in a ship's meat storage refrigerator for 40 minutes and in an another case pirates carried out mock executions. "The violence and threat used is unprecedented and unacceptable," he said. Mukundan warned that the IMB expects the number of attacks to be higher than last year. "Pirates are getting more ransom, so they are escalating their attacks," he said. Mukundan urged countries to prosecute pirates captured at sea and not to release them. "We want captured pirates to be prosecuted and punished. Now more than 80 percent of the captured pirates are freed. It is sending the wrong signal to the pirates," he said.

Source: AFP



The **CLARITY** seen in Willemstad (Curacao)

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

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The Indian frigate **F 43 TRISHUL** is the second unit of the Talwar class. The Talwar class guided missile frigates are modified Krivak III class frigates built by Russia. These ships use stealth technologies and a special hull design to ensure a reduced radar cross section. Much of the equipment on the ship is Russian-made, but a significant number of systems of Indian origin have also been incorporated. In December 2005, **INS Trishul** collided with a commercial ship, **Ambuja Laxmi**, outside the Mumbai harbour, while returning from a training mission.



Radar systems installed by the port authorities and those on board the Ambuja Laxmi were unable to detect the **INS Trishul**, and were unable to prevent the side-on collision.?

On the left seen the Indian **INS Viraat (R22)** is a Centaur class aircraft carrier currently in service with the Indian Navy. **INS Viraat** is the flagship of the Indian Navy, the oldest carrier in service and one of two aircraft carriers in the Indian Ocean

Region.

The **Viraat** was completed and commissioned in 1959 as the Royal Navy's **HMS Hermes**, and transferred to India in 1987. In 2009 there were reports that after that year's refit was concluded, India might keep the aircraft carrier in service until 2020. By then, the warship would have completed 60 years of service, over twice its initially estimated sailing life of 25 years.

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Above seen Lotus Shipping's (Greece) 10,737 Dwt Chemical Tanker "**ELEANINA**" on her 1st. Special Survey at **Cernaival Shipyard** in the port of Algeciras. Photo : **Enrique Pérez** (c)



AUSTAL Awarded Construction Contract for JHSV 6 and 7

The U.S. Navy has exercised contract options funding the construction of the sixth and seventh Joint High Speed Vessel (JHSV), as part of a ten-vessel program potentially worth over US\$1.6 billion. The construction contract for both vessels is valued at approximately US\$313 million. Austal Chief Executive Officer, Andrew Bellamy, noted that this contract demonstrates the U.S. Navy's confidence in Austal as a leading defence prime contractor.

"With options remaining for a further three vessels, the JHSV program is expected to deliver a predictable revenue stream of AUD\$330 million per annum from 2012 to 2015, which is approximately 60 per cent of Austal's historical revenue." As prime contractor, Austal was awarded the construction contract for the first 103-metre JHSV in November 2008, with options for nine additional vessels between FY09 and FY13. The Austal JHSV team includes platform systems engineering agent General Dynamics Advanced Information Systems who is responsible for the design, integration and testing of the ship's mission systems, including internal and external communications, electronic navigation, and aviation and armament systems.

Austal received authorisation from the Navy to start construction on the first vessel of the contract, **Spearhead (JHSV 1)**, in December 2009 after completing the rigorous design over a 12-month period. Spearhead is scheduled for launch in August 2011 and delivery in December 2011. Construction on **Vigilant (JHSV 2)**, began at Austal's Mobile, Alabama, USA shipyard on September 13, 2010. Austal USA's President and Chief Operating Officer Joe Rella remarked, "this award facilitates the continued development and growth of our U.S. operations, as well as the expansion of our Alabama workforce from over 2,000 to nearly 4,000."

Austal is also currently building a second Independence-variant 127-metre Littoral Combat Ship (LCS) for the U.S. Navy, **Coronado (LCS 4)**, which is scheduled for launch in September 2011. As prime contractor, Austal recently received a U.S. Navy contract for construction of up to an additional 10 Littoral Combat Ships, including **Jackson (LCS 6)** and **Montgomery (LCS 8)**, to be appropriated in the following five years, with a total value in excess of \$3.5 billion. Once commissioned, these 10 vessels will join the Austal-built **USS Independence (LCS 2)** which was commissioned in January 2010. **Source : Austal**



Above seen Wordem GmbH's 16,833 dwt Container Ship "MACUBA" fitting her cargo crane at Cernaual Shipyard's repair berth in the port of Algeciras. **Photo : Enrique Pérez ©**

Ingalls-Built U.S. Coast Guard National Security Cutter Stratton (WMSL 752) Completes Successful Builder's Trials

Huntington Ingalls Industries announced that **Stratton (WMSL 752)**, the company's third U.S. Coast Guard National Security Cutter (NSC), successfully completed builder's sea trials in the Gulf of Mexico. The company's latest NSC, built at Ingalls Shipbuilding, spent three full days at sea effectively testing all of the ship's systems.



"Our sea trial team put Stratton through a rigorous test regime this week, and the ship performed very well," said Mike Duthu, NSC program manager for Ingalls Shipbuilding. "Builder's trials is a critical step in our preparations for customer acceptance trials, and we're very satisfied we'll be ready. Congratulations to our shipbuilders, the Coast Guard and our industry partners on a very successful underway period. This ship is truly a testament to their hard work and the dedication of our entire team."

NSCs are the flagships of the Coast Guard fleet, designed to replace the 378-foot Hamilton-class High-Endurance Cutters, which entered service during the 1960s. While underway, Ingalls' test and trials team conducted extensive testing of the propulsion, electrical, damage control, anchor handling, small boat and combat systems. This culminated in the successful completion of a four-hour, full-power propulsion run.

First Lady Michelle Obama is the ship's sponsor for Stratton. She christened the ship at Ingalls Shipbuilding on July 23, 2010. Stratton is the third of eight planned ships in this new class of highly capable, technologically advanced multi-mission cutters. Bertholf and Waesche have been commissioned and are successfully executing Coast Guard missions. The construction contract for a fourth cutter, Hamilton, was awarded in November 2010. Ingalls Shipbuilding builds the NSC hull, mechanical and electrical systems, while Lockheed Martin builds and integrates the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities onboard the cutters.

Over the three-day trial period, all of the C4ISR systems were tested, including the surface and air tracking radars as well as the communications and navigational systems.

NSCs are 418 feet long, with a 54-foot beam, displacing 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. The Legend-class NSC is capable of meeting all maritime security mission needs. The cutter includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutter in the U.S. Coast Guard, with robust capabilities for maritime

homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater.

Huntington Ingalls Industries (HII) designs, builds and maintains nuclear and non-nuclear ships for the U.S. Navy and Coast Guard and provides after-market services for military ships around the globe. For more than a century, HII has built more ships in more ship classes than any other U.S. naval shipbuilder. Employing nearly 38,000 in Virginia, Mississippi, Louisiana and California, its primary business divisions are Newport News Shipbuilding and Ingalls Shipbuilding. For more information, please visit www.huntingtoningalls.com

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Above seen the **FPSO LEWEK EMAS** and AHTS **LEWEK SWAN** at Raffles anchorage, Singapore preparing for tow to offshore Vietnam.

Photo : Capt. Jan Dubbeldam - Towmaster OFFSHORE MARINE CONTRACTORS BV (c)

Jumbo Shipping & Coli Shipping Group open new office in Bremen, Germany

Dutch heavy lift shipping company Jumbo Shipping has opened a Representative Office in Bremen (Germany) in cooperation with German independent breakbulk and heavy lift shipbroker Coli Schiffahrt & Transport KG. The new office, Jumbo Agency Germany GmbH, aims to further strengthen Jumbo's position in the German project cargo and

heavy lift market. Mr. Felix Peinemann, having many years of experience in project shipping (of which 5 years in overweight and oversized cargo), has been appointed General Manager.

Peter Bloch, Jumbo Shipping's Commercial Director, expresses his confidence in this new venture: "We've been doing business with the German industry for over 40 years. The new office enables us to strengthen our relationships with our clients and respond quickly to their needs. In addition, we're looking forward to build long-term relationships with new clients." Jumbo Agency Germany draws on the expertise of both Coli Schifffahrt & Transport KG, with its excellent knowledge of the German project market, and Jumbo Shipping, with its rich experience in heavy lift transport, incl. pre- and on-carriage logistics. The new agency offers total transport solutions for overseas heavy lift and project cargo and aims for the highest standards in safety and reliability. **Source: Jumbo Shipping**

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The **NYK LYRA** seen in the port of Los Angeles – **Photo : Bob Duckson (c)**

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The **GATE LNG TERMINAL** in Rotterdam-Beerkanaal - Photo : Hans Hoffmann ©

Bangla resumes ship-breaking

Abul Hossen is preparing for the arrival of dozens of ships that promise to carry his family and hundreds, if not thousands, of other Bangladeshis out of a life of poverty. Instead of sailing to another country, however, the 45-year-old father of four will help to torch, hammer and rip the fleet into pieces of valuable scrap metal.

A Bangladeshi court has ordered the country to allow its ship-breaking industry to resume operations after a lengthy ban. The court order enables the Bangladesh industry to seek business from ship owners who are rushing to get rid of aging vessels, motivated by an oversupplied freight market, low shipping rates and high steel prices. The resurgent demand for boat scrapping could create a boom for maritime recycling yards in South Asia and China over the next two years.

"The restart of ship breaking has given me a new life," Hossen said on an oil-besmirched beach in Chittagong, home to one of the world's biggest ship recycling yards. Hossen and other ship breakers once earned a monthly average of 10,000 taka, or \$137, an income stream that vanished during the past year. The loss pushed them into other jobs like unloading trucks and fixing cars.

The court decision was delivered in March. The ban had been imposed because of fears about the industry's effects on the environment and workers' health. Ship owners, meanwhile, have an overabundance of container vessels.

Overzealous ship owners went on a buying spree before the economic downturn two years ago, and the vessels they ordered then are only now arriving from the shipyards. The oversupply, coupled with high prices of steel and bunker fuel, have made scrapping vessels an attractive financial alternative. A sharp increase in the scrapping of older ships is considered vital to pull back into balance the forces of supply and demand in the freight market.

Scrapping reached a peak of 42.58 million deadweight tons in 1985 when Taiwan, South Korea and many other countries were involved in the ship-breaking business. The industry has since undergone considerable consolidation as rising labour costs and environmental regulations have forced the closing of most ship-breaking yards in developed countries. To make up for lost time, the 110 shipbreaking yards in Bangladesh, the top ship-recycling nation from 2004 through 2008, have already purchased dozens of vessels in the past few months, with at least 35 waiting for environmental clearance to come onshore in Chittagong.

Before the ban, the Bangladeshi ship breaking industry was worth \$1.5 billion and contributed considerably to the broader economy. It provided steel mills with half of their supplies and employed as many as 150,000 workers in one of the world's poorest countries.

The average pay for a 12-hour day of hard work was about \$5.50. Nearly 40 per cent of Bangladeshis live on less than \$1.25 a day. But activists in Bangladesh say that the cost to the environment and health of employees has been too high, with more than 1,000 workers killed on the job since 1996. A government study in 2003 found that nearly 90 per cent of workers suffered some form of accidental injury -including foot injuries and more serious accidents -while working in the Chittagong yards. The World Bank reported in December the widespread contamination of soil and water at Chittagong's beaches with lead, mercury and oil. Before the court ruling, the industry vowed to adopt strict rules to protect workers, including a minimum age limit of 18, training and proper safety equipment. It also promised cleansing of toxic material from ships before their arrival.

The court has given the industry until mid-July to prove its commitment to the new rules or face a re-imposition of the ban. "We still fear there will be more casualties in ship-breaking yards, as we do not see any precautionary steps being taken," said Mohammad Ali Shaheen, head of the Chittagong-based rights group Young Power in Social Action, which says it has worked on the issue for nearly 15 years. Activists are waging similar campaigns against ship breaking in India, Pakistan and China.

But the pay is worth it, said Hossen and other workers, who do not want to see the ban reinstated. "The rights and environment activists live off the purse of others, so they don't understand the need for money, which we earn by risking our lives and investments," Hossen said. **Source : deccan herald**

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The **HIGH SATURN** seen at Island View berth Durban 01/07/2011 - **Photo : Neville West ©**

Maersk Halts Service to Three Iranian Ports

Container carrier acts to comply with U.S. sanctions after action against terminal operator Maersk Line suspended operations Thursday at three Iranian ports to comply with U.S. sanctions. Maersk said it will "cease acceptance of business" to and from the ports of Bandar Abbas, Bandar Khomeini and Asaluyeh.

The U.S. last week blacklisted Tidewater Middle East, operator of the three ports, and banned U.S. firms from doing any business with the company, which handles an estimated 90 percent of the country's container traffic. Bandar Abbas handled 2.6 million 20-foot equivalent units in 2010, according to Tidewater. Washington suspects Tidewater is controlled by Iran's Revolutionary Guards.

"We have a comprehensive compliance program in place and continue to take all actions necessary to comply with all U.S. and EU trade regulations," said Maersk Line Chief Operating Officer Morten Engelstoft. Maersk did not say how much cargo will be affected by its decision but said it will not have a material impact on its quarterly earnings. Other ocean carriers are expected to halt operations in the three Iranian ports following the tightening of U.S. sanctions. **Source : The Journal of Commerce Online**

Wärtsilä concludes new LNG ship maintenance contract

Wärtsilä has announced a technical management contract, based on its dynamic maintenance planning concept, covering six LNG carriers operated by Greek ship manager and LNG shipping specialist Ceres LNG Services.

The five-year contract covers engine dynamic maintenance planning for a total of 24 Wärtsilä 50DF dual-fuel engines in six LNG carriers. Dynamic maintenance planning is intended to offer a significant reduction in operating costs by applying predictive maintenance principles and by optimising engine performance. With this order, a total of 80 50DF engines powering LNG carriers are under Wärtsilä dynamic maintenance planning contracts.

The concept is based on a condition monitoring system developed by Wärtsilä, in which operational data and parameters are continuously fed into a database and then evaluated at Wärtsilä's condition based maintenance centre. The maintenance needs are thus predicted based on the actual condition of the equipment, while the optimal operational parameters can also be determined. The company claims that this system, in conjunction with annual visits and onboard inspections, gives the flexibility for maintenance intervals to be amended according to actual need. Service work and spare parts availability can be arranged accordingly, which simplifies planning and should avoid unnecessary costs and downtime.

"Wärtsilä's dynamic maintenance planning will enable our company and our customers to benefit from optimised availability, increased lifecycle efficiency, and reduced maintenance costs for our engines. Wärtsilä's technology, global presence, and local support will help us to achieve this task," says Sallis Theofanis, Ceres LNG technical manager.

"With dynamic maintenance planning we combine the latest in condition monitoring, predictive maintenance and efficient maintenance planning, with the latest in engine technology to achieve a complete system solution that maximises the availability of the engines without compromising reliability," says Dimitris Mitsopoulos, account manager, Wärtsilä Services in Greece. **Source : The Motorship**

Delta Shipping Expands Service Rotation

Delta Shipping is adding a call to Gdansk on its UK / Continent Service. The first vessel to call GTK Terminal will be the "Delta Hamburg" on July 3. The revised rotation is: Tilbury – Dunkirk – Rotterdam – Hamburg – Gdansk – St. Petersburg. The transit time from Gdansk to St. Petersburg will be 2 days. The overall round trip time will not be affected.

The weekly service deploys two vessels. Two ships also serve the Rotterdam – Gothenburg – Aarhus – St. Petersburg route. **Source : SeaNews**

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Tanjung Offshore wins OSVs hire deals from Petronas

Tanjung Offshore Services on Friday clinched long-term charter contracts from Petronas for three of its offshore support vessels (OSVs). Malaysia's state oil firm Petronas will hire the OSVs from for between one to three primary years valued at approximately RM50m (\$16.6m). The contract includes an option to extend the charter period for a further one to two years, according to Tanjung Offshore. The Kuala Lumpur-listed offshore services firm said the contracts are expected to contribute positively to its earnings for the financial years ending 31 December 2011 and beyond. **Source : Seatrade Asia**

Nuclear Icebreaker Starts Arctic Cruise Navigation



Photo : Beau Bisso (c)

June 24 the nuclear icebreaker **"50 Let Pobedy"** left Murmansk for its first cruise in this season. The ship will make four 12 day long cruises this year on charter to Supernova, Volento and Poseidon.

Other nuclear icebreakers operated by Rosatomflot will also make voyages with tourists on board, a spokesperson for the company told SeaNews. A two-week Arctic cruise costs some \$23,000-33,000 depending on the cabin class

Source : SeaNews

MAN Diesel gains Korean Navy engine order

MAN Diesel & Turbo says that it signed a contract in April, 2011 with STX of South Korea, for four 12V28/33D STC medium speed engines, for a Republic of Korea Navy ship under construction at Hanjin Heavy Industry. Under the project name LST-II, Hanjin is building the landing ship tank (LST) vessel, which has an approximate length of 127 m. The naval vessel features a CODAD (combined diesel and diesel) propulsion configuration with the four diesel engines integrated with two twin-input/single-output gearboxes and two CP propellers. The engines are each rated 5,460kW at 1,000rpm, with each featuring a 10% overload capacity for 1 hour/6 hours.

The STC suffix denotes that the engines are equipped with sequential turbocharging systems, in order to provide a characteristic large torque envelope. Other engine characteristics include:

- fast acceleration;
- lower fuel consumption;
- lower signature at intermediate and low loads;
- shock resistance;
- elastic mounting for low noise and vibration; and
- IMO Tier-2 compliance.

Delivery date for the engines has been set for October 2012 with the ship due for delivery in September 2014. The company says that the contract is the result of another successful cooperation with its long-standing, Korean partner STX and is the initial fruit of a new V28/33D licence.

MARITIME ARTIST CORNER



Heerema's **RETRIEVER** Oil on canvas by **Willem Eerland** – www.Tableau-maritimecards.nl

.... PHOTO OF THE DAY



The **Eugen Maersk** seen arriving at Rotterdam bound for the APM terminal.. She was the last of the E-class that was built in 2008, and is the largest containership in the world, together with her sisters **Emma Mærsk**, **Estelle Maersk**, **Eleonora Maersk**, **Evelyn Maersk**, **Ebba Maersk**, **Elly Maersk** and **Edith Maersk**.

Photo : Hans Hoffmann ©

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