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**Vroon's SUPPLY EXPRESS seen in IJmuiden – Photo : Marcel Coster (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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

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## Newbuilding orders pushing forward, demolition activity slowing down

In its latest report, Clarksons said that “the newbuilding market continues to push forward and we have been seeing further reports of new business being concluded. These reports have, as usual, been largely dominated by the container market, specifically with the news this week from Maersk announcing they had declared the first set of 10 options for 18,000 TEU containerships. These are set to be built at DSME, and now brings the total number of vessels ordered in this series to twenty. As we have discussed before, the Korean yards have had a very successful 1H of the year. The resurgent interest in Containerships, Offshore and LNG markets have seen the major Korean secure much of their forward orderbooks throughout 2013, filling out their earlier capacity and allowing them the future luxury over which projects to move forward on. This is in stark contrast to China, wherein a lack of dry bulk ordering, a staple of the yards orderbook last year, has left many yards with a pressing need to fill their forward production lines. Whilst there have been some notable successes in winning container orders, there remains too much early capacity at both the state and private yards and as such would expect a continued softening of pricing as we move into the second half of the year” said Clarksons.

In a separate analysis, this time on the second hand vessel market, Shiptrade Services mentioned that an increasing number of newbuilding vessels is ready for launching and their owners are looking for cash flow although Shipping finance is still very difficult especially for the European Shipowners. “As a consequence the brokers are expecting that more second hand vessels will become sales candidates as an alternative source of required cash flow. Following the recent sales, together with the softening in prices, brokers and owners expect that this momentum will continue and will create new opportunities during the summer period. We have seen a number of buyers shifting from purchasing vessels built in the 80ies towards 90ies built” said the shipbroker. Highlights of the week are: The STX owned Handysize Bulkers **“New Baroness”** – **“New Concord”** – **“New Diamond”** (about 27.000 dwt bilt Japan 1996 – 1997) have been reported sold to Indonesian Buyers for USD 43 mill en bloc. This transaction includes a Bareboat Charter Back to STX for 3 years at USD 7.000 per day, with an option to extend this charter for two more years at the same rates. Geden Owned MR tanker sisters **“Buddy”** & **“Bull”** (about 50.000 dwt built STX Korea 2009) are reported to have been bought by Navios Maritime Acquisition Corp for USD 84.8 mill on enbloc basis. Geden seems that has chartered the vessels back for USD 22,490/day for the first year and 21.503 per day for the remaining two. It also mentioned that “we continue to see firm interest for 80’s built tonnage, especially from Middle, Far East and Greeks buyers. At the same time buyers for 90’s built tonnage are becoming more firm. Buyers for larger modern tonnages, both in the dry and wet sectors are still there, especially with the existing softening feeling and even more for deals with some secured employment. Such business proposals provide better grounds for owners to enter discussions with their financiers at this market which for the moment seems to be volatile both for shipping and the global capital markets” said the shipbroker.

In the demolition market, Piraeus-based shipbroker Golden Destiny said that “the monsoon period in India seems that has put a downward pressure in scrap rates, while there is a general feeling that levels may drop even further as the situation in Bangladesh is still unclear and owners do not appear very confident to commit their vessels under such environment. There are fears that a possible foreclosure of Bangladesh on the beginning of July will bring a large volume of scrap tonnage in the shipyards of Alang, pushing prices downwards. Since the end of April, scrap prices have lowered by \$15/ltd-\$30/ltd for dry and \$20/ltd-\$30/ltd for wet cargo with India and Bangladesh offering now \$480-\$495/ltd for dry and \$510-\$520/ltd for wet cargo. Pakistan managed to win one more unit this week on the dry market, a panamax unit of 12,067 lightweight for quite firm price at \$495/ltd. On the other hand, the activity in China’s Shiprecycling industry has been muted again with prices falling below \$460/ltd despite expectations for a firming of the market within the monsoon period. The week ended at a significantly slower pace of activity with only 9 vessels reported to have been headed to the scrap yards of total deadweight 497,674 tons. In terms of the reported number of transactions, the demolition activity has been marked with a 47% week-on-week decline and in terms of the total deadweight sent for scrap there has been a 30% decrease. Bulk carriers for one week more won the lion share of scrapping business with two capesizes heading to the scrap yards. In terms of scrap rates, the highest scrap rate has been achieved this week in the liner segment by India for M/V **“BM Challenge”** 17,422dwt OF 6,555 ldt at \$505/ltd, while in the wet market India has paid the firm price of \$515ltd for M/T **“IRAN RAJAI”** of 39,339dwt of 9,974 ldt. At similar week in 2010, demolition activity was up by 68% than the current levels, in terms of the reported number of transactions, 22 vessels had been reported for scrap of total deadweight 683 mil tons with tankers holding 45% of the total scrapping business and India offering the highest levels \$375/ltd for dry and \$400/ltd for wet cargo” concluded the shiproker’s report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

# ALLONSCALE IS THE LARGEST SHIPBUILDER IN THE NETHERLANDS.

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**ALLONSCALE** constructs the most desirable maritime 'wanna haves' of Rotterdam.

Many vessels which are leaving the **AllOnScale** workshop at Papendrecht have a length of around 20 cm. Of course we are not talking about a shipyard, they are building shipmodels.

Left : **Wim Oliemans** (l) and **Rob Meijer** of **AllOnScale**

The company has specializes itself in the production of small series in the range of the scales 1:300 up till 1:2000. Besides these series, **AllOnScale** is building big 'one off' models also, which have lengths up to several meters.



Most of the customers of the company are strongly maritime related, like ship yards and ship owners. These companies want to serve their customers by presenting them more than a 3D drawing only. "A highly detailed ship model of their own

project is exactly what is needed for a professional exposure" says **Wim Oliemans**, shareholder of **AllOnScale**.

Other customers are handing over the models as a present to their



own clients.

The production of scale models is a complex process. For example; a small series built model contents about 150 parts. "The models are mostly made by hand" says the main shareholder of **AllOnScale**, **Jeroen Appel** proudly.





The hulls are CNC milled and casted out of resin. Many small pieces are etched from metal sheets. All parts are airbrushed in the right colours separately, and assembled by specialists. At the request of the customer a sample



model is being made first. If the customer is satisfied about the appearance and the technical execution of that sample, the series will be made. Totally the manufacturing of a series project between 50-200 pieces can take 3-6 months. In order to handle more orders at the same time together, has **AllOnScale** the main part of their production transferred to China.

The **AllOnScale** company does not fear competitors. "We are specialized and efficient at a high level" says **Oliemans**. 8 years ago the company was started by **Wim Oliemans**, his brother in law **Jeroen Appel** and **Thom Kiesewetter**. The biggest innovation was the development of a new casting method for the use of resin. "Now we do not have air bubble problems any more in our castings" says **Appel**.

**Rob Meijer** is besides **Miranda Rijdsdijk** one of the specialists at the computer, for drawing and constructing the scale models. They also have an important input for exposing the **AllOnScale** products to the customers.

"Working as a team, and combine our different skills, is a challenge for every project, we feel very privileged every day to do this fabulous job!" says Meijer.

About the plans for the future **AllOnScale** wants to spread their wings to get more orders from the German and the American market.

See also [www.allonscale.nl](http://www.allonscale.nl) for more models and possibilities ( in Dutch only )



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The **HS MOZART** seen outbound from Rotterdam – Photo : Harry van den Berg (c)

## No captain, so no NZ ferry departure

With one captain sick, another one leaving overseas and another inbound only a couple of days later, New Zealand's Interislander had to cancel sailings for **KAITAKI** during July 7. There was simply no master available. **KAITAKI** is expected to resume ordinary itinerary on Friday, July 8. Other Interislander ferries were running as normal. Source : [shippax.se](http://shippax.se)



The **STEFAN SIBUM** seen outward from Rotterdam – Photo : Mark de Bruin ©



## SMIT REFLOATS THE AL RAWDAH



Yesterday it was reported that **Smit Salvage** successfully refloated the grounded **AL RAWDAH** which was aground on the Batu Berhanti reef in the Singapore Straits near the island of Sanbu (Indonesia) **Photo : Piet Sinke ©**

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## Containership deliveries set for new TEU capacity record

According to Braemar Seascope's latest Containership Fleet Statistics, 2012 looks set to be the biggest year for containership newbuilding deliveries in history, in terms of TEU capacity entering the cellular fleet. Boxship deliveries from world shipyards in 2012 are expected to reach 1.55 million TEU - beating the previous record of 1.52 million TEU achieved during 2007. Braemar Seascope expects a cellular fleet expansion in the region of 9.5% for 2012, increasing the available capacity to 16.8 million TEU.

Of the 230 ships due for delivery from shipbuilders next year, 59 have a nominal container capacity of 10,000 TEU or more. This will introduce an additional 0.8 million TEU to this segment. Fleet growth for the 10,000 TEU plus size bracket is expected to reach 70% year on year for 2011 and a further 57% in 2012. Bearing in mind that the vast

majority of ultra-large containerships are currently deployed on Asia - Europe services, next year's delivery influx would be sufficient tonnage to create another five loops deploying ten x 13,000 TEU vessels.

For vessels up to and including 5,100 TEU capacity, it is a very different story: the lower level of investment in newbuilding projects is apparent as growth is expected to reach only 2.9% this year before hitting 3.0% in 2012.

Since January 2010, owners have ordered 1.7 million TEU capacity of boxships with a capacity of 5,100 TEU or more compared with 0.4m TEU of smaller ships (below 5,100 TEU). **Source : MarineLog**



Above seen the former Swedish Navy 200 Class Large Personnel Landing Craft **SIGI** berthed at Somerset Wharf, Palumbo Malta Superyacht Facilities at the Grand Harbour, Malta on Friday 8th July, 2011 after she was acquired by a Dutch Security Company to provide security services at the Gulf of Aden.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**



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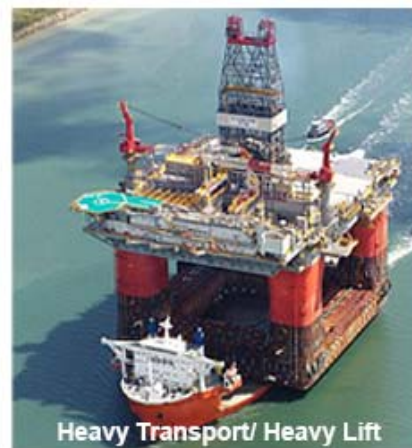
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## Iran fires anti-ship missiles near key Gulf strait

Iran's elite Revolutionary Guards on Wednesday launched several anti-ship missiles near the strategic Strait of Hormuz, the country's Arabic-language television channel Al-Alam reported. The Guards fired two Khalij Fars (Persian Gulf) anti-ship missiles which Iran says are capable of Mach 3 speed and can hit targets at a distance of 300 kilometres (186 miles).

According to Al-Alam, the missiles, which carry a warhead of 650 kilograms, have been entirely designed and built by the Revolutionary Guards, who are in charge of Iran's missile programme and ballistic arsenal. "The forces also fired a land-to-sea Tondar (Thunder) missile with a range of 100 to 200 kilometres (62 to 124 miles)," the television said.

The Guards launched the missiles on the last day of a 10-day military exercise, codenamed Great Prophet-6, which also included the launch of ballistic missiles with various ranges. Al-Alam said Wednesday's tests occurred near the port city of Bandar Jask in the southeastern province of Sistan-Baluchestan off the Indian Ocean, in an area close to the strategic Strait of Hormuz. The strait is a narrow waterway at the eastern end of the Gulf, through which nearly 40 percent of world's seaborne oil shipments pass.

On Monday, the powerful commander of the Guards, General Mohammad Ali Jafari, said the Islamic republic would close down the waterway if Iran was threatened by the enemy. Jafari also said Iran was increasing its naval presence in the Indian Ocean in order to meet a possible threat from international waters. Since June 28, Iran has fired 14 missiles, including the medium-range Ghadr (Power), short-range Zelzal (Quake), and Shahab 1 and 2.

The Guards carry out such exercises every year, particularly in the Gulf region, and Tehran insists the manoeuvres are purely defensive. Iranian leaders, however, have repeatedly warned the missiles could reach Israeli territory as well as US bases in the Middle East, the sworn enemies of the Islamic republic. Tehran says it has a wide range of missiles in its arsenal, and regularly boasts about developing projectiles with substantial range and capabilities. Western military experts, however, cast doubt over its claims. **Source : KhaleejTimes**

## Gaza aid ship allowed to dock at Egyptian port

The humanitarian aid ship **MV Finch** has been allowed to berth at the El Arish port in Egypt. Perdana Global Peace Foundation president Tun Dr Mahathir Mohamad said he was informed by its members in El Arish that they had unloaded the PVC pipes weighing some 32 tonnes onto seven trucks for transportation to Gaza immediately.

The cargo, which took almost four hours to be transferred to the trailers, would be driven to Ouja at the Israeli border, from where it would be reassigned to other trucks sponsored by the Palestinians and delivered to Gaza via Karem Shalom.

"It is my fervent hope that the new Egyptian government will continue to support our cause in extending assistance to the Palestinians, especially those in Gaza, who have been placed under illegal siege since 2007," he said yesterday.

The ship was allowed to dock at the port at 7.10pm local time on Tuesday. Dr Mahathir expressed his heartfelt gratitude to Egyptian Prime Minister Dr Essam Sharaf for helping to expedite the process. On May 16, the ship, which entered into Palestinian territorial waters, was just 400m from land when it came under attack by the Israeli navy and forced to divert to Egyptian waters. **Source : Bernama**

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## CASUALTY REPORTING



The 2006 built 53.800 dwt **DESERT MELODY** ran aground at the Marina Shoals in Apapa (Nigeria) as can be seen above - Photo : Johan Wonnink ©

## Grote brand op schip in Rotterdamse Waalhaven

Door een grote brand aanboord van de 1991 gebouwde **SKOG** in de Rotterdamse Waalhaven, zijn donderdagavond vier bemanningsleden gewond geraakt. Zij zijn variërend met lichte en zware verwondingen naar het ziekenhuis gebracht nadat ze probeerden het vuur te blussen. Alle vier hebben ze rook ingeademd. Dat heeft een woordvoerder van de Veiligheidsregio Rotterdam-Rijnmond gemeld. De brand woedde in de schoorsteen en de machinekamer van het schip. Rond elf uur werd het sein brand meester gegeven. Het schip ligt aan de kade en is geladen met aluminium. Gevaarlijke stoffen zijn niet in schadelijke concentraties vrijgekomen. Over de oorzaak van de brand tast de politie nog in het duister.

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## NAVY NEWS



The Canadian frigate **339 CHARLOTTETOWN** arrived in Malta – Photo : Anthony Chetcutti (c)

## SHIPYARD NEWS

A photograph showing a ship's hull under construction in a shipyard, with cranes and scaffolding visible.	<h3>Shore Based Jobs</h3> <p>Superintendent • SHEQ-officer • Field Engineer and many other positions</p> <p>Call our Division Select (+31)10 - 243 67 04! Our consultants are looking for enthusiastic candidates for renowned players in the Maritime Industry. T.O.S. for Crewing Solutions, Shore Based Jobs, Ship Delivery and Nautical &amp; Technical Management.</p>	The logo for TOS, featuring the letters 'TOS' in blue and a red and white stylized ship icon to the right. <p><b>www.tos.nl</b></p>
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## Turkey: Sahin Shipyard Completes Substantial Remodeling of Rosewood Cargo Ship

Tuzla-based Sahin Shipyard has completed a substantial remodeling of the **Rosewood**, a Volga-Don general cargo ship (project 1565), said Marine Engineering Bureau, the designer of the vessel's modernization. After the upgrade the Rosewood was classed to Russian Maritime Register of Shipping's KM L4 R2-RSN. The ship hull was reinforced by 71%, as well as cargo holds capacity and tonnage were increased in compliance with the requirements of the International Convention on cargo vessels.

To improve the seaworthiness the forecastle superstructure height was increased by 1,4 meters. The ship's conventional deadweight in salt water was increased by 31%, from 4,350 tons to 6,049 tons, the volume of cargo holds – by 45.8%, from 6,371 cbm to 9292 cbm. The vessel was also retrofitted for transportation of dangerous goods (carbon dioxide extinguishing and cooling fans in the holds) and brought to full compliance with international conventions (with installation of the emergency diesel generator and emergency fire pump). The remodeled Rosewood is a twin-screw cargo vessel with 4 cargo holds, double bottom, double sides, with forecastle and poop, aft engine room and accommodation superstructure. The cargo ship is intended for transportation of general, bulk, timber, grain and heavy-lift cargo, dangerous goods and coal. Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Register of Shipping Ukraine. The firm designed 14 new vessels commissioned in 2010, and 12, which were delivered to the customer after major upgrade. **Source: Port News**



The **CALLISTO MAASSLUIS** is completing a large overhaul at the De Haas shipyard. Original sailing as a pilot tender in the Humber area the vessel was bought a couple of years ago by Sima Charters in Maassluis and operational for the company. To make the vessels more suitable for work at the windmill parks and tender work at sea a complete refit was done. After the trials she will be in service more multifunctional. Clearly the new bow construction can be seen special designed for working at the windmill parks. Photo : Cees Kloppenburg - [www.photomaassluis.com](http://www.photomaassluis.com) ©

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## Vopak neemt opslagterminal in India over

Tankopslagbedrijf Vopak betreedt de Indiase markt met de overname van CRL Terminals in de haven van Kandla van een lokale exploitant. Dat maakte Vopak vrijdag bekend zonder een overnamebedrag te melden.

De terminal is een van de grootste onafhankelijke opslagterminals voor chemicaliën en plantaardige olie in India met een capaciteit van 261.600 kubieke meter. De haven van Kandla ligt aan de westkust van India en is een van de drukste havens van het land en de grootste op het gebied van import van chemicaliën en plantaardige oliën, aldus Vopak. Vopak Terminal Kandla beschikt over 121 tanks. „Deze overname betekent een belangrijke nieuwe stap voor Vopak. Hierdoor verkrijgen we directe aanwezigheid op de snelgroeiende Indiase markt“, zei topman Eelco Hoekstra.





The 60 ton BP **KALARKA** seen operating in Queensland Mackay – Photo : Capt. Frans Bleiksloot ©

## MSPL Maritime takes delivery of 2nd bulk carrier

MSPL Maritime and Diamond Pte Ltd, a shipping company of Karnataka-based iron ore exporter MSPL, has taken delivery of Panamax ship 'Indus Fortune' from a Chinese shipyard. This is second in the series of four post-Panamax bulk carriers of 93,000 dead weight tonne (dwt) capacity ordered by the company. The ship was built at Taizhou Sanfu Ship Engineering Co. It was received on July 4 by Mr Rahul Baldota, Executive Director, MSPL. MSPL has chartered the ship to the Kolkata-based Gujarat NRE for transporting coking coal from Australia to India. A senior company official did not disclose the charter rate. The first vessel, Indus Prosperity, was delivered on April 22 while the remaining two are scheduled to be delivered in the next 18 months. The company placed an order in November 2006 with Taizhou Sanfu for construction of four post-Panamax-type (92,500 dwt) dry bulk vessels. The company is investing Rs 1,200 crore to procure the four vessels. According to Mr Baldota, the fundamentals of the Asian economies continue to be strong and the outlook for dry bulk trade, positive. On delivery of the new vessels, the company will be able to cater to this growing trade. The charter of the fleet ranges from three to five months (short-term), one to three years (medium range) and six to eight years (long-term). During recession and when the ships are idle, the group can run the vessels for its own use, that is, for transporting iron ore and coal. Source: The Hindu Business Line

## Philippines manning agency receives class certification

Manila: Class society Bureau Veritas (BV) has certified a Philippine manning agency Maryville Manila for compliance with the Maritime Labour Convention MLC2006 on a voluntary basis. Maryville Manila is the first manning agency to be certified by a class society in the Philippines, according to BV. "The Filipino manning industry is very important both here in the Philippines and as the biggest resource of skilled manpower for global shipping," said Emmanuel Danion, country chief executive for the Philippines, BV. Maryville Manila, the exclusive manning agency of Maryville Maritime, employs approximately 1,800 seafarers under a policy of strict selection, evaluation and training of all crews, the company said. Source : Seatrade Asia

## SHIFTING THE KAPITAN GOTSKY IN ROTTERDAM-EUROPOORT WITH SMIT PANTHER AND SMIT ELBE



In Rotterdam Europoort yesterday afternoon the Smit tugs **SMIT PANTHER** (95 ton BP) and the **SMIT ELBE** (60 ton BP) shifted the **KAPITAN GOTSKY** from the MOT 2 location in the 8<sup>th</sup> Petroleum harbour to the 7<sup>th</sup> Petroleum harbour from which a small photo



impression. After let go the lines the 2008 built 72.722 DWT tanker pilot **Gerard Terpstra** instructed the 2 tugs to pull the tanker off her berth and we started the trip to the 7<sup>th</sup> Petroleum harbour.

The **KAPITAN GOTSKY** seen safely moored at the MET in the 7<sup>th</sup> Petroleum harbour.

Photos : **Piet Sinke** (c)



Capt Frans , Kees and Piet thanks for hospitality onboard the Smit Panther yesterday !!



## Hamburg Süd christens new boxship in Brasil

On 6 July 2011, as part of a customer event, Hamburg Süd christened the container ship **"Santa Rita"** in Sepetiba (Brazil). Sponsor of the **"Santa Rita"** was Hayfa Konrad, wife of Joachim A Konrad, Deputy Chairman of the Executive Board of Hamburg Süd.

The **"Santa Rita"** is the third newbuilding of a series of ten identical container vessels each featuring a slot capacity of 7,100 TEU and fitted with 1,600 reefer container plugs. This puts them among the largest ships ever built for Hamburg Süd. The **"Santa Rita"** will be deployed alongside the **"Monte Tamaro"** as the shipping group's second training ship. On board of these ships the shipping group is training its future generations of ship officers, engineers and seamen for the steadily growing fleet. The parallel deployment of two training vessels represents a new departure in Hamburg Süd's 140-year history.

Since her delivery at Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Korea at the end of May 2011, the **"Santa Rita"** has been operating in Hamburg Süd's service between Asia and South Africa/South America East Coast (New Good Hope Express).

Technical data of the **"Santa Rita"**:

Capacity: 93,430 tdw

Slot capacity: 7,100 TEU

Reefer plugs: 1,600

Length overall: 299.9 m

Length between perpendiculars: 286.8 m

Width: 42.8 m

Draught max.: 13.5 m

Speed: 22.2 kn

Main engine output: 41,180 kW

Source: hamburgsud



Referring to the article in yesterday's news clippings about the story regarding the move in England of "Transatlantic UK" from the port of Goole on the Humber to Hull is perhaps best illustrated "why" by the above picture of their vessel **"Trans Njord"** aground at Swinefleet on the 3rd July 2011. Photo : Malcolm Slater ©

## EU and Port of Rotterdam are in line

The Port of Rotterdam Authority (PoRa) believes that the recently published EU White Paper on Transport is in line with the draft Port Vision 2030, the long-term vision announced by the Port of Rotterdam Authority.

In general, the PoRa agrees with the objectives and concrete measures announced by the European Commission (EC). Rotterdam does see some issues with the Paper, which argues for the distribution of import goods across more ports (so called "entry ports") on the one hand and for bundling in favour of developing a multimodal core network on the other hand. Furthermore, the PoRa is of the opinion that the EC is too rigid in its approach to the modal split.

For example, the Commission finds that the distance between the port and final destination must be at least 300 kilometres in order to develop initiatives for shifting freight transport from the road to inland waterways or the railways (the so-called “modal shift”). The PoRA is asking that the minimum distance be halved to 150 km. Currently, inland waterway transport is already competing with road transport by a distance of 50 km from the Port of Rotterdam, for example, to the inland port of Alphen aan den Rijn. In Rotterdam ‘the’ minimum distance for railway transport is 200 kilometres. Cutting this official limit in half would mean that more initiatives would be eligible for support from the EU. The PoRA supports the goal of the EC to shift 30% of overland freight transport to the railways and inland waterways by 2030 and 50% of this traffic by 2050.

The port authority is arguing for an even playing field for both economic and ecological reasons. It fully supports existing international agreements within the International Maritime Organization for sharpening the standard from 1% sulphur to 0.1% sulphur for ECAs (Emission Control Areas) in 2015. The Port of Rotterdam Authority believes that this should apply not only to the North Sea and Baltic Sea ECAs, but to all coastal waters. **Source: portofrotterdam**



## SAFE WORKING WITH TUGS



As can be seen all over the world the tugs handling the arriving and departing ships in the ports are getting more & more power which is also requiring stronger bollards and fairleads on the vessel, at present there is regularly confusing between the tug masters and the ships crew about the safe working load of the bollards and fairleads, above can be seen a SOVCOMFLOT's tanker moored in Rotterdam-Europoort which has clearly the markings onboard 80 ton, which is showing the max bollard pull to be used in that area, it might be an idea worldwide (for safety reasons) that vessels are equipped with this kind of markings (read information to tug boat masters) at the hull to avoid discussions over the radio and of course damage or other accidents

**Photo : Capt. Frans Bleiksloot (c)**



# Omega Navigation files for Chapter 11 protection

Products tanker operator Omega Navigation Enterprises Inc. says that it and certain of its subsidiaries have filed voluntary petitions under Chapter 11 of the U.S. Bankruptcy Code with the U.S. Bankruptcy Court for the Southern District of Texas (Houston). The company says it believes that the Chapter 11 process will facilitate restructuring, which is designed to restore the company to long-term financial health.

A statement issued today says that "in light of the unwillingness of its Senior Lenders to work with Omega on an out-of-court restructuring of its Senior Loan Agreement, the company needs the protection of Chapter 11 to ensure the uninterrupted operation of its vessels and services to its customers. The company is disappointed in the Senior Lenders' intransigence and has commenced litigation against them in Greece. The company wishes to assure its customers and suppliers that Omega will continue to operate in the ordinary course of business during its Chapter 11 proceedings."

The Chapter 11 filings include the following companies and vessels: Omega Navigation Enterprises, Inc.; Omega Navigation (USA) LLC; Galveston Navigation Inc (the [Omega Lady Miriam](#)); Beaumont Navigation Inc (the [Omega Lady Sarah](#)); Carrolton Navigation Inc (the [Omega Prince](#)); Decatur Navigation Inc (the [Omega Princess](#)); Elgin Navigation Inc (the [Omega Queen](#)); Fulton Navigation Inc (the [Omega King](#)); Orange Navigation Inc (the [Omega Emmanuel](#)); and Baytown Navigation Inc (the [Omega Theodore](#)).

The Chapter 11 filings do not include Omega Management Inc, the company's technical vessel manager, nor wholly-owned subsidiary Omnicrom Holdings Ltd, which indirectly owns a 50% interest in each of the vessels [Omega Duke](#) and [Alpine Marina](#) through two separate joint venture entities, nor Omega Investments Inc, which owns 80% of OD Investment Inc, the owner of the vessels [Megacore Honami](#), [Megacore Philomena](#) and of Hull 2295 (under construction) and Hull 2299 (under construction).

In addition, as separately announced by the company, effective July 1, 2011, the Company's joint venture with Topley Corporation, named Megacore Shipping Ltd., was terminated. This termination will have no effect on the Chapter 11 proceedings. Omega's principal legal advisor for the restructuring process and Chapter 11 proceedings is Bracewell and Giuliani LLP. The Company's financial advisor is Jefferies & Company, Inc. **Source : MarineLog**



The [SAN FRANCISCO AT](#) and [SAN NICOLA AT](#) seen at the Chioggia LNG terminal in Italy  
**Photo : Capt. Frans Bleiksloot (c)**

## Canada introduces compulsory pilot certification on Great Lakes

The Honourable Steven Fletcher, Minister of State (Transport), announced changes that will allow the Great Lakes Pilotage Authority to maintain safer and more efficient pilotage services on the Great Lakes. The updated regulations allow the authority to ensure that officers have the local knowledge required to navigate their vessels in the region, MarineLink reported.

"These regulatory changes will improve the safety of people and goods crossing the Great Lakes," said Minister Fletcher. "Our government fully supports the authority in introducing a new pilotage certificate program."

Under the changes to the Great Lakes Pilotage Regulations, and in compliance with the Pilotage Act, all Canadian ship officers who operate within the Great Lakes region will be required to hold a valid pilotage certificate. The regulatory changes came into effect on July 1, 2011, and were published today in the Canada Gazette, Part II. Applicants will now have to successfully complete the Great Lakes Marine Pilotage Certificate Training Program, or pass a written and oral examination given by the authority.

The Great Lakes Pilotage Authority is responsible for a safe and efficient pilotage service within Canadian waters in the province of Quebec, south of the northern entrance of the Saint-Lambert Lock, and in and around the provinces of Ontario and Manitoba. The Regulations Amending the Great Lakes Pilotage Regulations were pre-published in the Canada Gazette, Part I, on March 26, 2011. A 30-day comment period followed, during which interested parties provided their views to Transport Canada. After considering the comments received, the department obtained final approval for publication in the Canada Gazette, Part II.

## Samenwerking Koninklijke Dirkzwager en ShipData.nl



De samenwerking tussen Koninklijke Dirkzwager en ShipData.nl is op 8 juli nog intensiever geworden. ShipData.nl verzamelt al jaren scheepsinformatie met betrekking tot de Europese visserijvloot en beschikt over de meest uitgebreide en actuele gegevens van visserij schepen. Tot nu toe konden deze gegevens alleen geraadpleegd worden via de website [www.shipdata.nl](http://www.shipdata.nl).

links de heer **P.M.A. Bloemendaal**, Algemeen Directeur Koninklijke Dirkzwager rechts de heer **K. Koopmanschap**, Directeur ShipData.nl

ontstaat een nieuw distributiekanaal voor deze gegevens. Middels [www.Ship2Report.com](http://www.Ship2Report.com) en [www.Ship4Terminal.nl](http://www.Ship4Terminal.nl), ontstaat één bron waarbij klanten toegang hebben tot de wereldwijde vloot van zeeschepen en de Europese visserijvloot. Ook kunnen de gegevens via webservices aan klanten ter beschikking gesteld worden. Naast de scheepsgegevens zelf bieden de internetapplicaties van Dirkzwager tevens aankomst- en vertrekgegevens voor schepen in alle Nederlandse en Noordwest Europese zeehavens en ook een AIS module met wereldwijde overzicht van actuele posities van schepen. Door de samenwerking wordt bereikt dat klanten niet meer op meerdere plaatsen hoeven te zoeken naar maritieme informatie.



Due to travelling abroad this week the  
newsclippings may reach you irregularly

## OLDIE – FROM THE SHOEBOX



Capt **Kees Pronk** is scanning at present his old photos, above seen in December 1979 the **Smit-Lloyd 22**, the AHTS was working for Shell Brunei, during the trip the vessel was in Singapore for drydocking at the (old) Keppel Shipyard, upon completion the "22" returned to Brunei with a tow **Photo : Kees Pronk (c)**

## BOEKBESPREKING

Door : Frank NEYTS

### "Iedereen aan boord. We vertrekken"

Bij Aprilis Uitgevers verscheen het boekje "**Iedereen aan boord. We vertrekken**". Het werd geschreven door Arne Zuidhoek. Wie vroeger per schip reisde – naar Indië, Australië, Hong Kong of New York, voor zaken, als emigrant of op vakantie – hoorde deze roep vlak voor het vaartuig de kade verliet voor een lange reis over zee. Geen betere manier om tot rust te komen of de overgang te maken naar een nieuwe wereld dan een zeereis. Het rustige, aangename leven aan boord bood alle mogelijkheid om de dagse beslommingen te vergeten.

Bijna iedereen kende de namen van de Nederlandse passagiersschepen zoals de '**Johan van Oldenbarnevelt**', de '**Willem Ruys**', de '**Oranje**' en de '**Nieuw Amsterdam**', die onlosmakelijk met de Nederlandse geschiedenis verbonden waren. Het is een wereld die niet meer bestaat, maar waar je soms heimelijk naar terugverlangt....

"**Iedereen aan boord. We vertrekken**" (ISBN 978-90-599-4280-6) telt 96 pagina's, is prachtig geïllustreerd en werd als hardback uitgegeven. Het boek kost 19.95 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: [info@agorabooks.com](mailto:info@agorabooks.com)

## .... PHOTO OF THE DAY ....



The 95 ton BP **SMIT PANTHER** seen operating in Rotterdam-Europoort - Photo : Piet Sinke (c)

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