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The STOLT SURF seen outbound from Rotterdam – Photo : Piet Sinke (c)

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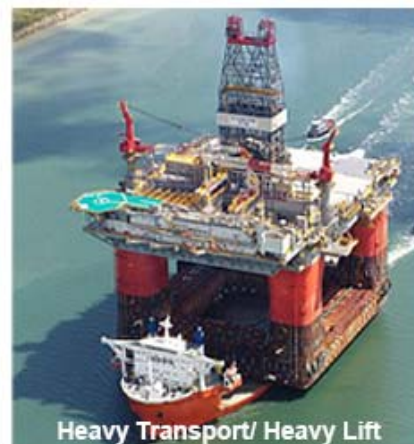
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The Bulker **AMY N** seen moored at the EMO in the Mississippi harbour (position 4) in Rotterdam-Europoort

Photo : [Hans Breeman \(c\)](#)

Capt. Hae-gyun Awarded Exceptional Bravery After Pirate Attack

The Council of the International Maritime Organization (IMO) has unanimously endorsed the decision of a Panel of Judges that the 2011 IMO Award for Exceptional Bravery at Sea should go to [Captain Seog Hae-gyun](#) of the Republic of Korea, Master of the chemical tanker [Samho Jewelry](#). Captain Seog was nominated by the Government

of the Republic of Korea for his heroic actions to keep his vessel and crew safe, while suffering vicious assaults, following a hijack by pirates off the coast of Somalia.



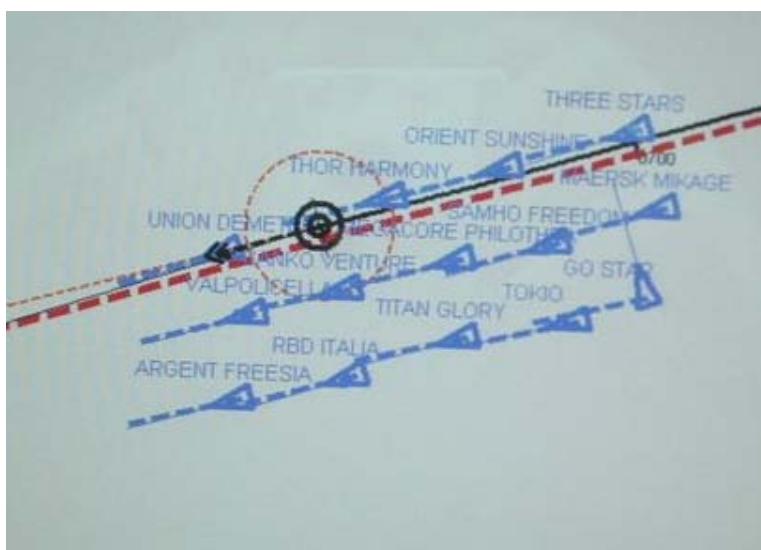
The Council agreed that **Captain Seog** displayed truly extraordinary bravery and concern for his crew after his ship was hijacked in the Indian Ocean in January 2011, going far beyond the call of duty, at great risk and danger to himself. With the pirates onboard, Captain Seog steered the vessel away from the Somali coast, watered down the fuel to prevent combustion, pretended the steering gear was not working properly and reduced the vessel's speed. He also managed, surreptitiously, to communicate information to naval forces, which facilitated a dramatic raid by commandos from the Republic of Korea's destroyer

Choi Young. As a result, all 21 crew members were rescued.

During the hijack, **Captain Seog** was subject to a number of assaults, causing fractures to his legs and shoulders. He was later shot twice in the abdomen and once in the upper thigh, required several surgical operations and almost lost his life. The Council also decided that, of the other nominees or groups of nominees, eight should receive Certificates of Commendation and eleven Letters of Commendation.

The Council further agreed that special certificates be awarded to the Maritime Rescue Coordination Centres (MRCCs) Falmouth (United Kingdom) and Stavanger (Norway) for their contribution, on several occasions, to search and rescue operations unfolding in distant areas, far away from their respective countries' SAR regions, and for their dedicated performance over many years.

A total of 38 nominations from 14 Member States and one non-governmental organization in consultative status with IMO were received. They were first considered by an Assessment Panel, which was chaired by the IMO Secretary-General and consisted of experts nominated by various international non-governmental organizations in consultative status with IMO. A Panel of Judges then met, led by the Chairman of the IMO Council, with the participation of the Chairmen of IMO's Maritime Safety, Marine Environment Protection, Legal, Technical Co operation, and Facilitation committees. A ceremony for the winner to receive his award will be held on Monday 21 November, the first day of IMO's biennial Assembly meeting. **Source : MarineLink**



Above seen a recent convoy in the Gulf of Aden as seen by **Capt J.P. Kaale** onboard the **European Supporter**, the convoy was escorted by 2 Chinese naval vessels.



The **BAVENIT** seen in IJmuiden – Photo : H.Blomvliet (c)

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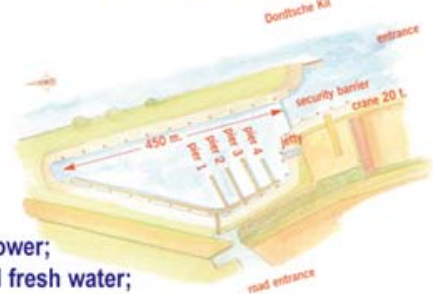
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The **SALT LAKE CITY** seen outbound from Rotterdam Wednesday evening – Photo : Piet Sinke (c)

Pirates set fire to tanker off Aden

The 144,000 dwt VLCC **Brillante Virtuoso** is under tow by two tugs after pirates set fire to the accommodations structure with an RPG. GAC Protective Solutions reports that the **Brillante Virtuoso**, which is owned by Suez Fortune Investment Ltd., was carrying a million barrels of oil when it was boarded earlier on July 6, around 20 miles from the coast of Aden. The vessel was traveling from Ukraine to China and was due to call in to Aden harbor to collect armed guards before transiting through the rest of the Gulf of Aden.



GAC Protective Solutions says it is likely that the tanker's crew managed to gather in a citadel or safe room when the attack took place, while pirates frustrated at not being able to reach them set fire to the accommodations block, possibly in an attempt to intimidate other shipping operators that the use of safe rooms can still incur danger.

US Navy Photograph

While safe rooms should not be regarded as the only measures needed to prevent a successful hijacking they nonetheless provide a much greater degree of safety to crew in the event of an attack, comments GAC Protective

Solutions Combined Maritime Forces says that at 0027Z July 6, a distress call was issued by the Marshall Islands-owned, Liberian-flagged tanker approximately 20 nm south west of Aden, Yemen, stating that it believed it was under attack by suspected pirates and required assistance. Shortly after the suspected attack, the **Brillante Virtuoso** reported a fire on board which was beyond its control and that their intention was to abandon ship.

The guided missile cruiser, **USS Philippine Sea (CG 58)**, operating under Combined Maritime Forces (CMF), responded to the distress call. When the Philippine Sea arrived on the scene, it observed smoke coming from the superstructure of the ship and that the crew had abandoned ship in a life-raft. The Philippine Sea found no evidence of pirates and concentrated its efforts on assisting the crew members. A rocket-propelled grenade probably caused a fire in the ship's accommodation block, Central Mare Inc., the vessel's manager, said in a later statement quoted by Bloomberg. **Source : MarineLog**

MAJOR OIL DISASTER AVERTED IN GULF OF ADEN

NEAR DISASTER OF OIL TANKER IN GULF OF ADEN FALSELY BLAMED ON PIRATES?

Fact is that at 00h23 UTC (03h23 local time) on/06 July 2011 in position Latitude: 12 29N and Longitude: 04444Em around 20nm SW of Aden, the bridge and crew quarters of an oil tanker were on fire, and the captain and crew abandoned the ship - leaving the vessel dead in the water. While the all-Filipino crew of 26 sailors from the Liberian-flagged oil tanker **MT BRILLANTE VIRTUOSO** had jumped into the live boats and was then taken on board of U.S.American warship **USS PHILIPPINE SEA (CG 58)**, the piracy reporting centre of the NGO IMB sent - with reference to the shipowner - an alert, which stated:

"The 149,601 dwt Suez Max oil tanker was attacked at 0006 hrs UTC, only 20 miles the Port of Aden, the company said. The vessel was en-route from Kerch, Ukraine to Qingdao, China, carrying 141,404.941 MT of fuel oil."

After having sent statements claiming an alleged piracy attack by 7 pirates, the shipowner later stated only:

"The Brillante Virtuoso is presently safely adrift and two tugs have arrived from Aden and having secured the vessel, are proceeding with fire-fighting measures," the ship's manager, Athens-based Central Mare Inc, said in a statement. "The Master, Chief Engineer and Electrician are on board the tugs to assist in the salvage operation. No pollution or injury to crew members has been reported."

BUT, while a Somalia reporting website and other media went into a hype and overdrive concerning the alleged pirate attack which had set an oil tanker ablaze with a rocket propelled grenade (RPG), NATO stated clearly:

"No confirmation of piracy." Also the U.S.American navy could not find any evidence of a piracy attack, which was summarized by the Combined Maritime Forces (CMF) headquarters with the sentence: "The [Philippine Sea](#) found no evidence of pirates and concentrated their efforts on assisting the crew members."

Interestingly, also EU NAVFOR headquarters in Northwood was "not so sure" about a pirate attack. Thereby the question remains: Who lied? Did the crew and the vessel owner, the Greek company Suez Fortune Investment Ltd., make up the story to receive speedy assistance or are the navies in a combined spin to maybe cover up an outcome of the saga, which might have been fatal for the pirates and in addition actually had caused the fire on the vessel by weapons fired from a helicopter? Reports from Somalia state, that there are rumour about a pirate group, which had attacked a vessel in the Gulf of Aden, but a naval helicopter had taken the pirates under fire and shot the vessel ablaze.

INVESTIGATION DEMANDED

Whatever the story, the case requires a full-fledged, independent investigation, said Hans-Juergen Duwe, spokesman of ECOTERRA Intl., not only due to the alleged piracy attack but also because a fire on such a huge oil-tanker could have caused an environmental disaster of unprecedented magnitude for the marine ecosystem, the whole area and the coastal state of Yemen. Reportedly the crews of the two tugboats the Greek owner sent from Aden to tow the vessel to safety had been able to extinguish the fire. To avert the future occurrence of similar incidences involving such a dangerous tanker a thorough investigation is warranted and required. [Source : ecop-marine](#)

New shipping association chief backs hybrid solution to piracy

A paper that details the proposal will be presented to the UN next week

Patrick Phoon, the newly elected president of the Singapore Shipping Association (SSA), is backing a 'hybrid system' for tackling piracy, he said yesterday. Speaking at the SSA's annual general meeting (AGM) cocktail last night, he said that an SSA taskforce and the Asian Shipowners' Forum will be presenting a paper to the United Nations next week that will detail a proposal for a 'hybrid system' that will involve the military, but not military action. Mr Phoon - who was elected for a two-year term at the AGM yesterday - declined to reveal more details, but said that 'it's a better system than having private armed guards onboard', which would be fraught with issues of insurance liability.

On the association front, he stressed the importance of getting younger members involved. 'If we don't encourage them to come aboard, where is the renewal process? You end up with the same old guard and after awhile, there're no new ideas,' said Mr Phoon, who is also the deputy managing director of Evergreen Shipping Agency (Singapore).

The SSA's outgoing president SS Teo had in his first term proposed amendments to the association's constitution to limit the tenure of the SSA presidency to a maximum of three terms - or six years - in order to let new blood into the council. 'To serve as president of the SSA has been a great honour which I will cherish forever . . . A special mention goes out to the late Mr Lua Cheng Eng, SSA's first president whom I took over from. I am deeply grateful for the solid foundation he had laid for the SSA,' said Mr Teo, who served as president for eight years. Lui Tuck Yew, the Minister for Transport and Second Minister for Foreign Affairs who was present as a special guest of the SSA said that there is a need for the voice of the Asian shipping community to be a more prominent one. 'We need to make sure that the Asian voice is more strongly heard. It is important that Asian shipowners concentrate not just on commercial aspects but other areas like piracy and the environment,' said RAdm Lui.

Alongside Mr Phoon, AVRA Asia's chief operating officer Esben Poulsson and APL Co's managing director Kenneth Chia were elected honorary secretary and honorary treasurer, respectively. A seven-member council was also elected, comprising APL Co Pte Ltd, AVRA Asia Pte Ltd, Evergreen Shipping Agency (Singapore) Pte Ltd, Ocean Tankers (Pte) Ltd, Pacific Carriers Limited, Pacific International Lines (Pte) Ltd and Thome Ship Management Ltd. Lim Hwee Hua,

the former minister in the Prime Minister's Office and former second minister for finance and transport was given an honorary membership in the SSA yesterday, as well. She is the association's third honorary member, after Yeo Cheow Tong, the former minister for Transport and Ong Kok Wah, one of SSA's longest-serving council members. **Source :** [businessTimes](#)



Detailed scale model of the **SMIT / SAPREF** joint venture Rampage 5000 terminal tug **SMIT SIYANDA** built by **AllOnScale** in Papendrecht (The Netherlands) **Photo : Piet Sinke (c)**

See also www.allonscale.nl for more models and possibilities (in Dutch only)



CORRECTION

The Russian flagged SHTANDART completed a drydocking period at the Damen Shiprepair facilities in Schiedam and departed later bound for sea as mentioned in yesterdays newsclippings was not correct the Russian flagged SHTANDART visited DSR, to serve as a set for the new movie Nova Zembla.

Libya Lays Up Tankers, Gaddafi Feels Heat

According to a report from Reuters, many oil tankers in Libya's state-owned fleet remain anchored and unable to trade because of cash flow issues. Crude oil shipments from Libya, once Africa's third largest producer, have been at a virtual standstill for months as leader Muammar Gaddafi has faced international pressure and sanctions.

Source: Reuters



The **RPA 16** seen in Rotterdam-Beerkanaal – Photo : Piet Sinke (c)

Oversupply threatens east-west rates, lay-ups needed

Freight rates in the key east-west trades could be “severely eroded” this year and ship lay-ups need to happen to absorb the capacity oversupply, Drewry Shipping Consultants has warned. “Freight rates have massively declined on the Asia to North Europe route where in some cases spot rates are not even covering quoted bunker surcharges of around \$750 per teu,” Drewry said. “Planned rate restoration programmes have been postponed and there is little hope of carriers imposing meaningful peak season surcharges.” The analyst forecast a 20.8% year-on-year decline in 2011 for average east-west rates, excluding fuel. Drewry noted that ocean carriers have continued to launch new services in the east-west trade lanes, and many of them also upgraded with the latest 13,000 teu giants which have contributed to overcapacity while average load factors remain at only 80-85%. “The industry knows that laying up ships is the answer and that attempts in withdrawal of limited capacity from the main east-west trades is not enough corrective surgery,” it said. It went on to forecast that the container sector could suffer significant losses this year.

Source : Seatrade Asia



The LPG tanker **ARCTIC VOYAGER** seen departing from the GATE terminal in Rotterdam-Europoort
Photo : Rene Mostert ©



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The THSD **MANZANILLO II** seen loaded outbound from Zeebrugge – Photo : Luc de Schutter ©

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USS Dubuque Decommissioned After 44 Yrs

U.S. Navy The Austin-Class amphibious transport dock ship **USS Dubuque (LPD 8)** was decommissioned by the Navy, June 30 at Naval Base San Diego. Retired Navy Capt. Howard J. Ursettie, the first commanding officer of

Dubuque, spoke at the ceremony about his time on Dubuque. "The **Dubuque** was my last sea command and my favorite command," said Ursettie. "At that time she was new and state of the art. I see that she has had more than a few technological upgrades since my time." In the four decades that the ship has been in active service, thousands of Sailors have served onboard **Dubuque**.

"Today we are gathered to celebrate 44 years of service of **USS Dubuque**," said Dubuques final Commanding Officer, Lt. Cmdr. Ivan Jimenez. "Or are we here to honor the people who provided the service? With care, countless hours of maintenance, cleaning and preservation they allowed her to remain the great ship that she is. I think it's the latter."



The keynote speaker at the event was commander of Amphibious Squadron 3, Capt. Dale Fuller. He began his speech by thanking the Sailors and Marines of **Dubuque**. "I would like to recognize the Sailors and Marines of **Dubuque** for a great job in getting the ship ready for its transition to inactive status," said Fuller. "They have worked hard for this turnover; they have done a fabulous job in closing up the ship."

He also spoke about the current role of amphibious forces in the Navy. "We can thank the good Sailors and Marines of **Dubuque** for the accomplishments that they achieved together in the past two years," said Fuller. "Frankly we have set the stage for how we should train and employ amphibious forces for the 21st century. Dubuque has truly led the way, and her legacy will be felt for years to come."

Dubuque's keel was laid by Ingalls Shipbuilding in Pascagoula, Miss. on January 25, 1965. It was launched on August 6 of that year and commissioned at Norfolk Naval Shipyard in Portsmouth, Va. on September 1, 1967. **Dubuque** arrived at its first homeport, San Diego

in November of 1967. Source : MarineLink



Not really a maritime subject , but I like the text on the Canadian Army crewman's helmet which stands inside a CH-47 Chinook helicopter flying over Kandahar province in southern Afghanistan, July 5, 2011.

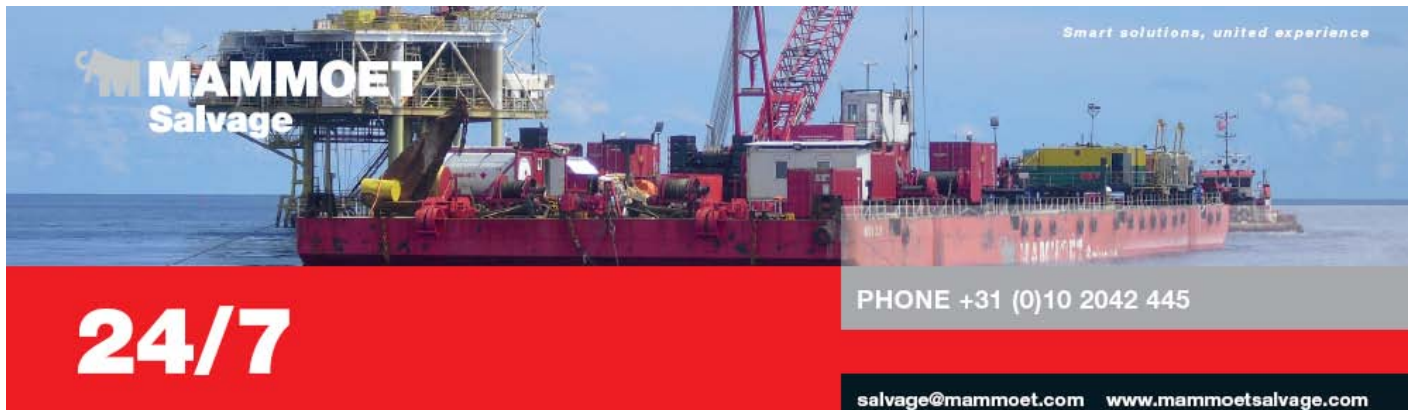
Harbour trials of Admiral Gorshkov by August in Russia

Set for induction into the Indian Navy next year, harbour trials of the aircraft carrier **Admiral Gorshkov** are expected to begin by August end in Russia. These trials are aimed at testing the functioning of all the systems of the warship, senior Navy sources told PTI in Delhi.

The harbour trials will be followed up by sea trials which are expected to start by November where the major systems of the warship including its weapon firing capabilities would be put to test, they said. The sources said that the warship is expected to be delivered as per the original schedule of December 2012. The 45,000 tonne, 283m aircraft carrier, rechristened **INS Vikramaditya** by the Indian Navy, is undergoing refit and repairs at the Sevmash shipyard in Russia. **See also :** http://www.youtube.com/watch?v=RUJpDhyYBBk&feature=player_embedded

During his recent visit to Russia, defence secretary Pradeep Kumar was taken to the Sevmash shipyard and shown the progress in work on the **Gorshkov**. The contract for the warship was signed between India and Russia in 2004 but the cost escalation and price revision by Russia for retrofitting the ship were cited as reasons for the delay. After long negotiations, the two sides had settled on \$2.3 billion as the price of the second hand warship.

With only a lone aircraft carrier **INS Virat** being operated now, the Russian origin warship is key to India's plan of having one aircraft carrier each on both the seaboards. Construction of another indigenous aircraft carrier is on in Kochi and is expected to be inducted into the navy by the end of 2014. **Source : DNAIndia**



Maiden voyage of China's first aircraft carrier delayed a month

China's first operational aircraft carrier, the ex-Soviet **Varyag**, will only be ready for its maiden voyage next month, instead of the beginning of last week as planned. The Hong Kong Commercial Daily said the carrier's maiden voyage has been put off for a month due to mechanical problems.

"As this is our first aircraft carrier, it's not abnormal that the vessel encounters certain problems. That's why we have never formally announced any timetable for its trial navigation," an unidentified Chinese military official told the paper. He added that the problems the vessel were not serious and will not affect future operations. "We have exercised extreme caution in dealing with technical details as we want the ship to make its debut in the best possible shape. We don't want it to go wrong on its maiden cruise," he added.

He said that while Chinese authorities provisionally plan to have the carrier conduct its first trial voyage in August, no definite date has been picked. Many factors could affect the timing, including weather condition and general international atmosphere," the official said.

Certain external factors, such as tension in the disputed South China Sea, are also possible reasons for the postponement, the Hong Kong paper said. At the beginning of last month, China's defence minister sought to reassure Asia Pacific neighbours that his country's growing economic and military power was not a threat.

General Liang Guanglie told the annual Shangri-La security conference in Singapore that the modernization of the People's Liberation Army was in line with the country's economic growth and to meet its security requirements.

"We do not intend to threaten any country with the modernization of our military force. I know many people tend to believe that with the wealth of China's economy, China will be a military threat," he said, speaking dressed in full military uniform.

"I would like to say that it is not our option. We didn't seek to, we are not seeking to and we will not seek hegemony and we will not threaten any country." But Liang said the situation in the South China Sea where a territorial dispute with Vietnam and the Philippines heated up last month was now stable. "China is committed to maintaining peace and stability in the South China Sea," he said adding it stood by a 2002 code of conduct signed with members of the Association of South East Asian Nations to resolve peacefully the rival claims over the resource-rich region.

China, Vietnam, the Philippines, Malaysia, Brunei and Taiwan all claim territories in the sea, which covers an important shipping route and is thought to hold untapped oil and gas reserves. China's claim is by far the largest, forming a vast U-shape over most of the sea's 648,000 square miles (1.7 million square km), including the Spratly and Paracel archipelagos. Tension also increased with Vietnam last month after Hanoi said a Vietnamese oil and gas exploration ship had its surveying cables cut by Chinese boats. The modernization of China's navy in particular has raised concern in the region. Beijing is upgrading its destroyers and frigates to sail further and strike harder.

See also : http://www.youtube.com/watch?v=6mL0xEjxmrM&feature=player_embedded

Meanwhile, former US Defence Secretary William Perry said in Taipei Thursday that China's first aircraft carrier will not pose a military threat to Taiwan or the South China Sea area in the near future because its full capability is still years away. "Even if you have an aircraft carrier, it's not important because you have to operate an aircraft carrier group," Perry said. "During the 1996 Taiwan Strait crisis, we didn't send two aircraft carriers alone, but aircraft carrier groups. And that involves many other ships, involves submarines, involves airplanes, and most importantly, it involves years and years of training," he said. The **Varyag**, which a Chinese firm bought from the Ukraine in 1998 for US\$20 million, is currently being refurbished by the Chinese navy in the port city of Dalian in northeast China and will be officially launched around October next year. It will most likely pave the way for completely indigenously built aircraft carriers.

The US Office of Naval Intelligence has estimated the vessel would be launched as a training platform by 2012 and be fully operational after 2015. China would be the third Asian country to have a carrier after India and Thailand, something that has caused unease in the region. **Source : defenceweb.co.za**

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The **GLOBAL RIVER** seen moored along the Hollandse IJssel (The Netherlands) – Photo : Kees Torn ©

Russian icebreakers begin build

Production has begun at STX Europe's Vyborg shipyard of two multi-purpose icebreaking service vessels, ordered from Arctech Helsinki Shipyard by Sovcomflot in December 2010. Both are scheduled for April 2013 delivery. The steel blocks of the vessels, which are designed to operate under extremely demanding environmental conditions in the Sakhalin area, are being manufactured at the Vyborg shipyard. A total of 17 blocks will be built in Vyborg and four in Helsinki.



"As the first newbuilding projects at the Arctech Helsinki Shipyard, the vessels delivered to Sovcomflot are extremely important. We believe this vessel type will be the foundation for similar series of vessels designed for arctic operation. Several will be ordered in the coming years" said Esko Mustamäki, managing director of Arctech Helsinki Shipyard.

"The Vyborg shipyard is a very important and reliable partner for us. We have a long history of cooperation with them, already from the late 1980s, and in the late 1990s we were a part of the same Kvaerner group", commented Juha Sinkkonen, director of Arctech Helsinki Shipyard. Keel laying is scheduled for January 2012. Source : The Motorship

Drydocks World launches self-elevating platform

Drydocks World has announced the successful launch of **Self Elevating Platform L210**, from its dedicated rig building facility in Graha, Indonesia. The platform is being built at a contract value of \$24.6m.

"International demand for offshore drilling rigs and platforms for oil and gas industries and the civil construction market has remained buoyant. Over the past few years we have managed to play a major part in filling the gap between demand and supply. Our well-equipped facility in Graha has produced some of the most versatile drilling rigs and barges in operation in recent years. We are happy that our clients have placed their trust in us and we will continue to provide value added services to them," said Khamis Juma Buamim, Chairman of Drydocks World.

The MSC SEA-3250 type platform is 75.9 metre long, 40 metre wide and 6 metre deep. The vessel is classed by ABS with Maltese Cross A1 Self Elevating Unit notation. She is being built for Self Elevating Platforms N.V., a repeat customer of Drydocks World. Major construction milestones have been achieved and the remaining ones include the installation of four 87.7-metre tubular legs and a 1000-tonne crane. **Source : Seatrade Asia**

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The **FSL SINGAPORE** seen leaving the IJmuiden locks – **Photo : Marcel Coster (c)**

CSAV Suspends Asia-Mediterranean Service

CSAV is suspending its service between Asia and the Mediterranean amid sharply declining rates on Asia-Europe trade lanes. The Chilean carrier said Tuesday the decision was based on the "unfavorable economic environment affecting the trade between the Far East and the Mediterranean." CSAV said the last westbound sailing of its Mare Nostrum service would leave Xingang, China, on Wednesday. The move follows Hanjin Shipping's decision last month to suspend its NE5 service under the Green Alliance, formerly the CKYH alliance. Freight rates on the Asia-Europe trade lane have been plunging since early in the year as carriers have ordered and brought in new, larger ships designed for

the service. The Shanghai Containerized Freight Index for Asia-Europe business reached its 2011 low in the last week of June at \$845 per 40-foot equivalent, less than half the SCFI's measure from a year ago and down some 15 percent since the start of the second quarter. **Source: The Journal of Commerce**



Above seen the **MPI RESOLUTION** in Great Yarmouth. **Photo : Maciej Bednarek - PLV Seven Navica (c)**

Witboek Transport EU in lijn met ontwerp havenvisie 2030

Havenbedrijf Rotterdam vindt dat het op 23 maart gepubliceerde Witboek Transport van de Europese Commissie in lijn ligt met de ontwerp Havenvisie 2030, de voorlopige langetermijnvisie die het Havenbedrijf in mei bekendmaakte. In het algemeen is het Havenbedrijf het eens met de doelen en concrete maatregelen die de Europese Commissie aankondigt. HbR signaleert wel een spanning in het Witboek, dat enerzijds pleit voor een spreiding van importstromen over meer havens (zogenoemde 'entry ports') en anderzijds voor een bundeling ten gunste van het ontwikkelen van een multimodaal kernnetwerk.

Verder meent HbR dat de EC een te rigide benadering over de modal split hanteert. Zo vindt de EC dat de afstand tussen haven en eindpunt minimaal 300 kilometer moet zijn om initiatieven te ontwikkelen om het goederenvervoer van weg naar binnenvaart of spoor te verplaatsen (de zogenoemde 'modal shift'). Het Havenbedrijf vraagt om deze minimale afstand te halveren tot 150 km. Op dit moment concurreert in de Rotterdamse haven de binnenvaart al met de weg bij een afstand van 50 km, bijvoorbeeld naar binnenhaven Alphen ad Rijn. Voor het spoor geldt in Rotterdam een minimale afstand van 200 kilometer. Halvering van deze officiële grens betekent dat meer initiatieven in aanmerking komen voor ondersteuning van de Europese Unie. Het Havenbedrijf ondersteunt de doelstelling van de EC om in 2030 30% en in 2050 50% van het goederenvervoer over de weg te verplaatsen naar spoor en binnenvaart.

Het Havenbedrijf pleit voor een gelijk speelveld om zowel economische als ecologische redenen. Het staat volledig achter bestaande internationale afspraken binnen International Maritime Organisation voor het aanscherpen van de norm van 1% zwavel naar 0,1% zwavel voor ECA-gebieden (Emission Control Areas) in 2015 maar vindt wel dat dit niet alleen zou moeten gelden voor de ECA's Noordzee en Oostzee maar voor alle Europese kustwateren.

Voor het Havenbedrijf zijn de volgende onderwerpen in het Witboek van belang:

- multimodaal netwerk van hoofdverbindingen
- markttoegang en transparantie
- minder CO2 uitstoot van transport en milieu
- financieringsmechanisme.

Voor de gehele reactie zie:

www.portofrotterdam.com/en/News/Pages/white-paper-transport.aspx

www.portofrotterdam.com/nl/actueel/Pages/witboek-transport.aspx



Above seen the **CHRISTINE C** discharging timber in Dakar. - Photo : Grant Bairstow ©

UNITED FAITH GROUP Signed the New-building Contract

of Two 50,000 DWT Semi-Submersible Multi-Purpose Vessels (SS-MPP Vessels)

On July 1st, 2011, **UNITED FAITH GROUP** has signed the New-building contract with **YANTAI CIMC RAFFLES OFFSHORE LTD** of two 50,000 DWT SS-MPP Vessels. Upon the signing of which, it announces that UNITED FAITH GROUP has officially entered the sphere of Offshore Engineering.

The conceptual design of the SS-MPP Vessels is initiated by UNITED FAITH GROUP who researches and develops upon the concept, and entrusts Shanghai Ship Research and Design Institute (SDARI) for the basic design. The SS-MPP Vessels are designed to have the basic particulars as follow:

LOA:216.7M

BREADTH MOULDED:43M
DEPTH MOULDED:13.35M
DECK SUBMERGING DEPTH:13M
CLASS:ABS
TRADING AREA:UNRESTRICTED
DYNAMIC POSITIONING GRADE:DP2
SERVICE SPEED (With Main Propulsion):13.5KNOTS
"TAKE ME HOME" SPEED (Without Main Propulsion):10.5KNOTS

Both of the 50,000 DWT SS-MPP Vessels are scheduled to be delivered by June, 2013.

The subject SS-MPP Vessels are equipped with UNITED FAITH GROUP's latest patented design of Hybrid Power Propulsion System. The hybrid system has three basic working modes -- a. Diesel Engine Power Driven (D-M) ; b. Electric Power Driven (D-E) ; and c. Hybrid Power Driven (Hybrid) -- the above three modes may be flexibly switched/ combined according to certain working conditions. In this Hybrid System, the integration of Low Speed Diesel Engine Propulsion and Electric Power Propulsion has conquered the deficiency in specific working conditions caused by single propulsion system, as well as efficiently solving the conflict between the Power Capacity requirement and the management/ running cost, and reducing fuel consumption significantly.

UNITED FAITH style of SS-MPP Vessels have adopted multi-patented designs, which enables to solve the general-existing problems of current Semi-Submersible vessels and to be more dependable, practical and economical. Thus it's more suitable for long-distance ocean transportation and long-duration off-shore especially deep-sea work.

While traditional Semi-Submersible vessels meet the talented idea of UNITED FAITH, they are no longer merely semi-submersible conveyance; instead, they have evolved into Multi-Purpose Semi-submersible Working Platform. With the powerful Dynamic Positioning capacity and flexible Hybrid System, UNITED FAITH style of SS-MPP vessels is equipped with multi-functional work capacity. It not only has all of the functions of the current Semi-Submersible vessels, but also is capable of operating various offshore tasks by flexibly installing different operation modules, e.g. Blue Water Pipe Laying, Wind Power Installation and Oil Drilling etc. The UNITED FAITH style of SS-MPP Vessels is believed to be the Third Generation of Semi-Submersible Vessels after the pure electric-propelled ones. UNITED FAITH GROUP affirms that their UNITED FAITH style of SS-MPP Vessels will not only change the market of Semi-Submersible Vessels, but also lead an evolution in the sphere of Offshore Engineering.

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Ningbo Marine disposes cargo ship

Ningbo Marine Company Limited will sell a general cargo ship to Ningbo Jinzeng Marine Transport Co at a price of RMB5.39m (\$833,843). Sale of the China-flagged **Mingzhou 18** to Jingzen Marine was confirmed last Thursday following a contract signing ceremony between the two companies. Ningbo Marine is principally engaged in marine transportation and road operation. The Chinese firm operates electrical coal transportation business from northern Chinese coal ports to power stations in Zhejiang province, as well as some international lines. **Source: Seatrade-Asia**

SUPER SERVANT 4 VISITS ROTTERDAM



The **SUPER SERVANT 4** seen discharging some yachts in Rotterdam Botlek prior loading the inland water cruise vessel **SWISS EMERALD**. The transport vessel departed again from Rotterdam bound for FOS SUR MER (France)

Photo top : Stephan Grol ©

Photo below : Jan Oosterboer ©



GMMOS Group rebrands as Stanford Marine Group ("SMG"), reflecting its core Marine activities focus

UAE-based GMMOS Group announces it has rebranded to STANFORD MARINE GROUP ("SMG") in order to better reflect its focus on chartering, operation, building, and maintenance of Offshore Supply Vessels (OSVs). The Group has two main divisions focused on the marine sector: Stanford Marine (OSV chartering) and Grandweld (Shipbuilding and Repair).

Stanford Marine has recently taken delivery of several new OSVs, such as the 3 ultra-modern 58-metre DP1 Platform Supply Vessels (PSVs) Condor, Osprey and Caracara - which are already chartered – and will be welcoming in its fleet further 4 new vessels this year, amongst which will be two 87-meter DP2 PSVs. With a fleet utilization level in excess of 90% for its current 35-vessels strong fleet, Stanford Marine remains in the forefront of marine operators in the GCC and Southeast Asia. Grandweld has recently secured three additional large ship-building contracts, raising its order-book backlog to a record USD 250 million. This includes two 55-ton bollard pull tugs for Abu Dhabi Ports Company, two 57-metre work maintenance vessels for the Al Mojil Group (Saudi Arabia) and six 54-metre Hybrid Seismic Support vessels (+2 option) for Bourbon which will be the first throughout the region to utilize a completely hybrid propulsion system, and have the possibility to switch between diesel-mechanical, diesel-electric and hybrid propulsion mode, based on several operational scenarios, resulting in reduced fuel consumption and CO2 emissions.



The **TRANS OSPREY** (ex PRINSENBORG) seen outbound from Rotterdam – Botlek - **Photo : Anton de Krieger ©**



DP World arm agrees to raise wages for Yash Container workers

The management of Nhava-Sheva International Container Terminal of DP World has agreed to give an increase of over Rs 3,000 along with fringe benefits and statutory benefits to the transport workers of Yash Container Terminal Pvt. Ltd. after a prolonged struggle. It will be an interim settlement given the low commercial rates fixed for the contractors. They were not comparable to the contract rates in other adjacent terminals i.e. Global Network Terminal (GTI) and JNPT, according to a press release issued by the Transport and Dock Workers' Union, Mumbai. Mr S.R. Kulkarni, president, Transport and Dock Workers Union, Mumbai, has appealed to the management of NSICT-DP to bring up the wages on par with their counterparts in GTI and JNPT. **Source: The Hindu Business Line**



The **ERACLEA** seen outbound from Rotterdam – **Photo : John van der Linden (c)**

Shipping company set to change ports

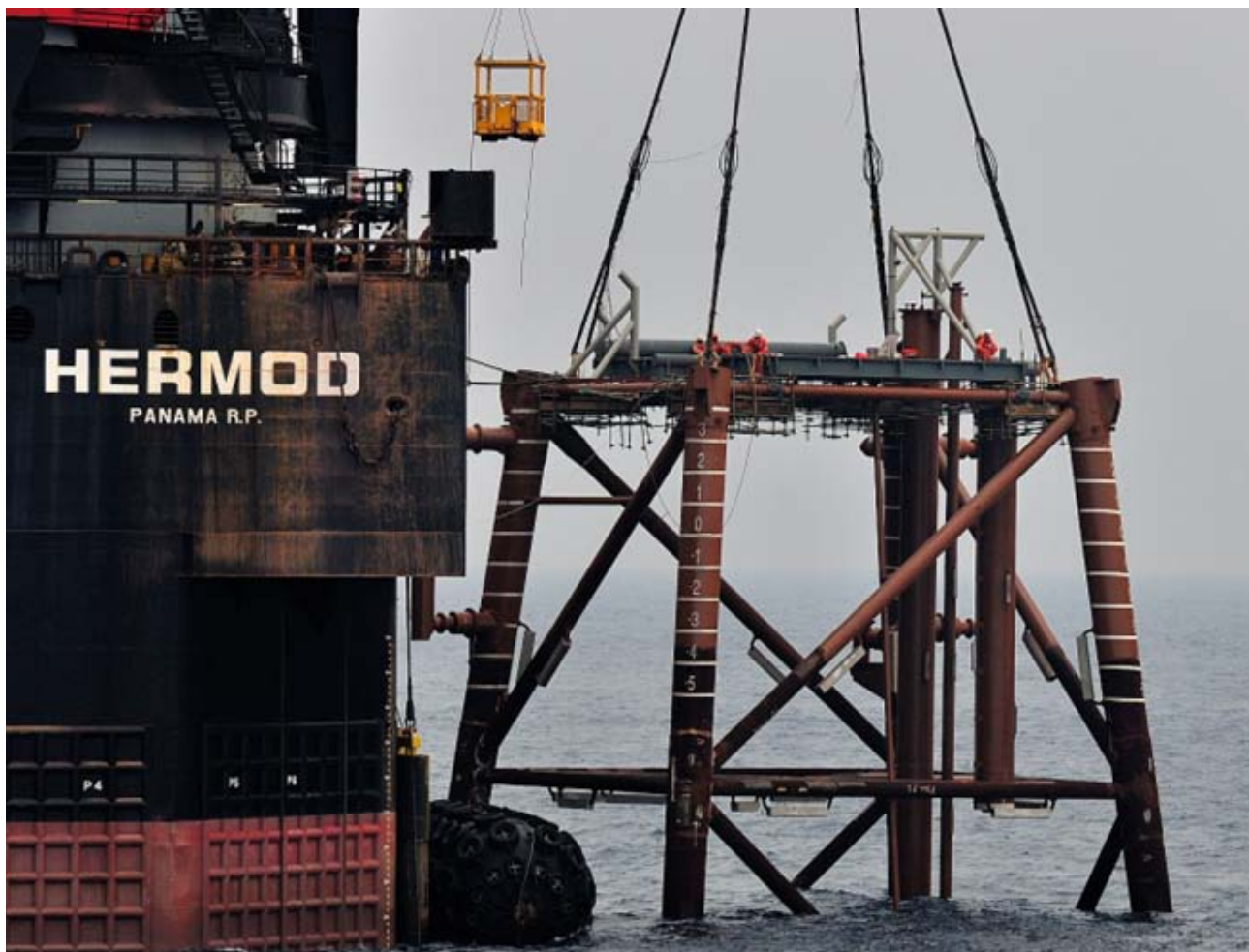
A shipping firm is moving from Goole to Hull as part of a multi-million pound deal. The 10-year arrangement with Associated British Ports will see TransAtlantic UK moving to premises on King George Dock. The company transports freight to and from Sweden via the Humber, importing steel, timber and paper – as well as cider – and exporting UK-made steel and products ranging from car parts to drinks. The 39 staff are being offered the chance to transfer to Hull. Managing director Nick Green said it was becoming more difficult to get the larger, heavier vessels in its fleet, which are designed to cope with frozen seas, up the river beyond the Humber Bridge. Mr Green said: "Whilst Goole has been a fantastic location over the years and we have had a great relationship with the town of Goole and the port we have simply outgrown the port and the river.

"Our ships are designed to ply to the Baltic ports and as the Baltic gets frozen we need Ice Class vessels. Along with that classification there's a size issue. We have had numerous discussions over what is happening with the river.

"All I can observe is that it more difficult for us to get the vessels upriver fully laden. On many occasions we've had to lighten our vessels at Immingham and we are doing that with increased frequency. All sorts of delays and problems with scheduling would have ensued if we'd carried on. "We are expanding our business as well and we want to be able to have the capability for even larger vessels in the future." The company appears to be weathering the recession well, with last year's monthly export figures up 50 per cent over 2009. Mr Green said the company had achieved that by helping manufacturers and logistics managers to provide a robust but cost-effective service. The weak pound had also helped.

Work is about to start on a new 8,500 sq m warehouse on the site of two silos at Terminal 3, close to the P&O North Sea Ferries terminal, which were dismantled earlier this year, with the company also taking up a refurbished 8,000 sq m warehouse. The company will move in a phased operation, starting in September when its ships start discharging into Hull. The process will end when office-based staff move to Hull at the beginning of the New Year. Mr Green added: "I really hope that all our people will come with us." Mr Green said there was still plenty of opportunity at Goole: "Operations that have smaller ships will have some great opportunities in the port of Goole; from our point of view we have simply outgrown the port." The former Cargill UK silos were last leased from ABP by Frontier, which has moved to a new purpose-built facility on the dock. In their lifetime they held billions of tonnes of grain for export.

Source: Yorkshire Post



Another jacket installed on the Bongkot Field by the [Hermod](#), this time the four legged [QPS jacket](#), moments before touch-down [Photo : Capt Jan Berghuis – Master Husky \(c\)](#)

Hallin Wins IRM Oilfield Contract in Malaysia

[Hallin Marine](#), a Superior Energy Services company, has extended its Malaysian presence with the commencement of a series of inspection, repair and maintenance (IRM) operations for oilfield operators active off the peninsula. "This is a multimillion U.S. dollar contract with its central focus on saturation diving from the [SOV Windermere](#) at various locations off the Malaysian peninsula," said Rik Zwinkels, Managing Director. "It involves various projects over a two-month timeframe continuing through August with options to extend. A key factor in Hallin's securing the contract was the proven excellence of the [Windermere](#), which is one of the most modern and cost-efficient subsea operation vessels currently active in the region." Fully IMCA compliant, the [SOV Windermere](#) is equipped for wellhead servicing, inspection and construction diving, as well as remotely operated submersible vehicle support. Capable of accommodating 120 people, the 80-by-77 meter DSV features a helicopter landing deck, high-capacity crane (1,500 meter), a 15-man saturation diving system and three-man moonpool diving bell.

BOEKBESPREKING

Door : Frank NEYTS

“Vlaamse & Brabantse binnenschepen”.

Het Belgische Provinciebestuur Oost-Vlaanderen gaf een zeer interessant boek uit onder de titel “**Vlaamse & Brabantse binnenschepen uit de 18e & 19e eeuw. Vergeten vaktaal en oude constructies**”. Het werd geschreven door Maurice Kaak. Maurice Kaak is een alom bekende autoriteit op het vlak van varend erfgoed. Hij was jarenlang restaurateur van de historische scheepscollectie van het Nationaal Scheepvaartmuseum Antwerpen en hij stichtte in het begin van de jaren 1990 op de Scheepswerven Baasrode een modelbouwklas, die sindsdien unieke museumstukken voortbrengt. In dit rijkelijk geïllustreerde boek reconstrueert hij tot in de kleinste details negen schepen, die van het einde van de 18de eeuw tot diep in de 19de eeuw in Baasrode werden gebouwd. Hij dringt daarbij ook door tot de vergeten vaktaal van de scheepsbouwers uit die tijd. Dit boek is een naslagwerk voor al wie geïnteresseerd is in het varend erfgoed in de Nederlanden.

“**Vlaamse & Brabantse binnenschepen uit de 18e en 19e eeuw**” (ISBN 9789074311717) werd als hardback uitgegeven en telt 300 pagina's. Deze publicatie kost 30 euro (exclusief 2,85 euro portkosten) en is te verkrijgen bij het Provinciebestuur Oost-Vlaanderen, P.A.C. Het Zuid, W.Wilsonplein 2, te B 9000 Gent, België (www.oost-vlaanderen.be). U kan ook een mailtje sturen aan hilde.de.mulder@oost-vlaanderen.be of telefonisch bestellen op het nummer +32(0)9/267.72.71.

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.... PHOTO OF THE DAY



Above seen the **Matador 3**, lifting a **Huisman** made newly build “**150mT Vertical Lay System**” for EZRA Holding to the test pedestal on the Huisman quay side. Pipelaytower and a 185mT A&R winch will be delivered to EZRA August 2011. **Photo : Ronald Krijgsman (c)**