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The SEAWELL seen outbound from Rotterdam – Photo : Marius Esman (c)

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The **NOORDHOEK PATHFINDER** seen moored in Den Helder – Photo : H. Blomvliet (c)

China to inject \$5.57bn in Yangtze River dredging project

China will spend more than CNY36 billion (US\$5.57 billion) in the coming five years on Yangtze River dredging and navigation upgrades, Xinhua reports citing CHINA's Vice Minister of Transport Xu Zuyuan statement. This will bring the river to a new phase of rapid development.

Mr Xu said China had invested over CNY80 billion in traffic development projects over the last five years, having upgraded navigational channels, ports, shipping capacity, security and sundry shipping services. Yangtze River is the only waterway that runs through the east, central and west China. But its navigation facilities have not been catching

up with the development of the river. During the recent years, cities along the river are becoming increasingly aware of the advantages of water transport, which is environmentally friendly and inexpensive and are devoting more efforts to upgrade related waterways. Jiangsu provincial deputy governor Shi Heping said his province has been spending CNY500 million a year on Yangtze projects since 2007 and has set up a mechanism of joint conference for cities along the river to discuss river development. **Source: Shippingonline**



The **COLOR FANTASY** seen arriving in Kiel – **Photo : Ad de Kruijf (c)**

Mercator plans \$150-m IPO of Singapore arm

Mercator Lines, one of the largest shipping lines in India, is planning a \$150 million (R680 crore) initial public offering (IPO) of its Singapore-based coal exploration and mining unit, Oorja Holdings, by the end of 2011. The company will divest not more than 30% stake in Oorja and the listing will be done either in Singapore or London. When contacted, HK Mittal, chairman, Mercator Lines, declined to comment while Atul Agarwal, the company's managing director, could not be reached. The company's shares closed at R40, up 0.76% on Thursday on the BSE.

"We will be listing Oorja mainly to raise funds for expansion and retire debt of about R450 crore of our total consolidated debt of R3,200 crore," said a company official requesting anonymity. He added that the company was in the process of appointing bankers to the issue. Incorporated in 1983, Mercator's interests are diversified ranging from shipping, coal, dredging and offshore oil and gas services. Coal mining and trading activities contributed about 49% or R1,388 crore to the total revenue for 2010-11. "For the second consecutive year, the coal business posted a handsome growth in revenue of over 250% this year and in Ebitda over 900%. This tempo of growth is expected to continue," the company noted after the March 2011 quarter announcement. In the year to March 2011, the company reported consolidated revenues of R 2,806 crore and a consolidated net profit of R46.85 crore. "Focus has shifted to coal and coal handling so as to balance the cyclical nature of shipping. Mercator Lines currently operates two mines in Indonesia and has bought the third mine there which will be operational this October. Compared to the traditional shipping business, the coal business is growing faster," said Bharat Chhoda, analyst with ICICI Securities. As of March 31, 2011, about 40.22% of the equity was held by promoters and remaining 59.78% was held by the public. The company has about six subsidiaries operating in Singapore, and of them, Mercator Lines Singapore was listed on Singapore Exchange in 2007. **Source : The Financial Express**

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The **SV NIKOLAY** seen leaving the Ijmuiden locks outbound from Amsterdam – Photo : Marcel Coster (c)

Greeks arrest captain of U.S. ship aiming to protest Gaza blockade

Greek police have arrested the captain of a U.S. ship whose passengers and crew had hoped to help lead a Gaza-bound flotilla aimed at challenging Israel's maritime blockade of the Palestinian territory. John Klusmire, an American citizen and captain of The **Audacity of Hope**, was asked to report to a police station Saturday morning, said Jane Hirschmann, an American who is one of the flotilla organizers.

A spokesperson with the Greek Coast Guard, who was not named per custom, confirmed Klusmire's arrest. The reason given was that he had left the mainland without permission and put passengers in danger. He will appear before Greek prosecutors on Tuesday. Hirschmann added that, in addition to disobeying a police order, Klusmire is being charged with disturbing sea traffic.

"This is intimidation," she said. "They're making an example of our captain to stop other boats in the flotilla from trying to sail." His vessel -- which carried 36 American passengers, four crew members and several journalists, including CNN reporter Phil Black -- was intercepted Friday by a Greek Coast Guard patrol vessel roughly 10 minutes after it had departed Perama. The Greek authorities were in a standoff with the crew for about three hours, during which activists sang, chanted and waved signs in support of their mission. The ordeal took a turn, however, when an inflatable boat carrying an armed Greek military commando team told the activists to follow them back to port or face being boarded.

Eventually, the ship returned to Greece, where it is now tied up at a Greek naval facility. Four other crew members have been ordered by Greek authorities to stay aboard the ship, Hirschmann said. Many other activist passengers have remained on the vessel as well, in a show of solidarity.

The **Audacity of Hope** is one of 10 ships that organizers hope to unite to form a flotilla heading toward the Middle East. The trip is partially meant to commemorate a May 2010 incident in which Israeli troops boarded Mavi Marmara, a Turkish ship filled with humanitarian aid and 700 activists from various countries. Nine people died in subsequent clashes with Israeli Navy commandos.



The Greek government said Friday that it won't allow any of the nine other boats in the flotilla to sail to Gaza because their mission is too dangerous. Flotilla members accuse the Greek government of buckling to pressure from Israel's government.

For their part, the Israelis have said they are mounting a diplomatic offensive to try to stop the flotilla from setting sail at all. On Tuesday, the Israeli government said flotilla participants

had threatened to kill Israeli military personnel should their boats be boarded. They alleged that the participants were stockpiling sacks of sulfuric acid on boats to be used in the event of any attacks on Israeli commandos. Flotilla organizer Medea Benjamin dismissed the allegations as ludicrous, saying: "They see this nonviolent, rag-tag group of ships as such a threat they're using their entire propaganda apparatus, and their diplomatic and economic clout to try to stop 300 peace activists. It's pathetic." The Middle East Quartet -- composed of officials from the United States, United Nations, European Union and Russia -- on Saturday issued a joint statement asking "all governments concerned to use their influence to discourage additional flotillas, which risk the safety of their participants and carry the potential for escalation." The Quartet added in its statement that it "strongly urges all those wishing to deliver goods to the people of Gaza to do so through established channels, so that their cargo can be inspected and transferred via established land crossings." Doing so, the group contends, is the best way to both help Palestinians and address Israel's "legitimate security concerns." **Source : CNN**

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Ship stranded on Mumbai beach refloated

Three weeks after scrapped cargo ship **MV Wisdom** ran aground at Juhu Beach in north Mumbai, maritime authorities succeeded in refloating it Saturday afternoon, an official said here. As soon as a high tide developed this morning, efforts were started to remove the ship with the help of emergency towing vessels from Singapore **SMIT LUMBA** and **GREATSHIP ASHMI**, chartered by the shipping ministry. Around 1 p.m., **MV Wisdom** shifted from the Juhu Beach and started bobbing in the Arabian Sea. The official said the ship was now anchored at a location just off Mumbai and arrangements were being made to tow it to its final destination in Gujarat. The Singapore flag 9,367 tonne 26-year-old

vessel went adrift June 11 from its tug that was towing it from Colombo to Alang in Gujarat, where it was to be broken as scrap. Despite efforts for three days by the Indian maritime authorities, it could not be refloated as it was stuck too deep in the sand. The Indian maritime authorities finally sought the help of SMIT International, Singapore, which sent the two powerful tug boats equipped with trained personnel. While it was aground, the ship became a major tourist attraction with lakhs of people coming to the beach to get a glimpse. **Source : Deccan Herald**



Dockwise **TRUSTEE** seen anchored off Rio de Janeiro to deliver her cargo

Photo : Capt. Klaas Verboon – Master Kent Atlas ©

Greenpeace's Rainbow Warrior III takes shape

In a vast hangar in a north German shipyard, environmental pressure group Greenpeace's latest weapon is nearing completion: the state-of-the-art **Rainbow Warrior III**. "The **Rainbow Warrior III** is much more than a flagship," the group's spokesman Mike Townsley told AFP ahead of the vessel being floated on Monday prior to its official launch for Greenpeace's 40th birthday in October. "It is very modern and very ecological ... It is the practical application of our values."



Costing an estimated 23 million euros (\$33.4 million), 10-15 percent of Greenpeace's total annual budget, this is the first time that Greenpeace is having a **Rainbow Warrior** built from scratch to its own specifications. The first one, sunk by French agents in 1985 in New Zealand while attempting to stop nuclear testing in the Pacific, was a converted British fisheries research trawler built in 1955 acquired by Greenpeace in 1978.

The second, another former fishing vessel, is more than 50 years old and is being retired after being "rammed, raided and bombed" in numerous campaigns against nuclear testing, over-fishing and illegal logging, Greenpeace says.

The contract to construct what Greenpeace calls its "eyes and ears" against environmental destruction -- and for action "when bearing witness isn't enough" -- went to 161-year-old German shipyard Fassmer in 2009.

The hull was made in the Polish port of Gdansk, with work beginning last year on July 10, the same date as the sinking in Auckland 25 years earlier in which one activist died. It was brought to Germany in November. Visited by AFP in recent days, the 58-metre-long (190-foot-long) vessel, weighing 680 tonnes, already sports the logo of a white dove and rainbow on each side of its green hull. Inside, 120 employees of the family-owned Fassmer are working hard to get everything ready and to ensure that the shipyard meets Greenpeace's demands that the vessel is ecologically sound. "It is something very special working for Greenpeace," says the ship's chief designer Uwe Lampe, admitting to getting "a few migraines" trying to give the non-governmental organisation the ship of its dreams. "We have

constructed a boat with an unusually high number of environmental and safety standards ... We can only use parts that meet European norms and materials from Europe, so no Chinese steel or Russian plywood," he said. "The whole concept of the boat was, how should I say, very complex," he told AFP. "It's like a small town, with its own electricity generator, air conditioning, waste water treatment and laboratory." The boat is powered by sails on its 50-metre masts, by an electric motor allowing it to reach a top speed of 10 knots and a diesel engine giving it 15 knots.

Another demand from Greenpeace was for **Rainbow Warrior III's** radio room to be able to withstand for at least 30 minutes any attempts by special forces to break in -- something which would not be a first. The ship can house a crew of up to 33 who can survive for four weeks without outside supplies. It also has a helipad in the stern and its masts will be decked out with 48 antennae and other pieces of electronic gadgetry. More information can be found at a special website, <http://anewwarrior.greenpeace.org>, where Greenpeace is also calling for donations. **Source :** Breitbart



HAL's **ROTTERDAM** seen from Heerema's **THIALF** in the Amoyfjord/Stavanger 01 July 2011

Photo : Capt. J.J.Jut - Master sscv Thialf ©



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ESPADARTE OFF DURBAN , SINGAPORE GOES IN FOR BUNKERS



After several days bad weather the **LONDON** was able to take over the **FPSO ESPADARTE** from the **SINGAPORE** which headed for Durban to take bunkers, foodstores and crewchange, below is seen the pilot boarding whilst approaching the port of Durban - **Photo's : Marc Biemans ©**



Upon completion of the works in Durban **SINGAPORE** will join the **LONDON** again for the last stretch to Singapore

CASUALTY REPORTING



KRISTEL AGROUND AT ARUBA



Yesterday morning abt 03:00 the boat **Kristel** registered in Aruba ran aground just at Nanki south east of the Island she laying as a deadweight with ruptures trough the hull. The case is under investigation.

Photo : Coloradobikers Aruba - Rafael E. Maduro ©

NAVY NEWS

India to equip with nuclear Sub

SUPPLY of Russian nuclear submarine to India is being expedited in order to further strengthen the naval arm of the Indian forces which should be a source of concern of Pakistan. Russian Navy Chief was quoted as saying on Friday that the submarine would be delivered by the end of this year. Augmentation of the capacity of the Navy is part of Indian hegemonistic ambitions to dominate the blue waters. The attack submarine which can go down to depth of 600 metres for about 100 days would cost around \$ 900 million and reflects how much India was spending on hi-tech weapons from all sources not only for the Navy but to modernize all the three services. The question arises why it is doing so? Pakistan will have to analyze the entire Indian military and particularly the naval strength, allocate more resources and acquire proper defence capabilities to deter any attempt for the blockade of its sea lanes. But instead of appreciating the good work done by the Navy, a part of the Pakistani media day in and day out under various pretexts is in the process of eroding the image of armed forces advertently and inadvertently. After the PNS Mehran base incident, some elements started launching motivated, baseless and senseless accusations against Naval Chief Admiral Noman Bashir which in our view was a criminal and unpatriotic act against a highly professional and committed person who has done a lot for the modernisation of Pakistan Navy. Such propaganda and accusations can lead to demoralization of our naval commanders and sailors who brave the rough seas to secure our vital trade routes and maritime boundary. One latest example was bringing back of Pakistani crewmembers of Suez ship despite all the odds including dangerous maneuvering by an Indian naval ship. Pakistan Navy under the command of Admiral Noman Bashir is in the process of modernisation. He has managed to acquire three Chinese made F-22 Frigates and the 4th is being built at Karachi Shipyard to be ready in 2013. A Perry class frigate has been purchased from the US which has large radius of action making it a very suitable platform for sustained maritime operations away from home port. The Pak Navy successfully test fired a combination of Surface to Air (SAM) missiles in Sonmiani early this year to check its air defence capability against hi-tech aircraft & Unmanned Aerial Vehicles as well as to consolidate the defence of the country's coastline. These are some of the achievements made public and we need to encourage Pakistan Navy instead of following the suicidal tendency of hurling baseless accusations. **Source : pakobserver**

France Confirms Order of 3rd Barracuda Sub

France has ordered a third Barracuda nuclear-powered attack submarine from naval company DCNS and nuclear power firm Areva-TA, the defense procurement office said in a June 30 statement. "The Direction Générale de l'Armement (DGA) ordered June 28 2011 from companies DCNS and Areva-TA the third nuclear attack submarine (SSN) **Barracuda**, as part of the contract signed in December 2006," the DGA said.

The **Barracuda** program consists of six nuclear boats, worth 8.6 billion euros (\$12.4 billion), and is intended to replace the present Rubis class of nuclear submarines, the DGA said. The original contract value was 7.9 billion euros, but the amount has been revised to take into account current prices, in line with the contract terms. DCNS is prime contractor for the Barracuda program, with Areva prime for the nuclear reactor.

The first and second boats - the **Suffren** and **Duguay-Trouin**, respectively - are under construction at the DCNS submarine facility at Cherbourg in northern France. The first-of-class submarine is due for delivery in 2017, with the following boats scheduled for delivery every two years. The last ship will be handed over in 2027. The **Barracuda** submarines will be armed with the Artemis heavy torpedo, Exocet anti-ship missile and the planned sea-launched cruise missile. The boats are also designed to handle special operations forces and their equipment, the DGA said. Construction of the six boats will provide a large amount of activity for Areva, DCNS, the French atomic energy commissariat and about 100 small and medium-sized companies, the procurement office said. **Source : DefenseNews**

Turkish ships conclude exercises

The Pakistani and Turkish naval forces conducted joint anti-submarine exercise off the Karachi port on Friday, a senior official of the visiting Turkish Maritime Task Group (TMTG) said. "Almost every year Pakistani and Turkish army, navy and air force conduct joint exercises in their respective countries," the official told journalists on board **TCG Barbaros** at the PN Dockyard.

Three Turkish frigates and a logistics support vessel which had left a southwestern Turkish naval base on May 30 as part of a mission to fight piracy in international waters, are currently visiting Karachi and scheduled to depart on Monday. Frigates **TCG Barbaros**, **TCG Gemlik**, **TCG Gelibolu** and logistics support vessel **TCG Yarbay Kudret Gungor**, sailed from Aksaz Naval Base in Marmaris on May 30 to participate in international efforts to fight piracy in the Gulf of Aden, off the coast of Somalia and in the Arabian Sea. To counter the threats against global security, to meet new security challenges and to demonstrate the Turkish Navy's capability to remain deployed for prolonged

periods, the TMTG is activated every year. It also supports the ongoing Nato and UN operations worldwide. TMTG official said Turkish Naval Forces contributed to counter-piracy operations between 2009 and 2011 with seven ships. "The objective is to facilitate international effort to provide protection to merchant vessels transiting the Gulf of Aden, off the coast of Somalia and in the Arabian Sea," the official said. **Source : PPI**

Hr. Ms. Tromp terug van roerige missie

Het luchtverdedigings- en commandofregat **Hr. Ms. Tromp** is 29 juni na een roerige missie in thuishaven Den Helder teruggekeerd. Daar werd het schip welkom geheten door de Commandant der Strijdkrachten, de Commandant Zeestrijdkrachten en het thuisfront van de bemanningsleden.

"Uw taak als beschermer van koopvaardij schepen tegen piraterij in internationale en onveilige wateren zit erop", sprak de Commandant der Strijdkrachten (CDS), generaal Peter van Uhm, de aanwezigen toe. "U kunt terugkijken op een geslaagde inzet en op een roerige missie."

Hr. Ms. Tromp vertrok 5 maanden

geleden uit Den Helder om, als vlaggenschip van het NAVO-vlootverband Standing NATO Maritime Group 2, een bijdrage te leveren aan de antipiraterij-operatie Ocean Shield. Nauwelijks was de **Tromp** het Suezkanaal gepasseerd of de missie wijzigde en het schip kreeg opdracht naar Libië op te stomen om, indien nodig, Nederlanders te evacueren.

Libië

De **Tromp** was een van de eerste NAVO-schepen voor de Libische kust en leverde direct een bijdrage aan het in kaart brengen van de diverse vlieg- en scheepsbewegingen. Het fregat werd wereldnieuws toen na een consulaire evacuatieoperatie de helikopterbemanning werd vastgehouden door aanhangers van het Qaddafi-regime. Van Uhm: "De beelden van de gegijzelde vliegploeg raakten ons allemaal." Op 11 maart kwam de bemanning weer vrij.

Volgens de CDS ging niet alleen de bemanning van de **Tromp** uiterste professioneel met het incident om, maar ook de helikoptercrew zelf. "Enkele weken na hun vrijlating keerden zij al weer terug naar hun schip. Naar hun bemanning. Ingegeven door een diepgaand gevoel van 'samen uit, samen thuis'. Tekenend voor de band aan boord."

Onder vuur

Eind maart begon de **Tromp** aan het bestrijden van de piraterij en paste daarbij nieuwe tactieken toe, om de speelruimte van bandieten te beperken. Het luchtverdedigings- en commandofregat patrouilleerde dicht onder kust in de buurt van piratenkampen, om het onmogelijk te maken uit te varen. Tijdens een van deze patrouilles detecteerde de **Tromp** een vissersschip dat richting het ankergebied van een piratenkamp voer. Toen dit schip niet reageerde op diverse oproepen via de marifoon, kregen de mariniers van het versterkte boardingelement opdracht het schip nader



te onderzoek. Bij nadering van het verdachte schip, werd het vuur op ze geopend. Tijdens de actie die hierop volgde, werden 16 gegijzelden bevrijd en 16 van piraterij verdachte Somaliërs aangehouden. 2 verdachten kwamen om.

Belang

De CDS zei dat de piraterij direct de handelsslagader van de Europese economie raakt. "De Nederlandse politiek onderschrijft dat." Dat blijkt volgens hem niet alleen uit de verlenging van de deelname, maar ook uit de substantiële bijdrage die Nederland levert. Bovendien worden zogenoemde Vessel Protection Detachments (VPD's) ingezet om uiterst kwetsbare zeetransporten te beschermen en levert Nederland kennis en expertise op stafniveau. Nadat Van Uhm het thuisfront bedankte voor hun cruciale steun, kreeg de bemanning de herinneringsmedaille vredesoperaties.

Source : Defensie.nl –



Photo's : Andre de Groot ©

\$2.7B Turk Sub Deal With Germany Takes Effect

A 2 billion-euro (\$2.7 billion) deal between Turkey's arms procurement agency and Germany's ThyssenKrupp Marine Systems for the joint manufacture of six submarines formally took effect July 1, the German group announced. "The 2 billion-euro order for six U214 submarine material packages placed with ThyssenKrupp Marine Systems by the Republic of Turkey has entered into force with receipt of the advance payment," the group said in a statement July 1.

"As a longstanding partner and supplier to the Turkish Navy, ThyssenKrupp Marine Systems can now begin executing the order," the statement said. "The order will contribute to securing employment at [ThyssenKrupp's] HDW in Kiel, as well as at many subcontractors in Germany and Turkey, for the next 10 years."

A major loan deal on the last day of 2010 between German banks and the Turkish Treasury rescued the contract between the Undersecretariat for Defense Industries, the Turkish government's procurement agency, and German shipyard Howaldswerke Deutsche Werft (HDW), Turkish procurement officials said earlier. Since then, the two sides had discussed the loan's conditions, and that process ended successfully in late June.

Turkey and HDW, an affiliate of the ThyssenKrupp conglomerate, originally signed the submarine contract in July 2009, but no price was disclosed at the time. Turkey originally selected HDW over French and Spanish rivals in the summer of 2008, when officials said the German offer was worth 2.5 billion euros. **Source : defensenews**

Renegotiations over price and a clear road map for Turkish local participation led to a final agreement on a price reduction of more than 500 million euros, bringing down the program's final cost to about 2 billion euros. Under the Turkish modern submarine program, the non-nuclear vessels will be built at the Navy's Golcuk Shipyard on the Marmara Sea coast near Istanbul. The submarine program will become Turkey's largest defense modernization project after a planned \$13 billion deal to buy 100 next-generation F-35 Joint Strike Fighters for the Air Force. Ankara is hoping the U214 submarines will enter service shortly after 2015, two years later than the original schedule when the program was launched a few years ago. With a decision to proceed, Turkey scrapped a modernization plan for its older Ay-class submarines, also built by HDW. Turkey also is building its own corvette-type ships and hopes to produce its own frigates by the end of this decade. Several Turkish shipyards are producing patrol boats, coast guard boats and other amphibious platforms. **Source : DefenseNews**

DefenseRussia set to take part in new Indian submarine tender

The Indian Navy is planning to commission at least 12 submarines in the next decade to strengthen its depleted submarine fleet.

Russia will participate in a new tender on the delivery of six diesel-electric submarines for the Indian Navy, the state-run exporter Rosoboronexport said. Russia dropped out of the first Indian submarine tender in 2009. "There is a new tender, with the new requirements, and together with [Russia's] Rubin design bureau we are making a proposal to India for Amur 650 class submarines," Azizov told reporters at IMDS-2011 naval show in St. Petersburg on Friday.



Azizov said that Amur class is a fourth-generation vessel, and "Russia has all chances to win the tender." The Indian Navy said in February it will announce a global tender for procuring six next generation submarines worth about \$11 billion by the end of 2011.

India is building six Scorpene submarines the Mazgaon Dockyards Limited (MDL) under a deal with France's DCNS. However, the Indian side said it would need submarines "with better stealth capability, improved detection range and combat management system." According to Azizov, Amur class subs match these requirements perfectly, as their sonar signature level is several times less than that of Kilo class submarines which are considered at present the most silent in the world.

In addition, Amur 650 could be equipped with the Air Independent Propulsion (AIP) systems on the basis of fuel cells to increase considerably the endurance and cruise range in a submerged state. According to Indian sources, France, Germany and Spain will also participate in the tender. The Indian Navy is planning to commission at least 12 submarines in the next decade to strengthen its depleted submarine fleet. **Source : RIANovosti**

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The **CLIPPER BRUNELLO** seen in Southampton – Photo : Peter Hollands ©

Russia behind time on Indian frigates delivery

Russia is not going to meet the deadlines in the implementation of a contract on the delivery of missile frigates to the Indian Navy, the state-run arms exporter Rosoboronexport said. Russia and India signed a \$1.6 billion contract on construction of three modified Krivak III class (also known as **Talwar class**) guided missile frigates for India in 2006. The first frigate was scheduled for delivery in April 2011. "There is a delay, and it is hard to say now what the new deadline is going to be, although the first ship is undergoing dockside trials," said Oleg Azizov, head of Rosoboronexport's delegation at the IMDS naval show in St. Petersburg. Russia's Yantar shipyard, which is building the ships, has asked Rosoboronexport for additional \$100 million to finish the construction. Azizov said an Indian Navy delegation will arrive in Russia next week to negotiate the new deadlines for construction. This is the second time Russia has run into difficulties with Indian naval contracts. The price of the **Admiral Gorshkov** aircraft carrier has been raised almost twice, and its delivery date was put back from 2008 to late 2012. Russia has previously built three Talwar-class frigates for India - **INS Talwar (Sword)**, **INS Trishul (Trident)**, and **INS Tabar (Axe)**. The new frigates each will be armed with eight BrahMos supersonic cruise missiles, jointly developed by Russia and India.

Source : siasat

The State Duma starts first reading of pro-shipbuilding, shipping bill

The State Duma will be reviewing today, July 1st, in the first reading a draft federal law that would help Russia's shipbuilding and shipping industry, a lawmaker said Friday. "With this bill we will transit from local modernization measures... to a systemic development of entire industries," Chairman of the Committee on Economic Policy and Entrepreneurship Yevgeny Fyodorov said. The lawmaker said the bill aims at the creation of economic conditions for the development of shipbuilding industry, transport system and the competitiveness of domestic shipbuilding enterprises and their products. "These measures will help create new high paying jobs, both on ships and ashore," the deputy said. "Comprehensive support for the shipbuilding may will affect the development of domestic enterprises in related industries, including heavy machinery, metallurgy, instrument making, the chemical industry and others. In turn, the intensification of industrial production in these sectors would entail the use of advanced technologies and applied research", Evgeny Fedorov was quoted as saying. **Source : PortNews**

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The **KESTREL** seen enroute Rotterdam to collect a barge – **Photo : Marijn van Hoorn (c)**

OOCL Awarded the “Top Ranked Carrier 2011” by AgTC

Orient Overseas Container Line Ltd. (OOCL) is proud to announce that OOCL has been awarded the “Top Ranked Carrier 2011” in the Annual Ocean Carrier Performance Survey conducted by the Agricultural Transportation Coalition (AgTC), a leading and influential association formed by agriculture and forest products exporters, importers and freight forwarders in the United States. Emerged as the favorite among 19 shipping lines and voted by over 425 transportation professionals from its members, OOCL has been presented this coveted recognition at the 24th Annual Meeting of the Agriculture Ocean Transportation Coalition, in San Francisco in June 2011. Ranked No. 1 ocean carrier of the year, OOCL has scored the highest in the Annual Ocean Carrier Performance Survey based on the following criteria:

- Documentation Accuracy and Timeliness
- Quote Responsiveness
- Rate Competitiveness
- Claims Service
- Freight Billing Accuracy
- On-time Performance
- Ease of Doing Business
- Cancelling or Rolling Bookings
- Equipment and Space Allocation
- Problem Resolution
- Customer Service Practices



OOCL London being 'chaperoned' alongside at Brani Container Terminal, Singapore Sunday afternoon 19th June.

Photo : Capt. John McAuslin (c)

At the award presentation ceremony, Mr. Peter Friedmann, Executive Director of the AgTC stated that many major ocean carriers are paying increasing attention to the importance of U.S. agricultural exporters and are working very constructively with the AgTC members to improve ocean shipping relationships. This year, OOCL has really stood out from the crowd for their outreaching efforts. “OOCL has sought out opportunities to interact with agriculture shippers and devoted energy and time to this outreach. It is possible that the insight gained during these efforts has allowed OOCL to achieve this important recognition,” said Friedmann.

When receiving the AgTC's “Top Ranked Carrier 2011” award, Mr. Edward Zaninelli, Vice President, Trans-Pacific Trade Westbound Commercial of OOCL, thanked his customers, AgTC and its members for their continued support, and remarked, “With the support of the US government-led Export Initiative to double exports in the next five years, OOCL sees many opportunities to serve the growing number of agricultural traders who will leverage on the favorable policies to boost their exports, particularly for commodities like grain, soybean, and cotton to markets in Asia. OOCL will continue with our proactive engagement with export customers to better understand and meet their needs so that our business solutions will help them succeed.” A moment of delight at the OOCL North America Headquarters in San

Ramon, California with the AgTC's "Top Ranked Carrier 2011" plaque, the highest recognition in the industry. A big round of applause to (L to R) Jay Knutson, Director National Accounts, Debbie DiLaura, Director Customer Service Development, Anita Wong, Regional Trade Manager, and Margaret Staub, Regional Trade Manager, and their teams. Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's largest integrated international container transportation and logistics companies, with more than 270 offices in 60 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source: OOCL**



The **FRIO MURMANSK** seen moored in Velsen – **Photo : Erwin Willemse (c)**

Polish port handles its millionth TEU

Poland's leading container terminal handled its millionth twenty-foot equivalent unit (TEU) on 29th June 2011. This is an important milestone for DCT Gdansk as after just 3 years it is already one of the most important container terminals not only in Poland but in the whole Baltic Sea Region.

DCT started its rapid growth at the beginning of 2010 when the Maersk Line AE10 service extended its route to Gdansk. This boosted DCT Gdansk's development as it became a Baltic Sea hub and was further enhanced when Maersk Line decided to upgrade the AE10 string to the biggest container vessels in the world in May 2011.

Boris Wenzel, DCT's CEO adds "the maritime spirit of Gdansk is awakening. In the Middle Ages Gdansk was a major port on the Baltic Sea, now we are contributing to the next golden age for Poland and its maritime industry. By bringing E-class vessels to DCT in regular weekly calls we managed to handle almost 733 000 TEUs since 2010 which is 75% of all handled capacity from the beginning of the terminal. It will not take long till we handle our second million TEUs at DCT."

DCT celebrated its 1 000 000 TEU container with special splendor as this container was unloaded from Emma Maersk, the flagship vessel of Maersk Line during its maiden call at DCT Gdansk. DCT Gdansk is a Polish registered company majority owned by GIF II (Global Infrastructure Fund II), a specialized fund managed by a member of the Macquarie Group of Companies, headquartered in Australia. Its terminal offers year-round ice-free access with a 17.0m deep approach channel and up to 16.5m depth along the berth. DCT Gdansk is an ideal gateway to Poland as well as the transshipment hub for St. Petersburg and the rest of the Baltic region. The rail terminal, 2 x 1000m long and operated by DCT Gdansk, is adjacent to the marine facility. DCT Gdansk offers the only direct container shipping connection from the Far East to Poland and the Baltic Sea. DCT is adjacent to the 100 ha Pomeranian Logistics Center developed by Goodman which is to open in 2012 and will offer port centric logistics solutions to the Polish market. **Source : Polish market**



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An 0700 sailing on a bright and sunny summer Sunday morning on the Clyde saw the **KAYU EBONI** head off for her next cargo in Murmansk. – **Photo : Tommy Bryceland, SCOTLAND**

Seattle box imports down 27.8% in May

Container imports at the Port of Seattle fell back 27.8 percent in May from the same month a year ago in a broad decline in international shipping at Pacific Northwest ports, the Journal of Commerce reports.

The Port of Tacoma reported containerized imports fell 15.2 percent year-over-year in May and both Washington state ports showed exports flattening out this spring. Seattle's loaded container export volume grew 1.1 percent over May 2010 but slipped back slightly from April to May, to the lowest level since February. Tacoma said container exports expanded 3.5 percent in May compared to last year, but the loaded volume also slipped 3.8 percent from April's export total.

The export figures sent a poor sign of outbound demand at ports that are important gateways for agriculture shippers.

But the containerized import volume also suggested a slowdown at the ports with the peak shipping season on the horizon. The Pacific Northwest ports also face growing competition from ports in Canada for inbound volume from Asia.

Seattle's overall international loaded container volume was up 1.2 percent in the first five months of the year over the same period a year ago. But the import side was down 4.9 percent year-over-year in the January-May period.



Above seen the starboard crane of Heerema's **Balder** in action , offshore Angola.

Photo : Capt. Geert Dijkema - master "Alphonse Letzer" (c)

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OLDIE – FROM THE SHOEBOX



The monument to the naval glories of Chile in honor of the Heroes of the Naval Combat of Iquique opened in the Plaza Sotomayor in May, 21 1886. In the background the Valparaíso bay. **Photo : El Mercurio de Valparaíso**

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.... PHOTO OF THE DAY



The **ELLY MAERSK** seen arriving in Rotterdam last Saturday evening
Photo : **Jacco van Nieuwenhuyzen (c)**