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Stena's CORAGGIO seen arriving in Hoek van Holland yesterday morning
Photo : Piet Sinke (c)

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The **PAGOLA** seen enroute Rotterdam – Photo : Henk van der Heijden ©

Dry bulk fleet congestion rises to 57MdwT

The combined congestion of the dry bulk fleet at Australian, Brazilian, Indian and Chinese ports has risen during the last three weeks to exceed 57MdwT. This is the highest level we have seen since January and is equivalent to over 10.50% of the entire dry bulk fleet, marginally greater than the year-to-date average of 10.25%. The largest single contributing sector was by some distance the Capes, for which queues amount to 35.2MdwT. At any given time this year an average of 16% of the Capesize fleet has been subject to port congestion, although the most recent data puts the current figure marginally lower, at 15.75%. In contrast, Panamax congestion has shown a clear tendency to grow

since January, reaching 12.5Mdwat at last count and equating to 8.85% of the total Panamax fleet. While this figure is markedly lower than that of the Capes, it is still considerably greater than the Panamax year-to-date average of 7.42% and may provide at least one element of support to persistently declining freight rates. **Source: ICAP Shipping**



Above seen the Royal Research Ship **James Clark Ross** on the River Clyde, Glasgow, heading for King George V Dock. - **Photo : Helen Gloistein ©**

Tanker market: Long-haul routes boosting long-haul ton-mile demand

In its latest weekly report, CRWeber argues that although rates remained largely recessed through the first half of the year, ton-mile demand for the large crude carrying classes accelerated beyond expectations, led by a boost in demand on long-haul routes.

“Relative to 2Q08—when spot market demand for VLCC and Suezmaxes from the primary load regions of the Middle East and West Africa reached an aggregate peak—the West Africa-East route experienced growth of 73% during 2Q11. This follows three quarters of declining demand rates since the prior high relative growth rate was reached during 2Q10, at 55%. In total cargo terms, the route has grown from just 62.8 Mbbls during 2Q08 to 108.3 Mbbls during Q2. These figures come despite a decline in China’s year-on-year oil demand growth rates to ~8.5% during 2Q11 from over 10% during 2010, suggesting that traders in the East remain confident that Chinese oil demand will return to the prior higher rates of year-on-year growth” said the US-based shipbroker.

It went to mention that on the Middle East-West route experienced particularly strong growth during Q2, with demand rising by 43% from Q1—despite the route remaining some 8.5% below levels observed at the aggregate peak. “For the large crude tanker market, growth on these routes has been perhaps a saving grace and prevented an even worse trading environment during a period of high supply growth and high bunker costs. Going forward, continued growth on the ton-mile driving routes will remain a key factor in allowing for a modest earnings gains during H2. Indeed, with the supply-side fundamentals offering some support as – although still high – the pace of deliveries has remained not just well below levels implied by the orderbook, but also below expectations, further improvement in demand through the remainder of the year should see tonnage availability decline. This would bode well for rates from late in 3Q11 and onwards” said CRWeber.

Meanwhile, according to the shipbroker’s report VLCC fundamentals weakened this week as both the sudden appearance of charterer relet units on position lists and the IEA’s inventory release weighed on near term prospects and softened rates. Although floating storage remains possible and would be supportive of rates, the economics are presently prohibitive so it is unlikely the market will find any resulting near term support on this front. “The most

pronounced likely effect of the SPR release – emanating from the US' 30 Mbbls proportion – will be reduced US imports of West African light crude cargoes. This will translate into a few additional fixtures to instead move West African light crude cargoes to India and other parts of the East. Whilst this favors Atlantic VLCCs, sufficient tonnage in the Atlantic will likely see little traction there and the short ballast leg from Eastern destinations to the Middle East implies a small number of additional units available there to service late August and early September cargoes. This paints a negative near-term picture, but we note that medium-term fundamentals remain strong— relative to recent performance" said the report. Further analyzing the market, CRWeber said that during the second half of the year, China is likely to return to year-on-year rates of oil demand growth near 10%, Japan is expected to see better industrial production and progress into its rebuilding efforts and the economics which have recently seen stronger US refining runs should remain, all implying support to the VLCC sector in terms of ex-Middle East tonnage demand. Accordingly, modest gains continue to be a likely feature once tonnage has rebalanced, likely late during Q3 and through Q4" it said. During the past week, a total of 20 Middle East fixtures were reported. "Eastbound activity remained level from last week at 17 fixtures whilst Westbound activity declined by 4 fixtures to a total of 3 this week. China remained at the helm of the Eastbound discharge profile, accounting for 6 fixtures. Eastbound rates saw the greatest losses, dropping ~7.3 points w/w to average ws50.65. Despite lower bunker costs at Fujairah, the average TCE on the route lost ~39% w/w to an average of \$13,700/day. The Westbound route was more isolated from losses, losing just ~1 point w/w to an average of ws39.42. TCEs on the route lost ~23% w/w to an average of \$3,300/day. The Triangulated Westbound trade was under pressure from lower Caribbean-East onward trading prospects and accordingly the average TCE potential this week was ~\$23,000/day, off ~8% from a week ago. To date, some 58 July Middle East cargoes have been covered, leaving a further 4 or 5 for the first half of the month and up to 67 through the end of the month. Against this, some 20 units are projected to be available through the first half of the month with a further 60 through the end of the month. Accordingly, the level of spillover tonnage from the first half of July as well as from July to August will likely see the balance of power remain firmly in charterers favor. On an earnings basis, present levels represent the market's bottom; rebounding bunker costs could accordingly see some minor gains, but these will be minimal and rates during the forthcoming week will likely see little change" concluded CRWeber.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **SIGAS CHAMPION** seen outbound from Rotterdam – Photo : Harry van den Berg ©

China complains to Japan over fishing boats

China lodged a formal complaint with Japan on Monday about fishing boats plying waters off a disputed island chain in the East China Sea, even as their foreign ministers vowed to pursue warmer ties. Beijing and Tokyo have repeatedly quarrelled over disputed maritime territories, and Japan has often voiced concern about China's rising defence spending and increasingly assertive stance as a naval power. "From ancient times, the Diaoyu islands and the adjacent islands have been a part of Chinese territory and China maintains indisputable sovereignty over them," Chinese foreign

ministry spokesman Hong Lei said in a statement. "Any actions by the Japanese side in the waters around the Diaoyu islands are illegal and invalid," he said, noting that Beijing had lodged "solemn representations" with Japan over fishing boats operating in the area.

Hong however added: "According to our understanding, the Japanese fishing boats have already departed from the relevant maritime region." Last year, China and Japan locked horns over the same islands -- called Diaoyu in Chinese and Senkaku in Japanese -- after Japan arrested a Chinese captain for ramming his trawler against Japanese coastguard ships in the area. Earlier Monday, Chinese Foreign Minister Yang Jiechi and his Japanese counterpart Takeaki Matsumoto emphasised the positive when they met at the Diaoyutai guest house in Beijing, where foreign officials are often received. "I am willing to improve China's relations with Japan," Yang said in welcoming Matsumoto, who took office in March. The Japanese minister in turn highlighted his frequent contacts with Yang since assuming his post and said stability was "important to the two nations".

A spokesman for Japan's foreign ministry, Hidenobu Sobashima, told reporters that Tokyo hoped the two sides would soon begin talks on a "legally binding instrument in resource exploration" in the East China Sea. The area around the disputed islands -- which are also claimed by Taiwan -- has rich fishing grounds as well as possible oil and gas deposits. Sobashima also said Matsumoto -- who also met Chinese Vice President Xi Jinping on Monday -- had proposed during his meetings in Beijing that some sort of bilateral "crisis management mechanism" be devised.

China and Japan are the world's number two and three economies, respectively. In June, China denied claims that one of its marine research vessels had been active inside Japan's exclusive economic zone, after Tokyo filed a formal diplomatic protest with Beijing. Chinese media has reported that the vessel was on a mission in the Pacific to test water for radioactive contamination after the March 11 earthquake and tsunami that damaged the Fukushima nuclear plant on Japan's eastern coast. Also last month, Japanese media reported extensively on a flotilla of 11 Chinese warships that sailed between Japan's southern islands of Okinawa and Miyako. The Chinese ships conducted drills including target practice about 1,500 kilometres (930 miles) south of Okinawa, Kyodo News reported, quoting Japan's defence ministry. Tensions in the South China Sea have escalated in recent weeks, with Vietnam and the Philippines protesting at what they see as China's increasingly aggressive stance in the strategic region. **Source : google**



Smit Marine Australia has just completed its first six months of a five year contract providing towage for the Port of Gladstone in Queensland Australia. Five of the in service tugs were constructed at the Uzmar yards at Izmir Turkey. All sailed out to Australia, some via Suez and some the 14,000 nautical mile voyage through the Panama. An additional tug **SMIT LEOPARD**, constructed by Damen China is also on station as a stand-by / emergency tug. Three of the Turkey built Smit tugs at the tug berth Gladstone. From, left to right **SMIT KOONGO**, **SMIT KULLAROO**, and **SMIT AWOONGA**. **Photo : Bill Barber ©**



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Piracy in Southeast Asia to surge

China's aggressive claims to parts of the South China Sea contested by the Philippines, Malaysia, Vietnam, Taiwan and Brunei is damaging regional cooperation against piracy, allowing more attacks — 41 so far this year after 30 last year. Naval exercises with the U.S. this week do include anti-piracy drills but the main aim has become establishing sovereignty. The lack of hiding and mooring space for large vessels still makes piracy in the region a tough business but the recent move in Southeast Asia from robbing crews to hijacking vessels is a worrying development. Although this may simply indicate that pirates have rebuilt their bases after the 2004 tsunami, they are coordinating attacks and moving up from opportunistic robbery.

Piracy in Southeast Asia nearly doubled in May, with 15 incidents — and June looks similar. Currently, attacks in Southeast Asia are lower than those off Somalia but there have recently been a few cases of hijacking and ransom.

In May, eight captured fishing crew in the southern Philippines were released for ransom paid to a local pirate. As Somalia shows, once pirates know their demands can be made without reprisals, the level of hijacking, kidnap and ransom will only increase. Although the 49 hijacks out of 218 attacks in 2010 from lawless Somalia may not be replicated in Southeast Asia, with better law enforcement, incidents like the Philippines hijack are likely to increase.

Currently, most piracy in the region appears opportunistic, often theft from ships anchored in ports such as Jakarta in Java and Samarinda in Borneo.

The Strait of Singapore and the Strait of Malacca used to be the most heavily attacked area — being among the most important and congested shipping lanes in the world. More than 80,000 ships passed through last year between the Indian and Pacific Oceans. Over 30 percent of all oil carried by sea passes through the straits, heading for China, Japan and South Korea. The potential economic damage is huge.

Singapore, Indonesia and Malaysia have coordinated piracy patrols since 2004, with 38 attacks that year after a peak of 75 in 2000. They cut this to 10 in 2005 and only a handful since, International Maritime Bureau figures show. But attacks have increased in the South China Sea, with 13 known in 2009, 30 in 2010 and 41 so far this year, they show.

The 11 nations of the Association of Southeast Asian Nations (ASEAN) follow the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP). Established in 2004 and ratified by 17 countries, the agreement encourages information exchange to fight smuggling, piracy and terrorism at sea.

But ReCAAP is non-binding. Many, including China and ASEAN members, want a more forceful response. Singapore has supported international assistance against piracy — but Indonesia and Malaysia oppose foreign involvement.

A united ASEAN would be best suited to fight piracy but it faces other problems. The continuing Thai-Cambodia border dispute has damaged relationships because Thailand rejected mediation attempts by Indonesia and the Philippines. Recent fighting in Burma between government troops and the Kachin Independence Army (KIA) has highlighted Burma's human rights abuses. Burma's alleged nuclear ambitions are also likely to damage relations with ASEAN. Piracy looks set to remain on the backburner. Further complicating attempts to tackle piracy are the disputed claims in the South China Sea, including the Spratly and Paracel island groups. Recent spats between China, Vietnam and the Philippines greatly limit the chances of formerly-effective cooperation in the disputed waters until this is resolved or

eased. Up until now, the United States has called for greater coordination against piracy but had offered little tangible assistance. Joint naval exercises this month, however, do include training for regional threats such as piracy — but mainly as a show of solidarity against Chinese claims.

The potential for massive reserves of natural gas and oil in the South China Sea fuels the disputes. The littoral states bracketing the 1.3 million square mile body of water will seek alliances both with each other and the U.S. as a counterweight to the rising naval strength of China. These changing geopolitics threaten broad cooperation, giving room to the pirates who hijack and kidnap. Brittany Damora is a Risk Consultant based in Singapore and London and Evan Jendruck a researcher for international risk-analysis and security firm AKE Group **Source: The China Post**



The **SVITZER MORAG** seen in the port of Sheerness – **Photo : Reinier Kadijk ©**

Philippines says can ship more nickel to China

The Philippines has a strong potential to increase its nickel exports to China as an initial study showed high-iron, low-nickel laterite ores produced locally can be converted into marketable iron products, the Mines and Geosciences Bureau (MGB) said on Monday. The Southeast Asian country, which exports most of its nickel output to China, was the world's third-biggest producer of nickel ore last year, behind Russia and Indonesia. "We can convert even lower than low grade ores into marketable grade concentrate that is acceptable in China," Leo Jasareno, acting director at the state-run MGB, told Reuters. "With what we call sintering process, it can be done," he added.

The findings were based on a joint project by the agency with a private local firm using laterite samples from a mine operated by Berong Nickel Corp, a unit of Atlas Consolidated Mining and Toledo Mining Corp, in southwestern Palawan province.

Samples were also taken from a mine in southern Agusan del Norte province operated by MRL Gold Philippines Inc, a unit of Canadian miner Mindoro Resources Ltd. The tests showed most of the low-grade laterite ores in the country could be "potential feed material" for iron and steel making, MGB chief metallurgist Juancho Pablo Calvez said in a statement. The MGB has forecast the country's nickel concentrate production this year to rise 19 percent from a year earlier to 23,000 tonnes worth 15.3 billion pesos (\$354 million). Nickel direct shipping ore is projected to increase 55 percent to 20.45 million dry metric tonnes valued at 23.3 billion pesos this year, according to the agency. In the first quarter, nickel concentrate output fell 1 percent from a year earlier to 9,606 dry metric tonnes, but its value was 34 percent higher at 2.86 billion pesos. The Philippines expects the value of its metals output this year to rise 24 percent to a record 137.6 billion pesos as higher world prices drive miners to produce more. Nickel Asia Corp, the country's largest nickel miner partly owned by Japan's Sumitomo Metal Mining Co Ltd, said last month the region was running low on high grade lateritic nickel ore, fuelling higher demand for medium to low grade ores that are available in the

Philippines. The Southeast Asian country has explored only a miniscule amount of its estimated \$1 trillion mineral resources, but the one-year-old administration of President Benigno Aquino hopes to capitalise on higher metal prices to boost the domestic economy. **Source: Reuters**

Royal Navy Thwarts Pirate Attack

Ten pirates in a couple of skiffs made repeated efforts to storm the bulk carrier MV **Sagar Ratan** with boarding ladders. It flashed an SOS as it took evasive manoeuvres to defend itself some 150 miles southwest of the Omani capital Muscat.

RFA Fort Victoria was the nearest naval vessel in the area and made straight for the 61,000-tonne merchant ship's position, punching through heavy seas caused by a monsoon. At the same time, the American carrier **USS Ronald Reagan** launched two F/A-18 Hornets, which buzzed over the skiffs, still trying to storm the Singaporean-flagged **Sagar Ratan**.

The combined effect of **Fort Victoria** presence, the US jets and the guile and bravery of the merchantman's own crew, who came under attack from five rocket-propelled grenades as they took evasive action, caused the pirates to

break off their attack. "Had it not been for **Fort Victoria's** swift intervention, another innocent vessel would have fallen into pirate hands and more seamen would have suffered the fate of being held as hostages," said the ship's Commanding Officer Capt Ian Pilling RFA. That brought an end to the attack on the **Sagar Ratan**, but



not an end to the drama because **Fort Vic** – a one-stop support ship which is accompanying the UK's Cougar amphibious task group in the Middle East – helped anti-piracy commanders monitor the scourge. The auxiliary shadowed the pirates' mother ship – the Taiwanese fishing vessel **Shiuh Fu No.1**, hijacked off Madagascar on Christmas Day last year and now being used by the marauders to launch attacks throughout the Indian Ocean.

Fort Vic spent four days stalking the **Shiuh Fu No.1** and the five small skiffs it uses to carry out hijackings, warning merchantmen in the area to stay clear. At the same time a helicopter from the cruiser **USS Gettysburg** carried out surveillance flights of the pirated vessel. The RFA eventually broke off its shadowing mission and re-joined the Cougar force, led by flagship **HMS Albion**, while another Allied warship in the region continued to track the **Shiuh Fu No.1's** movements.

The monsoon period is due to end imminently which means an upsurge in pirate activity is feared. As of the end of June some 400 seafarers were being held hostage by the modern-day buccaneers, and at least 20 vessels are in the hands of pirates **Source : GCaptain**





The **JO EIK** seen outbound from Rotterdam – Photo : Piet Sinke (c)

One dead after tourist boat capsizes off Mexico

One person drowned and six were missing after a fishing boat carrying 27 American tourists capsized in a storm and sank off Mexico's Baja California peninsula, Reuters reports. The 115-foot (35 meter) chartered boat left the port of San Felipe on the Sea of Cortez, a haven for windsurfers and sports fishermen, on Saturday but was struck by an electrical storm and capsized early on Sunday, port and navy officials said.

Emergency services officials in San Felipe said 27 of the 44 people on board were U.S. citizens. The U.S. Coast Guard, which is sending a helicopter to help with the rescue, said one person was dead and authorities were still searching for six others, but had no information on their nationalities. "(The helicopter) should be there around 0800 (Pacific time) to assist with rescue efforts," Coast Guard official Benny Minton said.

The boat, called the Erik, was found around 87 miles south of San Felipe, a popular holiday and fishing resort located south of Mexicali. According to an Internet advertisement, the Erik has been operating in the Sea of Cortez since 1989 and can sleep up to 42 guests. "We are still looking for the rest of the people. The weather is really bad right now, with strong wind," said local port official Felipe Vallecillo. Vallecillo said weather conditions were normal when the boat set sail on Saturday. **Source : PortNews**

EU NAVFOR completes 100th AMISOM escort

On 2 June 2011, EU NAVFOR completed its 100th escort of an AMISOM vessel, EUNAVFOR press release said. As part of the EU/UN co-operation, EU NAVFOR is providing protection to the UN chartered vessels supplying the African Union Mission in Somalia (AMISOM). AMISOM is mandated to conduct Peace Support Operations in Somalia to stabilize the situation in the country in order to create conditions for the conduct of Humanitarian activities and an immediate take over by the United Nations (UN).

The first AMISOM escort took place on the 6th February 2009 with the vessel departing Djibouti and arriving in Mogadishu. On completion of the 100th escort EU NAVFOR Operation Commander Major General Buster Howes OBE stated: "The successful completion of the one hundredth escort of an AMISOM sustainment shipment today marks a significant milestone for the European Naval Force in Somalia. The protection of humanitarian and other vulnerable shipping against the scourge of piracy is central to my mission and is of direct benefit to the well-being of the Somali people and the success of the Transitional Federal Government. I am extremely proud of the men and women of European Navies who prosecute this essential, if unglamorous task" **Source : PortNews**



Above seen in the Municipality Freeport of Abu Dhabi the hopper dredger "[Antigoon](#)" call after the daughter of Oedipus out of the Greek/Roman mythology, the hopper was built in 1990 at Fulton Marine in Ruisbroek Belgium with a hopper volume of 8400 m3 **Photo : Maarten Mostert ©**

VUURTORENS TERSCHELLING EN SCHIERMONNIKOOG BLIJVEN BEMENST

Er komt geen nieuwe verkeerscentrale voor de begeleiding van het scheepvaartverkeer op de Waddenzee, omdat er geen camerasystemen kunnen worden geleverd die volledig aan de gestelde eisen voldoen. De vuurtorens op Terschelling en Schiermonnikoog blijven daarom volledig bemensd. Dat heeft staatssecretaris Atsma (Infrastructuur en Milieu) besloten.

"Met het oog op de veiligheid op zee en op de Waddeneilanden, accepteer ik geen onnodige risico's. De veiligheid van het scheepvaartverkeer, van mens en natuur staan voor mij voorop. Daarom blijven de verkeersleiders 24 uur per dag op de Brandaris op Terschelling en op de vuurtoren van Schiermonnikoog", aldus Atsma in een toelichting.

Rijkswaterstaat is in 2009 gestart met de voorbereidingen voor een zeeverkeerscentrale. Atsma liet eind 2010 al weten het menselijk oog op de vuurtoren overdag te behouden. "Een beginnende duinbrand, verboden kampvuren en surfers in de problemen worden eerder waargenomen door het menselijk oog dan een camera, zo leert de praktijk", aldus de staatssecretaris.

Fentener van Vlissingen hijst Van Seumeren uit Mammoet

De [familie Van Seumeren](#) werpt het hoofd in de schoot. De Van Seumerens hebben besloten hun belang van 25% in hijskranenbedrijf Mammoet te verkopen. De voorouders van de familie Van Seumeren (Quote 500 nr. 120, €237 miljoen) zijn de oprichters van een hijskranenverhuurder die zo groot groeide, dat ze Mammoet van Nedlloyd konden kopen. Om verder te kunnen groeien verkochten de nazaten Van Seumeren in 2006 75% van het bedrijf aan SHV, het investeringsbedrijf van de familie Fentener van Vlissingen.

Mammoet wil niks zeggen over het waarom achter de verkoop. 'Er is nog geen verklaring uitgekomen, die komt morgen of overmorgen', aldus de woordvoerder. Maar De Telegraaf stelt al op de hoogte te zijn van de verklaring die gaat komen. Er zou onenigheid zijn tussen de familie Van Seumeren en SHV over de te volgen koers. Beide families zeggen de loop der dingen te betreuren.

De familie Van Seumeren is vooral bekend door Frans, tegenwoordig eigenaar van FC Utrecht. Mammoet werd tot voor kort geleid door de derde generatie, ceo was **Roderik van Seumeren**, bijgestaan door zijn neven **Jan junior** en **Patrick**. Volgens De Telegraaf vertrekken zij per direct en worden hun taken deze maandag overgedragen aan andere Mammoet-medewerkers.

CASUALTY REPORTING



Recent photo of the grounded **AL RAWDAH** seen aground at Pulau Berhanti (off Batam) –
Photo : Willem van Woercom (c)

NAVY NEWS

Russia to supply Vietnam six submarines in 2014



Russia will supply six submarines to Vietnam in 2014, Oleg Azizov, representative of Russia's state-run arms exporter Rosoboronexport, has said during a maritime defense show that wrapped up in Saint-Petersburg on July 2. Vietnam has signed a contract to purchase six Kilo 636-MV class diesel-electric submarines, Azizov was quoted as saying by the VNA newswire. He did not provide more details.

At the Asian-Pacific Security Forum held in Singapore last month, Vietnamese Defense Minister Phung Quang Thanh had said that Vietnam and

Russia have negotiated the delivery of six Kilo-class submarines for the purpose of defense that will only operate in

Vietnamese waters. The Fifth International Maritime Defense Show (IMDS-2011), held from June 29 until July 2, 2011, attracted more than 400 companies from 30 countries, according to RIA-Novosti. Russia introduced modern warships including the nuclear submarine and the stealth corvette used by the navy.

The show also presented well armed small naval ships that can operate near the shore. A report by RIA-Novosti said the Kilo class submarine has a displacement of 2,300 tons, a maximum depth of 350 meters (1,200 feet), a range of 6,000 miles, and a crew of 57. It is equipped with six 533-mm torpedo tubes. At least 29 Kilo class subs have been exported to China, India, Iran, Poland, Romania and Algeria, it said. **Source : thannienews**



The German **M 1069 HOMBURG** seen in Kiel – **Photo : Cor van Niekerken ©**

new tender for the Indian Navy

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 June 1. 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: Itar Tass**

Third frigate joins mothball fleet

The third, **USS Jarrett**, arrived over the weekend from its former homeport of San Diego, joining sister ships **USS George Philip** and **USS Sides**. They're moored at the Naval Inactive Ship Maintenance Facility along Highway 304, awaiting their fates.



The **Jarrett**, which served just 27 years, will be put up for sale, according to the Navy's Southwest Regional Maintenance Command. It will be scrapped if there are no buyers in the next couple of years. The other frigates, commissioned for just 22 years, drew interest from Portugal and Turkey, but neither deal went through.

The Navy is decommissioning Perry-class frigates because their role of anti-submarine warfare and protecting amphibious warships and convoys is being taken over by new littoral combat ships and Arleigh Burke-class destroyers.

Bremerton's inactive carriers — **USS Ranger**, **USS Constellation**, **USS Kitty Hawk** and **USS Independence** — can become museums or memorials, be sunk during target practice or for artificial reefs, or be recycled. The **Kitty Hawk** is being kept in reserve until 2015 when the new Gerald Ford comes on board, then Wilmington, N.C., wants it for a floating museum alongside the battleship North Carolina. All of the other ships have been stricken from the Naval Vessel Register. A nonprofit group is working to get Ranger to Fairview, Ore., to serve as a naval and aerospace museum, educational center and place for special events. **Independence** and **Constellation** were stripped to support the active carrier fleet, and will probably be scrapped in a couple of years.

The ships, except for the **Kitty Hawk**, are in Reserve Category X, meaning they get no maintenance or preservation, and are only protected against fire, flooding and theft. The **Kitty Hawk** is in Category B and is maintained in case it's needed in an emergency.

Puget Sound Naval Shipyard and Intermediate Maintenance Facility also has a Category Z, for inactive nuclear-powered ships and submarines waiting to be recycled. They include the guided missile cruiser **USS Long Beach**, **NR-1** Deep Submergence Craft, and 16 fast attack submarines — **USS Salt Lake City**, **USS Atlanta**, **USS Augusta**, **USS Hyman G. Rickover**, **USS Minneapolis-St. Paul**, **USS Portsmouth**, **USS Baltimore**, **USS Phoenix**, **USS Indianapolis**, **USS New York City**, **USS Birmingham**, **USS Groton**, **USS Cincinnati**, **USS Omaha**, **USS Los Angeles** and **USS Narwhal**. Source :

SHIPYARD NEWS

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Vietnam PM demands strict Vinashin investigation

Vietnam's prime minister Nguyen Tan Dung has demanded a thorough investigation and strict punishment against those responsible for the billions of debts owned by Vietnam Shipbuilding Industry Group (Vinashin), Seatrade Asia reported.

Troubled state-owned Vinashin is saddled with debts of more than \$4bn due to attempts at enlarging its business and corruptions. Nguyen has instructed the relevant agencies to investigate and punish anyone guilty of violations in the Vinashin case. Allegations of improper loan disbursements at Vinashin have led to the arrests of eight company officials, one of whom is Pham Thanh Binh, former chairman and general director of Vinashin. Hoang Kong Tu, chief investigator at the ministry of public security, said a further unspecified number of suspects will be investigated.

Source : PortNews



The **RISANGER** seen under float-repairs in Rotterdam - Photo : Leo van de Hoest ©

ROUTE, PORTS & SERVICES



The **CLIPPER SIRA** seen outbound from Rotterdam – Photo : Piet Sinke ©

RYNDAM DEPARTED FROM ROTTERDAM



HAL'S **RYNDAM** which operates in European waters this summer season is a regular visitor of the port of Rotterdam,

Last Sunday the liner departed with destination Bergen, and was piloted outside by newsclippings contributor **Marijn van Hoorn**, which made this photo impression



And as seen from the pilot cutter at Maaspilot station after disembarking the pilot

Photo's : Marijn van Hoorn ©

Colombo Port expansion project:Lanka to be leading maritime centre in SA

Developing the port sector has been assigned high priority by the government in making Sri Lanka as the leading maritime centre in South Asian region. The main harbour infrastructure work such as breakwater construction and harbour channel dredging are the most important and non profitable features of the port. In facilitating the country towards economic and social development, Sri Lanka Ports Authority (SLPA) has taken over the challenge of constructing the main harbour infrastructure work on behalf of the government, states a release from Ports and Highways Deputy Ministry yesterday.

It said, the entire port project is called 'Colombo Port Expansion Project (CPEP)' and this project provides breakwater construction and harbour channel dredging to accommodate three, 1,200 metre long terminals which will be constructed sequentially. Each terminal consist of 400 metre long three berths and can accommodate 2.4 million TEUs per year. The project includes the establishment of a new marine operations centre, relocation of a submarine oil pipeline, provision of navigational aids and construction of shore utilities. The harbour infrastructure works of this CPEP was initiated with a total estimated construction cost of US Dollars 330 million. The Asian Development Bank and Sri Lanka Ports Authority jointly finance the project of infrastructure works as ADB finance US \$ 300 million which is 81.7 percent of the total cost and remaining 18.3 percent will be financed by SLPA. The CPEP construction work was officially commenced on April 11, 2008 and scheduled to be completed within 48 months. The CPEP project's main contractor is M/s Hyundai Engineering Construction and Co. Ltd for a contract price of Sri Lanka Rs 36,355,198,496. The consultant of this project is M/s Scott Wilson Ltd.

The progress of the work is satisfactory and the contractor could be able to complete the project as scheduled in April 2012. The physical progress of the project is 65 percent in May 2011. The terminals construction and other related services is considered separately. As initiation the Letter Of Intent (LOI) has been issued to the selected developer of the South Container Terminal of the port of Colombo, M/s China Merchants Holdings (International) Co Ltd and Aitken Spence Plc Consortium. The consortium has fulfilled the pre-conditions given in LOI. The BOT agreement will be signed between SLPA and Consortium after obtaining the clearance of the Attorney General's Department in near future.

This project will lead Sri Lanka to be the Pearl of Asian Silk Route once again. The mega vessels which cannot access the Colombo port will be able to enter the new port and the container handling capacity will be doubled. The new port will reduce the time taken for import and export procedures, while increasing competition between marine companies will lead to reduced shipping charges. The new port will also enable farmers to export their products to markets worldwide. In this manner, the economic benefits will not only be accruing to the country, but also directly to our farmers and entrepreneurs. Further, the direct employment from these three terminals would be 4,000 and indirect employment may increase significantly with the new port operations. **Source : Sri Lanka's Daily News**



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Samskip Expands Freight Shipping Capacity for Iberian Service



The **SAMSkip COURIER** - Photo : Richard Wisse – www.richard-photography.nl (c)

Netherlands-based Samskip Multimodal Container Logistics has announced that they are expanding their Portugal / North Spain service, which provides a connection between the Iberian Peninsula and the Port of Rotterdam in Northwest Europe. Samskip has increased the frequency of its sailings from once a week to three and even four departures on certain routes – from the North of Europe to Lisbon, Leixões and Vigo and vice versa.

The new weekly schedules are:

- 2 departures to Lisbon and vice versa
- 4 departures to Leixões and vice versa
- 2 departures to Vigo and vice versa

In a statement the company said: "With the improved sailing schedule Samskip is able to offer its customers a higher frequency, more capacity for 45ft, 40ft and 20ft equipment during peak seasons and more competitive transit times for calls to and from Lisbon, Leixões and Vigo. "These improvements are focused around offering more competitive and sustainable alternatives for 45ft palletwide multimodal containers versus conventional 13.6m road trailers on the Portuguese and North Spanish markets. "Samskip is convinced that the six vessel rotation is a great service improvement for existing as well as potential customers." **Source: Samskip**



Waiting for work at a nice riverside berth on the River Clyde are the tugs **Boojum Bay** and **Biter**.
Photo : Tommy Bryceland, SCOTLAND (c)

Ningbo container throughput up 3.7pc to 6.1 million TEU in first five months

PORT of Ningbo recorded a container throughput of 6.11 million TEU and handled 155 million tonnes of cargo overall during the first five months of this year, Xinhua reports. In May, the port's box throughput increased 3.7 per cent year on year to a historical high of 1.28 million TEU. Its cargo tonnage also broke record by reaching 27.55 million tonnes, up 9.5 per cent. In this month, there were seven new lines adding the port to their rotation. Ningbo is now operating a total of 246 lines, offering 1,260 sailings per month and more than 40 daily. **Source : Schednet**

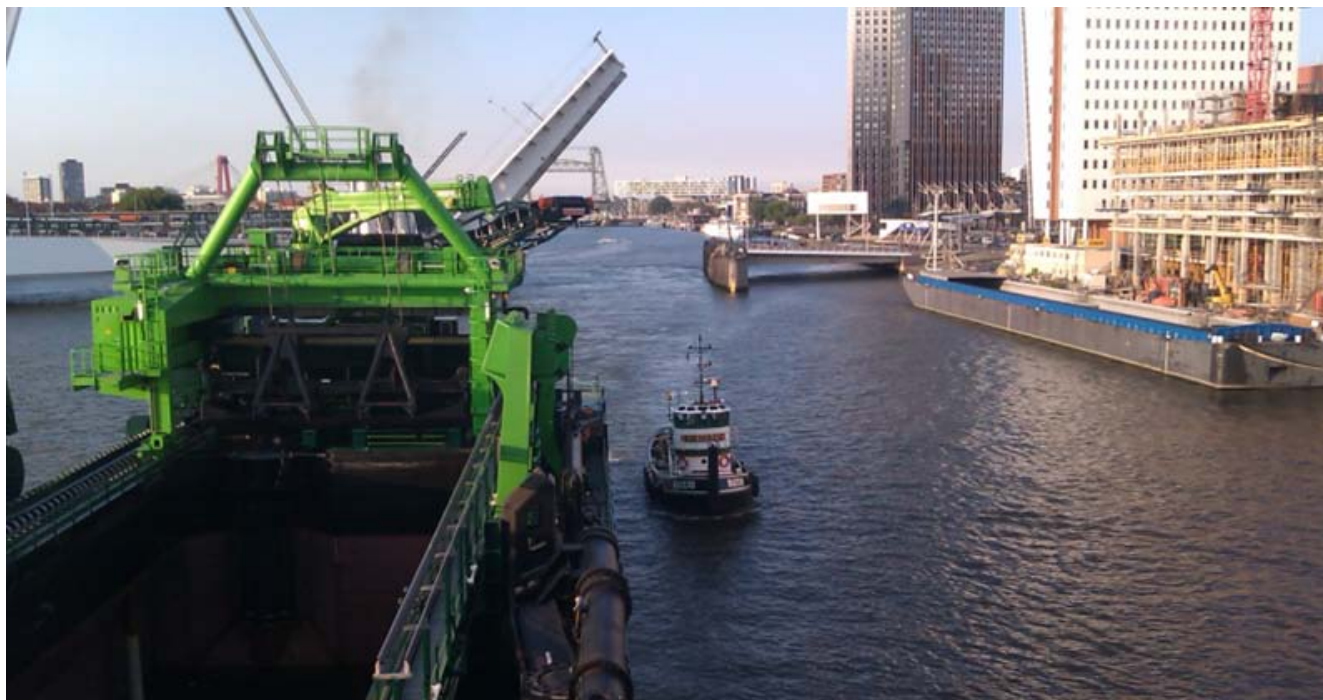


The **SEVEN PELICAN** seen outbound from Amsterdam – **Photo : Ruud Coster (c)**

Havenbedrijf Gent enthousiast over Vlaams-Nederlands principeakkoord over financiering nieuwe grote zeesluis

Het Havenbedrijf Gent is uiterst opgetogen over het principeakkoord dat Vlaanderen en Nederland sloten op maandag 4 juli voor de financiering van een nieuwe grote zeesluis in Terneuzen. Voor het Havenbedrijf is dit een nieuwe stap vooruit in de realisatie van de sluis en de verdere ontwikkeling van de haven. De afspraak was dat er tegen het begin van de zomervakantie 2011 een akkoord zou zijn tussen Vlaanderen en Nederland over de financiering van de nieuwe zeesluis in het Nederlandse Terneuzen. Vlaams minister-president Kris Peeters en de Nederlandse premier Mark Rutte kondigden maandag 4 juli ter zake een akkoord aan. Hiermee zegt Nederland 142 miljoen euro toe voor de bouw van de tweede zeesluis in Terneuzen. Bovendien is afgesproken dat het studiewerk – dat enkele jaren in beslag zal nemen – in oktober van dit jaar van start gaat. Evenwichtig Het Havenbedrijf is opgetogen met dit evenwichtige akkoord. Dit akkoord verzekert de verdere ontwikkeling van de haven van Gent. Een grotere zeesluis laat immers zeeschepen van een grotere omvang toe waardoor bestaande bedrijven meer goederen in een keer kunnen aanvoeren. Bovendien biedt de grote zeesluis extra mogelijkheden voor de verdere invulling van de bedrijventerreinen rondom het nieuwe

Kluizendok. De Vlaamse verdeling van de financiering dient nog verder besproken te worden. Het Havenbedrijf apprecieert ten stelligste de inspanningen van Vlaams minister-president Kris Peeters en de Nederlandse premier Mark Rutte alsook van Vlaams minister van Mobiliteit Hilde Crevits en haar Nederlandse collega Melanie Schultz van Haagen en van de Vlaamse onderhandelingsdelegatie om nog bij het begin van de zomervakantie de knoop door te hakken. Grotere zeesluis voor grotere zeeschepen Het Havenbedrijf en tal van bedrijven pleiten al lang voor een tweede zeesluis in Terneuzen. De huidige zeesluis is momenteel de enige – en dus uiterst gevoelige – toegang voor grote zeeschepen richting Gent. Daarnaast vragen ook de almaar groter wordende zeeschepen om een grotere, tweede zeesluis ten behoeve van de bedrijven en de tewerkstelling in de Gentse havenregio.



The **VICTOR HORTA** seen passing the Erasmusbrug in Rotterdam, assisted by the tug **Buizerd**

Photo : Paul Borsboom ©

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The **Siem Opal** arrives in Aberdeen, Scotland 4/7/2011. She had been participating in a Rig move in company of **Siem Garnet**, **Siem Amethyst**, & **Vidar Viking**. - Photo : Iain Forsyth ©

APL joins Maersk imposing no-show fees, but will pay for rollovers too

SINGAPORE-based APL has joined Danish shipping giant Maersk in introducing no-show fines for containers that do not arrive as promised, but at the same time will also commit to paying penalties for not loading boxes that do appear on time.

APL has added such terms to some transpacific contracts with shippers this year, reported Newark's Journal of Commerce. "There are a number of contracts this year where we wrote service guarantees into the contract, where we have a certain on-time performance guarantee and a certain space allotment by customers," said APL vice president Bob Sappio. "If a customer fails to meet that space allotment within a window of tolerance, it will pay a penalty, and likewise if we fail to meet the service guarantee or the space allotment, we would be required to pay the customer a penalty," he said. "The penalty is several hundred [US] dollars per dry container."

Likewise, Maersk Line will conduct pilot tests of similar charges in the third quarter on some loops in Sweden, Germany and some Latin American countries. If the tests work well, the new charges will be introduced worldwide in summer next year. The Maersk plan includes a so-called "load protection fee" on shippers that fail to deliver booked containers to the port. The charge would be US\$100 per dry container and \$500 per reefer container.

On the contrary, it will pay the same charges to shippers for Maersk's failure to upload the booked boxes on board. Maersk charge management director John Nielsen said: "We will roll it out on a rifle-shot basis on trades that are ready for it, and not just on a big bang rollout." But it will allow a seven days' grace for shippers to change or cancel the bookings. **Source : Schednet**



The **HERMOD** seen installing the flare tower on Bongkot Field - Photo : Capt. Jan Berghuis – Master Husky ©

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The **MULTRATUG 15** seen in Vlissingen – Photo : Willem Kruit (c)

MARITIME ARTIST CORNER



Bob Mattsson's latest drawing , the tug **TILLY**

.... PHOTO OF THE DAY



The stripped pilot tender **HUGO VERRIEST** seen getting (re) launched in Oostend after been in storage for some time the pilot tender will be scrapped.

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©