



Number 186 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 05-07-2011**

News reports received from readers and Internet News articles copied from various news sites.



A CSS FOR ALL REASONS
Builder – Owners - operators



MARINE ASSETS CORPORATION

One Raffles Quay – 35-01 North Tower – Singapore - www.macoffshore.net - robin.reeves@macoffshore.net



The POLARCUS NADIA seen passing Velsen – Photo : Jan Plug (c)

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The **MSC BERIL** seen arriving in Rotterdam-Europoort – Photo : Ard de Jong (c)

Indonesia and the South China Sea dispute

In a Foreign Affairs article last year, Robert Kaplan wrote that notwithstanding its continental being, China would eventually expand seaward as a consequence of growing overseas commercial interests and soaring demands for energy imports. It is too early to tell whether China's seaward turn will create instability in the maritime domain. But one must comprehend the fact that the shift is inevitable.

The recent incidents and tension in the South China Sea (SCS) are but only symptoms of China's growing maritime assertiveness. The US Energy Information Administration reports that Chinese sources estimated the area to hold as high as 213 billion barrels of oil and 2 quadrillion cubic feet of natural gas reserves. Not to mention its significance for fisheries and international navigation. Given these factors, the tension stemming from the dispute seems natural. It is, however, everyone's responsibility to prevent the situation from spinning out of control.

True, thus far, China has managed to avoid conflict with its neighbors. It still adheres to the 2002 Declaration of Conduct (DOC) on the South China Sea, deploys mostly paramilitary forces to patrol its coastal waters and economic exclusive zone (EEZ) and has scaled down its rhetoric concerning the threat or use of force.

Yet China has explained very little about its future expansion of naval and marine paramilitary force.

Jane's Intelligence Weekly reports that Beijing will expand the China Maritime Surveillance (CMS) from 9,000 to 15,000 personnel by 2020. The patrol fleet will be increased to 350 vessels by 2015 and 520 by 2020, with 16 aircraft by 2015.

Furthermore, China is already the largest submarine operator in the littoral, possessing more than 70 boats, with 21 stationed in the South Sea Fleet alone. In late 2010, a new type of diesel-electric attack submarine (SSK) was launched, apparently of indigenous design equipped with advanced propulsion system that enables it to stay submerged for a longer period of time.

This is not to mention Beijing's active aircraft carrier program based on the ex-Ukrainian vessel Varyag, which is already nearing completion. Although some observers posit that the vessel will have more training than operational utility, China has indefinitely laid an ambitious plan for its navy.

Such developments have aroused concerns of many regional states. Indonesia, Malaysia and Singapore have added submarines to their fleets. Vietnam, Thailand and the Philippines have stated their intentions to follow suit. In December 2009, Vietnam agreed with Russia to purchase six Kilo-class SSKs and additional Svetlyak-class fast attack craft.

Although not a claimant to the SCS, Thailand has stated clearly that its Type-206 submarine procurement from Germany is in response to neighboring countries' naval modernization activities. Even the Philippines, whose navy is somewhat the least assertive, has unveiled the "Sail Plan 2020," which includes, among others, submarine procurement.

While the dispute still lingers unresolved, such developments, if not buttressed on an effective regulatory mechanism, could generate miscalculations and misperceptions. Worse, it could set off a chain reaction that can potentially spur a precondition for a regional naval arms race. As the current ASEAN chairman, Indonesia has a pivotal role to play not only in defusing tension, but also in presenting ASEAN's collective view of the dispute. Indonesia must be able to convince Beijing that how the latter is being perceived by its neighbors as a whole will resonate well with the way it handles the SCS. Indonesia has had its own experience when China claimed part of its EEZ.

In response, Jakarta held its largest joint military exercise in 1996. China is now walking a tightrope. Any misstep will make the situation more precarious. If China is to continue its saber-rattling, not only will its neighbors increase their own militaries, but they will also welcome external parties, such as the US, to get involved.

The first step Indonesia could take is to support efforts to revise the DOC. The document is simply ineffective due to its lack of clarity and binding arrangements. Without forcing one to contemplate a final resolution of the dispute, several measures can at least be taken to prohibit the use or threat of force in its process.

The first measure is to elevate the DOC to a more legally-sound basis, binding to all parties and be more meticulous about things on the ground. One provision might be to include the sort of 1972 US-Soviet "incidents at sea" agreement, which could provide parties with tactical guidance whenever they come into a crisis involving their vessels or aircraft with other parties. Although providing sanctions to violators might seem too sensitive, such endeavors must not be ruled out altogether.

The second measure is to make a coordinated, if not joint approach, to undertake "cooperative activities" as stipulated by Article 6 of the DOC. This could mean that whenever any party wishes to, say, conduct marine scientific research, it must invite other parties to observe, or at least to keep them informed. Such policy could also be part of confidence-building measures needed to build trust among the claimants.

The third measure is to strengthen regional institutions relating to maritime issues. For example, the issue of SCS can be made a routine agenda for discussion in the ASEAN Maritime Forum. It should be calibrated as to provide parties not only with avenues for dialogue, but to establish a common agenda in the SCS for, say, joint oil and gas exploration.

The fourth measure is to improve current mechanisms for states to conduct military exercises. This means that the DOC mechanism of "voluntary" notification of military exercises must be made obligatory. The most effective approach might be to conduct joint military exercises among the claimants. The example of joint naval exercises, such as the Pacific Rim, could be implemented in the SCS. It could invite other claimants as observers, if not participants themselves, in military exercises conducted by any party. Thus, Indonesia must be able to portray to all parties that they are on the same boat, be it in Hanoi, Manila, Jakarta or Beijing. That they believe peaceful resolution of the dispute is not yet impossible. And military saber-rattling will only make the situation cataclysmically worse. **Source :**

The Jakarta Post

ROTTERDAM ENROUTE NEW YORK



Whilst the Rotterdam singer **LEE TOWERS** (top) was singing the **Rotterdam** departed from the Cruiseterminal in Rotterdam



Hal's **ROTTERDAM** departed last Sunday evening from Rotterdam for a special trip this time, Sunday exactly 40 years ago the last ship sailed from Rotterdam to New York City with immigrants, herewith a photo impression of the departure of the liner from Rotterdam,



Photo's top : Leo Verhoog (c)



The **Rotterdam** seen from the Maasvlakte, passing Hoek van Holland around 23:00 hrs with fireworks at the Northern breakwater, enroute New York via Southampton – **Photo : Piet Sinke (c)**



Malta reported to be 'perplexed' over new EU sanctions against Libyan ports

The European Union has agreed to reinforce the sanctions against Libya by blocking six key Libyan ports. The previous sanctions were against individuals and corporations. The 27 EU member states intend to block any attempts by Gaddafi's forces to export fuel and import finished goods, especially refined fuel. The decision has been ratified through written procedures among the member states but will become operational only when it is published in the EU official gazette. The Libyan ports hit by the EU sanctions are Tripoli, Zuara, Zawiyah, Al-Khoms, Ras Lanuf and the oil terminal of Brega. The proposal to extend the sanctions to these ports caused some doubts among member states. Malta was reported in the international media as having been "perplexed" by the proposal. But according to sources, discussion – and developments in Libya over the past few weeks – have brought about an agreement among member states. The six ports hit by sanctions can only operate for humanitarian reasons. With this new measure, it is hoped to increase the economic isolation of the regime. With the previous sanctions the EU hit numerous Libyan corporations, especially in the oil sector, and various personalities linked to the Gaddafi regime. **Source : The Malta Independent Online**



The **DORIS SCHEPERS** seen enroute Rotterdam – **Photo : Cees de Bijl ©**

Malaysia: maritime agency to step up fight against piracy

The Malaysian Maritime Enforcement Agency will increase its cooperation with neighbouring countries to fight piracy, director-general Admiral Mohd Amdan Kurish said yesterday. He said the long-standing regional cooperation had

helped reduce pirate activities in Malaysian waters, with the arrest of two groups of pirates in March being the latest success. The increased cooperation would include greater communication and information exchange with the neighbouring countries, he told reporters at the passing out parade of 89 agency officers here. Mohd Amdan also said the first phase of the agency's training centre in Gebeng here had been completed on schedule. He said the centre which would be able to accommodate 900 trainees would be fully completed by the end of this year. **Source : NNN-BERNAMA**



The **UTRECHT** and the **VOX MAXIMA** seen moored in the Wilton harbor in Schiedam – **Photo : Stephan Grol ©**

Pirates hit vessels close to Singapore

Pirates hit two vessels within a few hours close to Singapore late Friday/Saturday morning. At 2320 hrs on Friday an unknown number of pirates attempted to board a Marshall Islands-registered bulker, **Woodstar**, 4.8 nm north of Batam in the Singapore Strait. "The bulk carrier took evasive actions and prevented the robbers from boarding. The crew did not sustain any injuries and no properties were stolen," ReCAAP said. At 0235hrs on Saturday morning three pirates armed with long knives boarded a Moldova-registered tugboat, **Octopus**, 14 nm northeast of Horsburgh Lighthouse. They were spotted by the second engineer who sounded the alarm. ReCAAP said the pirates escaped and the second engineer sustained minor injuries to his hands and feet. **Source : Seatrade Asia**



The **OOCL NETHERLANDS** seen in Southampton – **Photo : Peter Hollands ©**

CHRISTENING OF THE TUG SCOTSMAN



On Friday 01/07/11 at the Albert Dock, Hull the Christening ceremony of the Hull tug "**Scotsman**" took place.

A service conducted by the Rev. Dr Neal Barnes, Vicar of the Holy Trinity Church, Hull. Was followed by Mrs T. Escreet naming the vessel. The event was attended by personnel from the shipping industry and Port Operatives.

The "**Scotsman**" a twenty five metre vessel with a speed of 13 knots and a bollard pull of 50 tonnes was recently acquired by SMS Towage Limited.

Australia enlarges reef protection

Australia has extended a ship tracking system to cover the entire Great Barrier Reef to safeguard the reef and prevent a repeat of last year's grounding and oil spill by a Chinese bulk carrier, Seatrade Asia reported.

The Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) now covers the entire Great Barrier Reef from the Torres Strait to Bundaberg following the extension at the southern portion of the Marine Park between Mackay and Bundaberg. Last year April, Chinese bulk carrier **Shen Neng 1** ran aground, spilling oil and scarring the Great Barrier Reef by a stretch of some 3km long and 250 metres wide.

"This extension of the REEFVTS to all parts of the Marine Park makes it the largest mandatory ship reporting system in the world, covering 350,000 square kilometres of ocean along the Queensland coast," said Anthony Albanese, federal infrastructure and transport minister. "Our aim here is simple: to deter shipping companies and their crews from engaging in unsafe and irresponsible actions at sea, particularly near our environmentally sensitive marine ecosystems," Albanese said. All ships transiting through the Park will be tracked by radio and satellite 24 hours a day, seven days a week. **Source : PortNews**

NAVY NEWS

HMS Gloucester reaches her last port, is decommissioned



HMS CLOUCESTER - Photo : Peter Hollands (c)

HMS Gloucester returned to port at the end of a 29-year life that included a stint in the Falklands War, drug busts and a military first. The ship was formally decommissioned on June 29, 2011 in a ceremony that included hundreds of past crew.

Around the world, hundreds of historic ships have been turned into war or military museums, and are permanently anchored in whatever dock can make room for them. But sometimes that transition just isn't possible, and not all history is marked with memorials and plaques.

As the ship's final commanding officer so pragmatically stated on the Royal Navy website, there are more efficient type-45 destroyers now, and it was time for **HMS Gloucester** to "bow out with dignity."

The Duchess of Gloucester launched her namesake ship in 1982 and, last May, turned up in Portsmouth to welcome back and say farewell to "her" ship. **HMS Gloucester** was nicknamed "The Fighting G" and is a 689-foot (210-meter) long Type-42 Destroyer. The ship was built in Portsmouth by Vosper Thornycroft and, at the time, was the longest vessel to be built there since World War II.

Highlights of the service of **HMS Gloucester**:

She had 15 captains

She sailed 787,928 miles

1982: Served in the Falklands Conflict

January, 1991: She escorted the **USS Missouri** close to the Kuwaiti coast and became the first ship to successfully stave off a missile attack at sea by firing missiles.

2006: During the Israel-Lebanon war, became the first RN vessel to evacuate British nationals from Beirut to Cyprus; she made three round trips

2010: Intercepted the yacht **Torguga** and took part in a massive cocaine bust

2010: Received the Fleet Efficiency Award

2011: Her last Commander was David George. Her final deployment was off the southwest coast of the United Kingdom during Exercise Saxon Warrior, a joint exercise with ships from France, Spain and the USA. **Source :** Examiner

ALPHATRON

Alphatron Marine BV

IS LOOKING FOR :

Design and Proposal Engineer

For our automation division **Alphatechnique Bulk Handling**, we are looking for a motivated design and proposal engineer in order to make up proposals and calculations for the above mentioned equipment.

Qualifications/Requirements

- Knowledge & Experience with process engineering, bulk handling & compressors
- Bachelor's degree in Mechanical Engineering or equivalent experience required as marine engineer on board supply vessels and/or cement tankers
- Fluent in English (written and verbal)
- EU citizen

Responsibilities:

- Responsible to perform technical proposals & calculations for:
 - o Liquid Mud
 - o Brine/Base Oil, lubricating Oil, Drill water/Ballast
 - o Paraffin Methanol
 - o FW Water
- Prepare cost estimation & responsible for order handling and project management



For more information about the vacancy, please visit www.alphatechnique.nl & www.alphatronmarine.com or contact Jolanda Keller j.keller@alphatron.nl +31 (0) 10 4534000 or click [here](#) for all the information of the vacancy.



The **USS RAMAGE** (61) visited the port of Brest – **Photo : Jacques Carney (c)**

U.S. Navy warship calls at Vladivostok port

A U.S. Navy frigate started on Saturday a friendly visit to the port of Vladivostok, a spokesman for the U.S. consulate general in Russia's Far East said. "The visit of the **USS Ford (FFG-54)**, an Oliver Perry class frigate, coincides with the celebration of Vladivostok's 151st anniversary on July 2 and the Independence Day in the United States on July 4," RIA Novosti quoted the official as saying.

During the visit until July 5, the crew of the warship will meet with Russia's Pacific Fleet personnel, and take part in a number of sport and cultural events.

The U.S. sailors will also host a party for Russian kids diagnosed with cancer on board the frigate. Recent exchanges of friendly visits by Russian and U.S. warships are a sign of improving relations between the two countries, the spokesman told RIA Novosti. Last year, missile cruiser **Varyag** made port call at San Francisco to become the first Russian surface warship to visit the city in 147 years, while a U.S. mine sweeper and a frigate took part in celebrations in Vladivostok dedicated to the Russian Navy Day. Several U.S. warships are expected to visit Murmansk and Vladivostok later this year. **Source : PortNews**

See all the photos of the **MAASMOND MARITIME / EENDRACHT** networking day at :
<http://www.maasmondmaritime.com/album/index.html>

all photo's : **PRODIGITAAL / JOOST GROENEVELD** - <http://www.pro-digitaal.nl/>

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



Hanjin Heavy ends strike

Hanjin Heavy Industries & Construction has ended a six-month long strike. The South Korean shipbuilder held a resolution meeting today at its Youngdo Shipyard with around 1,000 employees and supplier workers gathered. After the event, workers are performing maintenance of yard, factory, crane facilities, etc. to get ready for resumption of shipbuilding. **Source : Seatrade Asia**

ThyssenKrupp rethinks Blohm+Voss plans

ThyssenKrupp AG said Friday that restructuring of its ThyssenKrupp Marine Systems is largely complete. But it also revealed that it will not proceed with the planned the sale of the civil shipbuilding business of Blohm+Voss and HDW to the Abu Dhabi MAR group (combined with a military surface vessel joint venture with Blohm+Voss Naval).

"Following two years of amicable talks and negotiations exploring the joint-venture both ThyssenKrupp Marine Systems and Abu Dhabi MAR have agreed to cease their efforts to form the envisaged joint-venture around the naval and non-naval shipbuilding business of Blohm+Voss in Hamburg," said a statement released Friday. "Both parties believe that the commercial drivers for the transaction have weakened to a point that opportunities previously identified are no longer commercially viable."

The scope of the originally envisaged transaction between the two parties will now relate exclusively to the civil activities of HDW-Gaarden in Kiel.

ThyssenKrupp AG said that a €2.0 billion order for six U 214 submarine material packages placed by the Republic of Turkey has entered into force with receipt of the advance payment and ThyssenKrupp Marine Systems can now begin executing the order. The order will contribute to securing employment at HDW in Kiel, as well as at many subcontractors in Germany and Turkey, for the next ten years.

"The comprehensive solution achieved in October 2010 for Hellenic Shipyards, under which Privinvest Shipbuilding, a major shareholder of Abu Dhabi MAR, acquired 75.1% of the company's shares from us, can also be seen as a milestone for the ThyssenKrupp Marine Systems group," said Friday's statement." ThyssenKrupp Marine Systems was able to secure the acceptance of the first U-214 submarine for the Greek Navy and the payment of outstanding debts. As part of the agreement an option was granted for an order for two further submarines at Hellenic Shipyards/HDW. All parties are eager, provided the solid commitment which the Hellenic authorities have promised, to have this order successfully implemented."

The naval surface ship business under the brand name MEKO has been restructured in Blohm+Voss Naval GmbH, founded this year with two sites at Hamburg and Emden. Blohm+Voss Naval GmbH is a highly efficient unit with around 500 employees, specialized in supplying engineering, procurement and project management for complex naval surface vessels in cooperation with different manufacturing sites in Germany and abroad. This, says ThyssenKrupp, is in line with the expectations of many export customers: Engineering from Germany, manufacturing in the country of the purchaser.

ThyssenKrupp says it is working on transferring the civil operations of Blohm+Voss in the medium term to new owners "capable of placing a stronger strategic focus on the business of these companies than ThyssenKrupp can."

In line with the strategic development program resolved on May 13, ThyssenKrupp Marine Systems will concentrate in the future on military shipbuilding. This involves its high-tech capacities for submarine system integration at HDW in Kiel and Kockums in Sweden as well as its design, equipment and project management capabilities for military surface vessels at Blohm+Voss Naval in Hamburg. **Source : MarineLog**



Vroon's "IVER EXPERIENCE" seen in the Dry-Dock at the Curacao dry-Dock Company Inc for maintenance

Photo : John Smit ©

Açu yard approved

IHS Fairplay reports that Brazil's OSX will begin construction next month on the Açu shipyard, which it plans to develop into the largest shipbuilder in the Americas.

"OSX recently confirmed two key milestones," said Fairplay. "Firstly, it received its installation licence from the Environmental State Institute, a year after beginning the permitting process. Secondly, it has just secured approval from the Merchant Marine Fund (FMM) for the "prioritisation of financial support" for the yard. OSX estimated that its FMM credit line could total \$1.7Bn. "The decision from the FMM is a confirmation of the national interest in the OSX Shipbuilding Unit," said OSX's billionaire owner Eike Batista. He noted that the 10,000 direct jobs created by the yard will allow the population to "enjoy the benefits arising from the oil and gas we have discovered in the offshore basins".

The Açu yard will be a joint venture between OSX and Hyundai, boast the largest crane in the Americas, and a 2,400m quay which is expandable to 3,525m. **Source : Offshore Shipping Online**

DAMEN SHIPYARDS GORINCHEM REACH AN IMPORTANT MILESTONE IN ASD TUG DEVELOPMENT WITH THE NEW ASD TUG 3212

Damen Shipyards have delivered the ASD tugs '**Karlool**' and '**Kalarka**' to Half Tide Marine Pty Ltd of Australia. The tugs were built to the highly successful ASD Tug 3111 design, which in common with most Damen vessels, has been the subject of constant research and improvement. Including '**Karlool**' and '**Kalarka**', Damen has delivered twenty tugs built to that design, which will now be replaced by the new ASD Tug 3212. That change represents an important historic milestone for Damen, it recognises the high level of sophistication reached by the ASD Tug 3111 and the need



to introduce a new design that incorporates all of the best features of that vessel in a new powerful tug for the future with even greater potential.

Wim de Rooy, the Production Manager of the Damen Changde shipyard, where the '**Karlool**' and '**Kalarka**' were constructed, has described the ASD Tug 3111 "As a superb example of Tugboat design". The tugs are compact, broad, extremely low and offer great stability. A carefully designed superstructure and inward sloping exhaust uptakes, enable the tugs to work safely, close alongside modern container ships with flared bows. It is an 'extremely clean' design with clear deck spaces and no superfluous equipment or fittings likely to cause fouling or represent a hazard. The highly developed ASD Tug 3111 hull-

form, incorporating a long deep central skeg, is the result of many years of experience, testing and research into the needs of Damen's customers. That has resulted in a harbour tug with an exceptional performance. A bollard pull of 69.3 tonnes ahead and 64.6 tonnes astern, is combined with excellent manoeuvrability to enable the tug to reposition quickly and apply force exactly where it is required, whether pushing or pulling. When towing in the 'indirect mode' considerable additional force can be applied, thanks to precise manoeuvrability and excellent inherent stability.

The wheelhouse design was developed to give good all round visibility and standardised controls aimed at ease of operation and a user friendly layout for operation by a small crew. Noise and vibration levels aboard the ASD Tug 3111

are extremely low thanks to flexibly mounted main engines and flexible drive couplings. On deck, efficient hydraulically powered single drum winches, positioned fore and aft. The forward winch incorporates the anchor windlass and has a maximum brake holding load of 185 tonnes and a line-pull of 27.2 tonnes. A Heila HLM 10-2S deck crane is installed to handle stores and equipment and has a maximum lifting capacity of 2 tonnes at a maximum reach of 4.5m. In order to meet the demands of 'push-pull' operation, the bow is wide and heavily fendered with tubular rubber and moulded block fenders. Tubular rubber is also used to protect the aft quarters and heavy 'D' section rubber is fitted along the sides.

Fully air-conditioned accommodation is provided for a crew of up to six persons. Single berth cabins are fitted out for the Captain and Chief Engineer and two double berth cabins for the remainder of the crew. The entire accommodation is insulated and finished with durable modern linings. In addition, the wheelhouse has a floating floor and 'Dampa' acoustic insulation on the ceiling. Noise levels throughout the accommodation are extremely low.

The Damen ASD Tug 3111 will be a hard act to follow. Of the twenty tugs of that type now in service, ten were built in the last five years by the Damen Changde shipyard where great care and attention to detail resulted in vessels finished to a very high standard for discerning clients such as SMIT, Scafi, Rio Tinto and Half Tide Marine. Even tugs that have been in service for several years remain in excellent condition thanks to the sturdy construction and high standard of the two-part Epoxy paint systems applied by Damen under strictly controlled conditions. When the first new ASD Tug 3212 is introduced the Spring of next year it will become apparent the improvements can still be made to an ASD concept that has proved to be highly successful. Although the design is completely new, Damen has retained everything that is good and proved to be highly successful in the ASD Tug 3111.



During the design process for this latest ASD design Damen has worked closely with the clients technical staff to ensure that both the performance and production quality will satisfy the needs of the market for ship handling tugs well into the future.

During planning and construction a great deal attention has been paid to features that will lead to efficient and environmentally sound production and future maintenance. Many rounded corners have been incorporated in the steelwork and where possible fully enclosed structures are used in areas such as the bulwarks. The engine room has been fitted out with the greatest possible care with regard to; the layout of main and auxiliary equipment, the routing of pipework and electrical wiring. Much thought has also been given to the accessibility of valves and other components, with safety and ease of maintenance in mind.

Among the foremost objectives of the ambitious ASD 3212 design team was to improve the towing characteristics in exposed locations with waves of up to 2.5m high. Assisting large tankers and container ships in those conditions was difficult for the ASD 3111. The new vessel will have a higher bow with a more flared and slender shape and a completely revised hull-form with bilge keels that had undergone tank testing at MARIN.

A new type of heavier 'two-stage' super-absorbent bow fender has been developed to deal with the enormous forces generated by waves when pushing at sea. Also completely new are the cast stainless steel towing bitts and 200 tons offshore rendering / recovery winches developed by Damen Marine Components / Maaskant and designed to withstand a constant tractive force of up to 80 tonnes while working in a swell.

More powerful Caterpillar 3516C TA/D engines and new Rolls Royce propulsion units of extremely rugged construction and with larger controllable propellers will increase what is already an impressive performance even further, to achieve a bollard pull of 75 tonnes and free running speed of 14 knots.

The future owners of the new ASD Tug 3212, will purchase not only a powerful, affordable, tug but also one built to a "state of the art" design. A completely new Praxis MEGA operating and control system will utilise a series of 'multifunctional' touch screens located on a newly designed control console in the wheelhouse and in the engine control room. The LCD screens, intended for use in any lighting conditions, will enable the engine, propulsion, and auxiliary systems to be monitored and controlled with ease. Additional touch screens will be used to display and control the winch and hydraulic systems.

Accommodation aboard the new ASD Tug 3212 will be fully adapted to meet the new Maritime Labour Convention 2006 (MLC 200) requirements, with all cabins above the waterline. The result is a more spacious and comfortable interior in the new Damen Standard colour scheme. Unlike the earlier vessels, the new ASD Tug 3212 will no longer be built in the Damen Changde shipyard. Production will be entrusted to the Damen Galati Shipyard in Romania and the Haiphong yard in Vietnam. **Source : Damen**

ROUTE, PORTS & SERVICES



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



www.redwise.com info@redwise.nl



The **SC PUMA** seen outbound from Maassluis – **Photo : Piet Sinke ©**

UASC forms new shipping firm in Pakistan

Pakistan has a new shipping company, with the announcement that UASC (United Arab Shipping Company) will form a joint venture with Delta Group. Effective as of July 1st, United Arab Shipping Agencies Company Pakistan (UASAC PAKISTAN), will become the new shipping agency taking over the existing activities of Delta Shipping, who had been UASC's contracted shipping firm in Pakistan for the past 26 years. The establishment of UASAC 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 venture is expected to move the company closer to its customer base as well as simplify customers' shipping experience. UASAC PAKISTAN will have its head office in Karachi, with initially, branches in Lahore and Faisalabad.

Source : Arabian Supply Chain



The **SUPER SERVANT 4** seen enroute Rotterdam-Botlek – Photo : Henk van der Heijden (c)



Floating oil storage market coming alive

US stockpile release stirs market but no bookings made yet

Enquiry to store crude oil on tankers at sea in the US Gulf is rising, although actual bookings have yet to be finalised, shipping and trade sources said on Friday. There is talk of storage, but not much is firm. Certainly there is potential for it to increase, but not in volumes to significantly tighten the market. The whole thing is hyped up.

While speculation has been growing in the past three days about potential floating storage deals, the US Department of Energy on Friday listed what it termed as the 'apparently successful' bidders for 30 million barrels of crude that it will release from the Strategic Petroleum Reserve (SPR) over the next month. 'A few are looking at floating storage in

the US Gulf. It will come into play, no doubt,' one crude oil trader said. 'Vessels are being looked at, but nothing is on board yet. Thirty million is going to be released, so we will definitely see some going into floating storage in the US Gulf.'

Brokers said last week that Norwegian energy group Statoil booked a very large crude carrier (VLCC) to store oil offshore in the US Gulf, the first such fixture for several weeks, although it was unclear whether the deal indicated a wider trend. A VLCC can store up to two million barrels of oil.

'There is talk of storage, but not much is firm. Certainly there is potential for it to increase, but not in volumes to significantly tighten the market. The whole thing is hyped up at the moment,' one shipping source said. Broker ICAP Shipping said on Friday the number of VLCCs used for floating storage in the US Gulf had fallen to three from four the previous week, with the total global storage on VLCCs estimated at five vessels versus six a week earlier.

A further four suezmaxes were being used to store crude, unchanged from a week ago. One of the suezmaxes was storing crude oil in the US Gulf, ICAP said. A suezmax can store up to one million barrels. 'If people that win SPR barrels choose to store them on ships in the US Gulf and then ship back into the US at a later date, the storage play could increase. But I have to believe that would be complicated,' another shipping source said. 'The real issue will be if the oil is actually stored on tankers when the day comes, I believe red tape will limit the effectiveness of the idea.'

Crude tanker rates on the route from the Caribbean to the US Gulf fell on Friday by 0.41 points in the Worldscale measure to W92.92, while VLCC average earnings on the benchmark Middle East Gulf to Japan route fell to US\$3,171 a day, down by US\$1,462 a day from Thursday, Baltic Exchange data showed. VLCC operating costs are estimated at US\$10,000 a day.

Friday's preliminary results showed Valero, Vitol and Shell as the biggest potentially successful bidders for SPR crude, according to the DOE. Investment bank JP Morgan, which has employed vessels for floating storage plays in the past, was also among the potentially successful bidders, but Statoil was not on the list. 'We count five large international oil trading companies taking floating storage options in tankers, a mix of VLCCs and suezmaxes, and some oil might have to stay on the water while some room is made in the onshore tanks,' said Petromatrix oil analyst Olivier Jakob on Friday.

VLCC rates especially have been volatile in recent months due to a supply overhang caused in part by the end of a trading play, which led to storage of millions of barrels of crude oil on tankers at sea and hit a peak in 2009. Floating storage plays are based on the assumption that the owner of the oil can sell the cargo later for more than the purchase price to benefit from a market structure called contango, where prompt contracts trade at discounts to longer dated ones. The prompt US crude futures contract for August was trading around US\$94.57 a barrel, at a 56 cent discount to the September contract. December was trading at \$96.64. **Source : Reuters**



Above seen Heerema's tug **Husky** pulling out after Posh tug **Salvaliant** took over the tow offshore Thailand at the Bongkot Field - **Photo : Capt. Jan Berghuis – Master Husky (c)**

Kirby completes acquisition of K-Sea

Publicly traded Kirby Corporation, Houston, Tex., finalized its \$604 million acquisition of K-Sea Transportation Partners L.P., East Brunswick, N.J., greatly expanding its presence in the coastwise marine petroleum refined products transportation business.

K-Sea, which operates a fleet of 58 tank barges and 63 tugboats along the coasts of the U.S., as well as Hawaii and Alaska, will become a wholly owned subsidiary of Kirby. K-Sea has a relatively young fleet, with an average age of nine years old. Fifty-four of the 58 tank barges in its fleet are double hulled, including the DBL 77, shown in the thumbnail image at Bollinger Marine Fabricators in 2008.

The deal consists of \$228 million of cash paid to K-Sea common and preferred unit holders and the general partner, \$263 million of cash to retire K-Sea's outstanding debt, and \$113 million through the issuance of approximately 1,939,000 shares of Kirby common stock valued at \$58.28 per share, Kirby's closing share price on July 1, 2011. The transaction was financed through a combination of a new \$540 million bank term loan and the issuance of Kirby common stock. **Source : MarineLog**



The LPG tanker **FATIME** seen moored in the harbour of Mombasa, Kenya on June 27, **Photo : Theo Wupkes ©**

Bright outlook for ports

Almost all Malaysian container ports are poised to record good growth this year, based on current statistics of containers throughput and stable economic activities. But the rosy outlook is not without any pockets of concern, with the slowing down of the country's economy due to external influence a worry. The Malaysian economy grew 4.6% in the first quarter, marginally missing the 4.8% forecast by most economists.

The Transport Ministry reported last Tuesday that Malaysian ports had handled a total of 8.2 million TEUs (twenty-foot equivalent units) for the first five months this year, up 10.9% from the same period last year. Transport Minister Datuk Seri Kong Cho Ha said among the notable ports that registered positive growth were Port Klang and Port of Tanjung Pelepas (PTP). Port Klang and PTP retained its position as the world's top 20 container ports last year at number 13 and 17 respectively.

The Maritime Institute of Malaysia senior fellow Nazery Khalid told StarBiz that the increase in throughput was not only a reflection of an improving global economy and rebound in international trade, but also stood as testimony to the efficiency and productivity of the ports in attracting cargoes even in leaner times. "One can say Malaysia is blessed with strategic location, being at the heart of the world's busiest shipping lanes. However, we also have to be mindful that there are many ports in these areas with equally good infrastructures and services like Malaysian ports, if not better.

"Competition to attract cargo is stiff, and for Malaysia to have recorded impressive throughput growth in the first five months of 2011 is a commendable performance that says much about the competitiveness," he said. Nazery partly attributed the growth to growing intra-Asean trade and transshipment trade, the latter thanks to the relentless momentum of China's economic growth. "At this rate, and if the global economy continues its slow but steady recovery, our ports should exceed the volumes handled in 2010.

"However, competition for cargo is ferocious. Our ports not only have to compete with one another for a not-too-large slice of domestic cargo but also with up-and-coming ports in Vietnam, Thailand and Indonesia. "Then, there is also competition with other transport modes in vying for cargo. With the double-track railway in the picture, I foresee rail giving our local ports a run for their money," he said. An analyst from a local brokerage said ports in the country would most probably sustain or increase its growth momentum based on the export targets of RM700bil this year from RM639.4bil last year according to the International Trade and Industry Ministry. Import value was at RM529.2bil last year, up 21.8% from 2009.

But the analyst also cautioned that despite the positive outlook, the momentum of economic growth was expected to slow down in the second quarter due to the impact of the devastating earthquake in Japan and social uprising in the Middle East and North Africa. This positive development in the port industry contradicted the dilemma faced by most shipping companies as freight rates continue to be battered by an excess of supply. According to CIMB Research, despite the gloomy rate environment, containership newbuilding orders have zoomed ahead, with over a million TEUs ordered year-to-date from about 700,000 TEUs last year. "This has tilted the equilibrium negatively and supply is now expected to grow faster than demand in 2012 and 2013," it said in a recent report.

Last year, according to axs.alphaliner.com, the worldwide reference in liner shipping, global container throughput hit a new record of 560 million TEUs. "The highest growth was posted by Chinese ports which grew by 17.9% last year, followed by South American ports which grew by 17.6% "Forty-eight of the top 50 ports registered volume gains in 2010, with only two suffering minor losses. An average growth of 15% was recorded by these main ports," it said.

Going forward, axs.alphaliner.com said that for this year, growth was expected to moderate to 8.4% as volumes returned to more sustainable levels, with Chinese ports again expected to lead the gains this year. **Source : The Star**



The **IJSSEDELTA** seen operating in Ijmuiden – **Photo : H. Blomvliet ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.



The **RIJNBORG** seen outward bound from Rotterdam passing Maassluis – Photo : Piet Sinke ©

DISA

DISA MARITIME BVBA
Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

SUBSEA

CIVIL CONSTRUCTION

ENGINEERING

www.disamaritime.com Providing worldwide underwater solutions



The 3650 ton 2009 built Offshore construction vessel **STRIL EXPLORER** [IMO 9484845], built as the **Abyss Dweller**, renamed 2010. Photo : Iain McGeachy ©

Maersk experiences Asia-US trade decline, calls it 'stock correction'

MAERSK Line, the world's largest carrier, said it is experiencing a decline of Asia-US container shipping demand, which it calls a retail "stock correction". "We definitely are seeing a short dip in June, but it is not that dramatic," said Maersk vice president and head of South China Soren Karas at the inaugural Journal of Commerce Shanghai Container Shipping Conference.

"Most say this is a short-term phenomenon," he said. "It is clear that if the biggest retailers are taking June to correct inventory, that will have an impact." Though there are worries about the sluggish economic recovery in the US, Mr Karas is still optimistic about the overall prospects by saying: "I think the reason it is getting attention is that business had been growing every month and many carriers expected another uptick. That expected uptick is not happening."

He said the weaker-than-expected demand is isolated to transpacific trade, but "is happening to a smaller extent to Europe." "The retailers are telling us the growth will come. I would be careful about over-dramatising what is happening. We have had very few customers who have come in and say they have to rethink their contracts because the circumstances have changed," said Mr Karas. **Source : Schednet**



Bluewaters **UISGE GORM** seen moored in Rotterdam-Caland canal – **Photo : Piet Sinke ©**

New World Alliance members order 14,000-TEUers for the Asia-Europe trade

SINGAPORE's Neptune Orient Lines' (NOL) container unit, APL, has signed a deal with two South Korean shipyards to build 12 vessels, ten of them, 14,000 TEU ships, five of which will be on three-year charters to Japanese shipping giant and fellow New World Alliance member, MOL.

Separately, MOL has two 8,600-TEU ships from Mitsubishi Heavy Industries on order with delivery expected in 2013. "Along with eight 8,100-TEU ships already in operation, the new vessels will be deployed to Asia-Europe routes," said MOL. In the NOL batch, the bigger ships will be built by Hyundai Samho Heavy Industries as well as two 9,200-TEUers ordered from Daewoo Shipbuilding & Marine Engineering Co. These ships are destined for the Asia-Europe trade as well.

Said NOL: "Consideration of the charter agreement went into the decision to order the ten 14,000-TEU ships - viewing it as a means of balancing the alliance's capacity contribution, and allowing APL to increase its capacity gradually."

Despite the flexibility offered by smaller 8,000 TEUs, the economics do not add up against the 13,000 TEUs with analysts saying cost differences between a 6,500 TEU and a 13,000 TEU ships are US\$250 in favour of the larger vessel, said London's Containerisation International. **Source : Schednet**

MARITIME ARTIST CORNER



The port of Rotterdam is the latest work of **Ronald van Rikxoort (c)**

BOEKBESPREKING

Door : Frank NEYTS

"Sailing around the UK and Ireland".

Bij Adlard Coles Nautical verscheen de tweede editie van "**Sailing around the UK and Ireland**", geschreven door Roger Oliver. Gebaseerd op Roger Oliver's populaire artikelenreeks in '**Practical Boat Owner**', neemt deze gedetailleerde praktische gids u mee rondom het Verenigd Koninkrijk, hetzij aan het roer van uw boot, hetzij gezellig thuis in uw fauteuil.

Het boek zal iedereen aanzetten tot een bezoek aan de prachtige Britse kustlijn, waarbij de auteur van "Sailing around the UK and Ireland" alle advies geeft om van dit bezoek optimaal te genieten. De jongste editie van zijn boek bevat bovendien een volledig nieuwe sectie toegewijd aan alternatieve noordelijke routes, inclusief de oostkust van Ierland, Oban en de Outer Hebrides. In de jaren zestig werkte de auteur tot tweemaal toe een solorondvaart rond het Verenigd Koninkrijk af. In zijn boek toont hij aan dat iedereen in zijn voetsporen kan volgen vanuit gelijk welk vertrekpunt langs de Britse kust. Tot in de kleinste details bespreekt hij de voorbereidingen, de keuze van de route, diepgaand stap-per-stap passage planning, gedetailleerde kaartenroutes en waypoints, elektronische navigatie, evaluatie van de weersomstandigheden, enz.

Het boek is prachtig geïllustreerd en de tekst leest vlot mede door de vele opgenomen anecdotes. "**Sailing around the UK and Ireland**" (ISBN 978-1-4081-3713-0) telt 170 pagina's. Het boek, uitgegeven als softback op A4-formaat, kost £22.00. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. www.adlardcoles.com

.... PHOTO OF THE DAY



Above seen the **HUSKY** (ex **Boscort 11**) as seen alongside the Oleg Strashnov during the Shearwater Shoal project near Great Yarmouth. **Photo : Sander van Wijlick - Storekeeper Oleg Strashnov (c)**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>