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The SMIT ELBE seen operating in Rotterdam-Europoort - Photo : Piet Sinke (c)

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The **BW EDELWEISS** arrived in Rotterdam with crude-oil from the Persian Gulf - Photo : Hans Hoffmann (c)

Overcapacity threatens container rates

Container lines add ships to fleets despite drop in rates

Container lines are ignoring a drop in freight rates and bringing the highest proportion of the shipping fleet out of mothballs since 2008, when the global slump resulted in the industry's biggest losses. The capacity of idled ships has dropped to about 80,000 containers, according to industry consultant Alphaliner. That's the smallest number of vessels

not in use since the collapse of Lehman Brothers Holdings three years ago triggered a worldwide recession. Overcapacity threatens to limit the usual seasonal advance in third-quarter rates to Europe, hurting earnings for such shipping lines as Copenhagen-based AP Moeller-Maersk A/S, the world's largest.

About 45 per cent of goods to Europe from Asia are being transported at a loss, and shipping lines need to cut capacity for the route by as much as 10 per cent to balance supply and demand, Nordea Bank AB said on June 29.

'Our view on the container market is relatively negative due to the overcapacity there today,' said Torkel Aaberg, an Oslo-based fund manager at KLP Asset Management. The fund, which has about US\$46 billion under management, holds about US\$3.3 million in Maersk shares and is under-weighting the stock compared with other equity holdings, he said. 'Rates are really bad. Our view here is that Maersk will perform worse than other stocks' in KLP'S portfolio. Shares of Maersk, Denmark's biggest company, have lost 13 per cent this year compared with a 4.6 per cent decline in the OMX Copenhagen 20 index. The world's second-biggest shipping line, Geneva-based Mediterranean Shipping Co, and Marseille-based CMA CGM SA, the third-largest, are both privately held.

Shipping lines are not cutting capacity because the ships that they have ordered are now coming on line, because vessel-sharing agreements require multiple negotiators to cut capacity and because the first company to do so loses market share until others follow.

'It's a waiting game,' Rahul Kapoor, a container analyst at RS Platou Markets AS, said by phone from Singapore. 'Every shipping line wants the other ones to cut capacity first.' The difference between now and the 2009 slump is that the market is growing, not shrinking. Container volume will grow 6 per cent to 8 per cent this year, Maersk Line said on May 11. Maersk has orders for new ships equal to 22.9 per cent of its existing fleet, according to Alphaliner. MSC has orders for 24.5 per cent, while CMA CGM has orders equal to 14.4 per cent of its fleet. Container companies will launch new ships that will add 9 per cent to capacity this year, said Finn Bjarke Petersen, a Copenhagen-based analyst with Nordea, the Nordic region's biggest bank. Most of those vessels were added in the first half of the year to be ready for the third quarter when deliveries of goods to Europe and US peak ahead of Christmas sales.

The result may be overall losses for the industry in 2011, according to a July 5 note by London-based Drewry Maritime Research. 'The fuelling of the newbuild market is not helping current sentiment, and we are running the risk of repeating the mistakes of the ordering frenzy of 2007/08 - the legacy of which the industry is still paying for now,' said the note, written by Neil Dekker, editor of Container Forecaster. 'With current mid-year fundamentals in mind, we forecast that the carrier industry could make significant losses in 2011.'

The industry turned unprofitable in 2009 as container lines cut prices to maintain market share while demand fell.

Companies, including Maersk, then began idling ships, sidelining capacity of as much as 1.5 million containers. That helped raise freight rates, guiding the industry back to profit a year later. 'There are certainly similarities between now and the situation two, three years ago,' said Mr Kapoor. 'Nobody wants to lose market share so rates are falling. If we don't see rates recovering in July, then 2011 will be a pretty bad year for the container industry.' Freight rates are now down 60 per cent from March 2010, according to Paris-based Alphaliner. In June, it cost about US\$850 to transport a standard-size 20-foot container to northern Europe from the Far East, according to spot rates provided by Alphaliner. It cost more than US\$2,000 15 months earlier. Shipping lines would have trouble cutting capacity even if they wanted to, said Bjoern Vang Jensen, vice-president for global logistics at Electrolux AB, the world's second-largest appliance-maker. Reason: Taking ships off-line thus requires negotiation among multiple participants in sharing agreements.

Source : Bloomberg



**EENDRACHT / MAASMOND MARITIME NETWORKING
DAY VIDEO CLIP CAN BE SEEN AT :**

<http://www.youtube.com/watch?v=ZK5E8t6PFaE>

WHALE SPOTTED NEAR A 12 PLATFORM



The crew of the [A12 production platform](#) spotted the above seen Norwegian Whale near their platform.

Photo : Joop den Hartog (c)

Transocean: Rig Off Ghana Remains Stable After Taking On Water

Transocean Ltd. (RIG) said Thursday that the deep-water drilling rig off Ghana that was evacuated Wednesday after it took on water remains stable. The company is working on unmooring the [Transocean Marianas](#), which is anchored some 46 miles offshore, and plans to tow it to sheltered water to inspect damage, spokesman Guy Cantwell said.

It will likely be at least a week before a full damage assessment can be made, Cantwell said. There have been no injuries and a skeleton crew remain aboard the vessel, Cantwell said. And because the rig was not drilling when it began taking on water, there is no risk of an oil spill. Transocean owned the [Deepwater Horizon](#), which exploded last year while drilling a well for BP PLC (BP, BP.LN) in the Gulf of Mexico, killing 11 and touching off the worst offshore oil spill in U.S. history. Since then Transocean has faced scrutiny over its safety procedures and maintenance of the world's largest offshore drilling fleet.

More than 100 workers were evacuated from the Marianas on Wednesday when it was discovered to have taken on water. A semisubmersible rig, the Marianas floats on large ballast tanks, or pontoons, which are filled with water for stability during drilling and emptied to ease transport. It was built in 1976 and upgraded to drill in depths up to 7,000 feet in 1998.

The rig had been drilling for ENI S.p.A. (E, ENI.MI) and was in the process of being moved to drill an exploration well for Kosmos Energy Ltd. (KOS) and partners that include Anadarko Petroleum Corp. (APC), Tullow Oil PLC (TUWOY, TLW.LN) and Ghana's national oil company. The Marianas was expected to arrive on site next week and Kosmos on Thursday asked Ghana for more time to begin drilling the prospect while it searches for a new rig.

The loss of income from the Marianas, which earned \$450,000 a day on its contract with ENI, will likely trim Transocean's earnings by 15 cents per share this year, analysts with Tudor, Pickering, Holt & Co. said in a client note. "As of now we are assuming rig does not work for rest of 2011," the Houston-based analysts said. Shares of Transocean, after falling more than 5% Wednesday on news that the Marianas was evacuated, are up 0.51%, or 32 cents, to \$62.55. **Source : gCaptain**



KOTUG's **SD SEAL** seen operating in Rotterdam-Europoort – Photo : Piet Sinke ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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The KNRM Hoek van Holland lifeboat **JEANINE PARQUI** seen passing the breediep during an PR-trip
Photo : Dirk Veldhoen (c)



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The new **GMS Endeavour** seen in Great Yarmouth outer harbor in preparation of loading the first wind turbines for the Sheringham Shoal wind farm. Upon completion of sea and DP trials in March the barge was transported from UAE to Holland on Dockwise's heavy lifter **Swift** where she arrived end of April. **GMS Endeavour** will be deployed the rest of year off the English east coast for installation of 88 wind turbines at Sheringham Shoal. Prior entering the charter the barge was mobilized at Damen shipyard in Schiedam where also a Huisman 300 T heavy lift crane was installed. **GMS Endeavour** is the second new barge built to a GustoMSC NG-2500X design at GMS' yard in Abu Dhabi. The sister barge **GMS Endurance** was commissioned in September last year and is operational in the Arabian Gulf.

Photo : Bas de Blok (c)

Robbers raid ship

Armed robbers have allegedly attacked a supply vessel at the Takoradi Port and made away with large volumes of oil paint meant for maintenance work on offshore installations. This is the second time a robbery has been carried out on

supply vessels at the port in recent times. Using canoes in the latest incident, the robbers gained access to the vessel and ordered the storekeeper at gun-point to surrender.

According to Naval Commander Tim Appiah, the Chairman of the Petroleum Security Committee which is responsible for co-ordinating onshore and offshore security in the petroleum industry, after loading the paint and other items onto their boat, the robbers sped off. No arrest has been made so far but the Western Naval Command has initiated a programme to patrol the anchorage of the port, using small defender class attack vessels, to protect supply and merchant vessels awaiting to enter or preparing to depart the port.

After the robbers had bolted, the storekeeper raised the alarm. Commander Appiah, who is also the Commanding Officer of the Western Naval Command, said the committee, as an interim measure, had collaborated with the police to educate coastal communities on the implications of their actions on security and offshore operations.

Commander Appiah said one of the reasons why it appeared the robbers were successful in their attack was that there was too much space between the security and the anchorage at the port. He said the Navy would make sure that the vessels were protected. "We have also asked the agents of supply vessels and captains to ensure that they increase illumination at night to prevent them from being attacked," he said. He assured the nation that members of the security committee met regularly to deliberate on issues affecting offshore operations and the immediate environment at the anchorage. At the time of filing this report, there were a number of vessels at the anchorage. **Source: Daily Graphic/Ghana**



ITC's **TEMPEST** seen arriving in Ijmuiden – **Photo : Joop Marechal (c)**

Oil spill in Bohai Bay under control

China's State Oceanic Administration (SOA) has blamed an oil spill from China's largest offshore oilfield on US company ConocoPhillips, reports Reuters. Li Xiaoming, the SOA's head of environmental protection, said that approximately 70 cubic metres of oil and water mixture have been cleaned up and there was no obvious evidence of oil floating on the sea, though a small slick remained visible near the two platforms where the leaks began. The spill polluted 840 square kilometres of water in Bohai Bay, said Li. It was caused by two separate leaks in the Penglai 19-3 oilfield that began on June 4 and June 17, from platform B and platform C respectively. Preliminary investigations have reportedly indicated

that the leaks were caused by water pumped through the pipe used to drill for oil, which resulted in increased pressure in oil-bearing strata in the seabed.

The Penglai 19-3 field has five production platforms and produces approximately 160,000bpd. ConocoPhillips China owns a 49-percent stake in the field while China's CNOOC holds the remainder. ConocoPhillips operates the oilfield and consequently is legally responsible for the accident, according to the SOA. The company could face a fine of up to RMB200,000 (US\$30,000) for the accident. However, it may be forced to pay out much more in compensation for environmental and economic damage. **Source : Baird Online**



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The **ST HELENA** seen in Cape Town after losing her port anchor in bad weather from St Helena

Photo : Glenn Käsner (c)

NAVY NEWS



A Eurocopter AS365 Dauphin helicopter with Israel Defense Force markings, being used in the film "World War Z", flies past the British Royal Navy assault ship **HMS Ocean** in Valletta's Grand Harbour July 7, 2011. The film, directed by Swiss director Marc Forster and starring U.S. actor Brad Pitt, is based on the Max Brooks novel "**World War Z: An Oral History of the Zombie War**" and is set to be released in 2012. Filming continued in Malta till July 9 before the production moved to Scotland, according to local media.

Iver Huitfeldt class frigates for Denmark



The class is built on the experience gained from the Absalon-class command and support ships, and by reusing the basic hull design of the Absalon class the Royal Danish Navy have been able to construct the Iver Huitfeldt class considerably cheaper than comparable ships. The frigates are compatible with the Danish Navy's StanFlex modular mission payload system used in the Absalons, and are designed with slots for six modules.

While the Absalon class ships are primarily designed for command and support roles, with a large ro-ro deck, the planned three new Iver Huitfeldt frigates will be equipped for a fighting role, and the potential to use Tomahawk cruise missiles, a first for the Danish Navy.

<http://wms1.jay.net/ftv/FMT/Fregat.wmv>

Anti-air warfare These ships share their Anti-Air Warfare suite with the Royal Netherlands Navy's De Zeven Provinciën-class frigates and the German Navy's Sachsen-class frigates. The sensors of this suite include the long range surveillance radar SMART-L and the multi-function radar APAR. The SMART-L and APAR are highly complementary, in the sense that SMART-L is a L band radar providing very long range surveillance while APAR is an I band radar providing precise target tracking, a highly capable horizon search capability, and missile guidance using the Interrupted Continuous Wave Illumination (ICWI) technique, thus allowing guidance of 32 semi-active radar homing missiles in flight simultaneously, including 16 in the terminal guidance phase. The primary anti-air weapons are the

point defence Evolved Sea Sparrow Missile and the area defence SM-2 IIIA. The Mk 41 Vertical Launch System is used to house and launch these missiles. Up to 24 Evolved Sea Sparrow Missile and 32 SM-2 IIIA may be carried.

The three ships will be named **HDMS Iver Huitfeldt (F361)**, **Peter Willemoes (F362)** and **Niels Juel (F363)**.

See the trials of the **Ivar Huitfeldt-class** frigate **F 362 PETER WILLEMOES**

http://www.youtube.com/watch?v=8-pyiutT_2w&feature=player_embedded



The **DDG 61 RAMAGE** seen arriving in Zeebrugge to participate in the Navy Days 2011 in Zeebrugge
Photo : Henk Claeys (c)

SHIPYARD NEWS



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NYK, Tsuneishi Shipbuilding develop new energy-saving technology

JAPAN's Nippon Yusen Kabushiki Kaisha (NYK) and Fukuyama City-based Tsuneishi Shipbuilding have jointly developed a new energy-saving technology called the MT-COWL, which reduces the wind resistance of the vessel's superstructure by 10 per cent. The company said the results of a wind tunnel test carried out on a 180,000 DWT bulk carrier showed

that there can be a reduction in carbon dioxide (CO₂) emissions of 520 tons a year because of enhanced fuel efficiency.

The MT-COWL technology lowers wind resistance by attaching an add-on structure to the facades of the bridge wings and support pillars for the vessel's superstructure, which creates corners with a slanted shape to reduce the effects of wind resistance. A prototype of the MT-COWL was installed and tested during the trial voyage of NYK's newly purchased 180,000 DWT bulker, the Cardinal Victory. The shipping line is to apply the technology to newly built vessels as well as existing ones, and the results acquired during the shipboard tests will be analysed and utilised for ongoing research and development activities. **Source : Schednet**



Above seen the **COSL 942 platform** ready for drydocking in Zhou Shan City (Jiang Su province - China.)

Photo : 高元民 ©

DSME to manage Daehan shipyard

South Korean shipbuilding conglomerate Daewoo Shipbuilding & Marine Engineering (DSME) has reached agreement with the Korea Development Bank to take on the management of Daehan Shipbuilding, the southernmost shipyard on the Korean peninsula. The bank, Daehan's primary stakeholder, has entrusted DSME to oversee the management, production, and sales and marketing of the yard for a period of three years.

However, after the management period, DSME has been invited to consider the possibility of acquiring the shipyard which operates one building dock with a yard area of 140 000m². DSME considers the facility ripe for redevelopment with an unused 2.08Mm² area available for accommodating a second or the third dock.

Meanwhile, DSME is contemplating the development of a new US\$5.9bn shiprepair yard close to the Richards Bay Coal Terminal in South Africa. DSME, which has recorded new orders worth \$5bn so far this year, including confirmation of Maersk's option for a further ten 18 000TEU, Triple-E class containerships sees huge potential in a shipyard capable of serving the high volume of ships operating along the country's east and west coasts. **Source: imarest.org**



The **EEMS** seen at the river Tyne after drydocking – Photo : Derrick Johnson ©

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The **JINAN** seen outbound from Rotterdam-Caland canal – Photo : Piet Sinke (c)

More ships wait to load sugar in Brazil

The queue of ships waiting to load sugar at Brazilian ports rose to 86 by Wednesday, up from 64 in mid-June, shipping agency SA Commodities/Unimar said yesterday, as the world's largest sugarcane crop nears peak harvesting.

The agency said waiting times for ships to load were between eight and 10 days, which would appear to be much shorter than a year ago when ships faced waits of a month or more at some congested ports when rain repeatedly interrupted loading. Commercial assistant at SA Commodities/Unimar, Nicolle de Castro, said that judging by the queue, July shipments were expected to be similar or higher than the 2.4 million tonnes shipped last July when weaker Asian supply raised demand for Brazil's.

Unlike last year when rains at the ports halted loading, queues began to form this year because of the slow initial pace of harvesting due to wet weather in the south-eastern cane belt. That delay also held up loading at the Teag terminal at Santos port, operated by commodities traders Cargill and Louis Dreyfus. The average waiting time for ships at that terminal is now around 45 days.

Some analysts interviewed in mid-June said they believed the queues of ships would shorten by July as the pace of sugar production grew, but the line has instead grown a third longer. Sugar merchant Czarnikow slashed its Brazilian cane harvest estimate by 40 million tonnes for the 2011/12 crop now being harvested, to 535 million tonnes, down from last year's 557 million tonnes. **Source : Reuters**



ITC's **BOULDER** seen outbound from Ijmuiden – Photo : Marcel Coster (c)

Diana Shipping Inc. Announces Delivery of the Panamax Dry Bulk Carrier M/V Arethusa and Commencement of Time Charter Contract With Cargill

Diana Shipping Inc. a global shipping transportation company specializing in dry bulk cargoes, announced today that the Company has taken delivery on July 7, 2011 of the m/v "**Corona**", renamed "**Arethusa**", a 73,593 dwt Panamax dry bulk carrier built in 2007. As previously announced, the **Arethusa** is chartered to Cargill International S.A., Geneva for a period of about eleven (11) months to about thirteen (13) months, at a gross charter rate of US\$13,250 per day, minus a 5% commission paid to third parties. The charter commenced today. This employment is anticipated to generate approximately US\$4.2 million of gross revenue for the minimum scheduled period of the charter. Including

the newly-delivered "[Arethusa](#)", the Diana Shipping Inc. fleet currently consists of 24 dry bulk carriers (15 Panamax, 1 Post-Panamax and 8 Capesize) with a weighted average age of 5.8 years. The Company also previously announced two Newcastlemax new-building dry bulk carriers that are expected to be delivered during the first half of 2012. A table describing the current Diana Shipping Inc. fleet can be found on the Company's website, www.dianashippinginc.com



Crane vessel [Rambiz](#) anchored in Margate Roads, accompanied by [Fairplay 31](#) and [Afon Caradog](#). Awaiting the opportunity to install two substation topsides at [London Array](#) windfarm. - Photo : Peter Barker (c)

McDermott wins subsea contract offshore Australia

McDermott International has been awarded a significant subsea contract. The company's Australian subsidiary secured the deal for a deepwater offshore engineering and construction project, including structural transportation and installation of subsea infrastructure. The new contract for work offshore Western Australia is included in the company's second quarter 2011 backlog. "We are extremely pleased to win this significant subsea award in the Asia Pacific segment as it reinforces McDermott's strengthening position in subsea construction projects," said Stephen M Johnson, McDermott's Chairman, President and Chief Executive Officer.

"We are also gratified by our customer's confidence in providing McDermott with the opportunity to demonstrate our growing expertise in reliably delivering complex deepwater projects within a challenging time frame." The award is for the Macedon Gas Project, situated in the Pilbara region of Western Australia, which will be McDermott's first Subsea, Umbilicals, Risers and Flowlines (SURF) project in Australia.

McDermott will carry out detailed engineering, procurement, fabrication, transportation and installation of a 77km, 20in diameter pipeline and will install subsea umbilicals and flexible flowlines using vessels from the company's globally diverse fleet in water depths up to 180m. Source : [Offshore Shipping Online](#)

TOP Ships Inc. announces sale of the M/V ASTRALE

TOP Ships Inc., an international maritime shipping company that provides transportation services for crude oil, petroleum products, and dry bulk commodities, announced today that it has entered into an agreement to sell the M/V **ASTRALE**, a 75,933 dwt Panamax drybulk vessel built in 2000. The vessel is expected to be delivered to its new owners by mid August 2011. The sale of the **M/V ASTRALE** will result in a book loss of approximately \$40 million which will be recognized in the second quarter of 2011



Above seen July 7th from the **KL SANDEFJORD** the AHTS **KL SALTFJORD** and the AHTS **FAR SCORPIO** alongside at Mongstad base **Photo : Mårten Karlsson (c)**



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GE Shipping welcomes new supramax

The Great Eastern Shipping Company has taken delivery of a newly built supramax of 57,000 dwt. The dry bulk carrier **Jag Rani**, built at Cosco (Zhoushan) Shipyard in China, will bring GE Shipping's fleet to 35, including 26 tankers and nine capesizes with an average age of 8.6 years aggregating 2.61m dwt. The company's current newbuilding orderbook comprises of one kamsarmax dry bulk carrier. **Source : Seatrade Asia**



The KRVE Boatman / line handlers of the **KRVE 29** are seen in a good mood whilst mooring and unmooring vessels in Rotterdam-Europoort - **Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

MNHPI denied extension of deadline to dock redesign

A request from Manila North Harbour Port, Inc (MNHPI) to extend a construction deadline for a dock has been denied by the Philippine Ports Authority (PPA). MNHPI wanted to miss the building deadline for the 52-hectare dock by two years, but PPA insisted that the project be completed by 2015 as stated in the contract. MNHPI submitted a construction plan spanning from January 2012 to June 2017, which exceeded the three-year completion timeline preferred by the port authority. The modernization plan for the first stage of the P14.5bn (\$339m), multi-phased construction is to redesign the 10-pier site into a three-terminal port with wider beds that will raise handling capacity to 28 containers per hour from five. The original plan was for the construction to start last year and be completed by 2013. However, delays in the transaction have pushed back the start of the project. **Source : Seatrade asia**

OOCL names second of eight same-size ships, the 8,888-TEU OOCL Canada

HONG KONG's Orient Overseas Container Line (OOCL) has held a naming ceremony for the 8,888-TEU newbuilding, the **OOCL Canada**, at the new Changxing Island shipyard of Hudong-Zhonghua Shipbuilding in Shanghai.

"The vessel is named after a prosperous and wealthy nation in North America with many trade ties to Asia. The OOCL Canada will be an important addition to our fleet of free trade ambassadors," said OOCL chief executive Philip Chow said. The newbuilding is the second of eight vessels of the same size built for the shipping line by Hudong-Zhonghua Shipbuilding Company. By deploying the latest technology in China and collaborating with OOCL on design optimisation, HZ was awarded the Shanghai Municipality's First Class Award for Science and Technology Advancement.

"They achieved commendable results in maximising energy efficiency and carrying capacity, while minimising their impact on our environment," Mr Chow added. The ship will be deployed on the carrier's Middle East Asia express route serving the intra-Asia trade on a 42-day port rotation that begins in Shanghai and calls at ports in Ningbo, Hong Kong, Shenzhen-Shekou, Singapore, Jebel Ali, Dammam and Port Klang, completing the loop by sailing back to Singapore, Hong Kong and Shanghai. **Source : Schednet**



Sunset over Rotterdam-Europoort – **Photo : Marijn van Hoorn ©**

Van Oord to install and bury cabling for DanTysk offshore windfarm

Dutch dredging and marine contractor Van Oord has been awarded a contract for the infield cabling and cable burial of the DanTysk offshore windfarm project 70km off Sylt, Germany. The laying work will begin in the spring of 2013 and be completed around six months later. The DanTysk windfarm is a joint venture between Vattenfall Europe Windkraft GmbH and Stadtwerke München. Vattenfall is responsible for the construction and operation of the windfarm.

The 80 wind turbines (each Siemens 3.6 MW) have a total capacity of 288 MW and can generate electricity for up to 300,000 households. The services agreed with Van Oord encompass design, delivery, laying, pull-in and burial of the cables to the 80 steel foundations. The cabling has a total length of 111km.

The infield cabling connects the 80 wind turbines with the offshore transformer station. Van Oord's equipment is capable of carrying the entire cable length in four shipments from the fabrication yard of Parker Scanrope in Norway to the DanTysk site. "By using Van Oord, we have enlisted the services of a highly experienced and reliable partner in offshore projects.

"The key factor in this award of contract was the specialist technical equipment of the transportation fleet which guarantees on-schedule and thus cost-efficient cable laying. Van Oord proved to be a professional bidder over the entire negotiating period," said Georg Friedrichs, Head of the Offshore Wind Division at Vattenfall. Van Oord possesses extensive experience in the construction of offshore windfarms and Vattenfall has previously successfully partnered with the company on the Alpha Ventus windfarm project. **Source : Offshore Shipping Online**

PSA inks deal to manage Cuban port

Singapore's port operator PSA International has inked a deal to manage a container terminal at Mariel port in Cuba, reports said. The terminal, currently under construction, is part of a larger scheme to develop Mariel Bay, 45 kilometres west of Havana. PSA International would now actively participate in planning the terminal, which is scheduled to open by 2014. The Mariel terminal is planned to have an annual capacity of 850,000 teu to 1m teu of containers. The terminal will have an initial 700 metres of berth and will be able to handle vessels with up to a 15-metre draft. Mariel port development plans through 2022 is for it to house logistics facilities for offshore oil exploration

and development, general cargo and bulk foods facilities, a Special Economic Development Zone for light manufacturing and storage, and the container terminal. **Source:** [seatrade-asia](#)

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Above seen the **LEWEK FULMAR** connected to the **FPSO LEWEK EMAS** at EOPL-anchorage Singapore, ready to tow to offshore Vietnam. - **Photo : Capt. Jan Dubbeldam ©**

Stena Express Returns to Fishguard to Rosslare Route

The **Stena Express** Fastcraft has returned to Stena Line's Fishguard to Rosslare route on its summer schedule and will operate until Sunday September 4. The vessel, which caters for up to 520 passengers and up to 120 cars, boasts a Stena Plus ferry lounge Metropolitan Grill and Barista coffee house, free Wi-Fi and an onboard shop which offers a wide range of gifts, jewellery, spirits, confectionary and fragrances.

Stena Line Communications Manager, Eamonn Hewitt said: "The **Stena Express** has commenced its annual summer service on the Fishguard to Rosslare route to assist with the additional demand over the busy summer period. "The vessel will complement our Stena Europe Superferry, offering customers three round trips daily on the route and boasts excellent onboard facilities giving passengers the chance to sit back and relax as they travel."

Customers can forget about cramped leg room, baggage charges and putting the contents of hand luggage in a plastic bag and enjoy the freedom of sailing with Stena Line and packing as much luggage as they want into their car. Once onboard, customers can sit back, relax and enjoy the ferry crossing, with a great choice of restaurants and bars, enjoy the breathtaking panoramic views of the Irish Sea or pick up something in the onboard shops which offers great savings on fragrances, spirits and lots more. Stena Line offers a fantastic choice of routes from Britain to Ireland including Fishguard to Rosslare, Holyhead to Dun Laoghaire, Holyhead to Dublin Port and Stranraer to Belfast. **Source : Redorbit**



The **OOCL NETHERLANDS** seen arriving in Rotterdam – Europoort – **Photo : Bernt Koning ©**

Riga port's half-year throughput up 15.4% to 16,82m tons

Freight traffic passing through the Free Port of Riga in January-June of this year increased by 15.4% from a year earlier, to 16,82 million tons, the Port Authority said. Six-month volume of oil products surged 45.2% to 4,28 million tons, timber cargo rose by 1.9% to 1,38 million tons, transshipment of coal was up 10.5% to 6,45 million tons, grain shipments increased by nearly 1.5 times to 224,900 tons, handling of ore grew by 19%, to 309,500 tons, chemicals - by 12.1% - to 784,500 tons (including 784,000 tons of fertilizer). Volume of wood chips dropped by 20.4% to 495,200 tons, while handling of metals soared by nearly 2 times as much, to 295,000 tons. Container throughput increased by 22.8%, to 141,730 TEUs. Handling of rolling cargo fell by 16.3% to 261,000 tons.

Free Port of Riga is situated on both banks of the River Daugava (Western Dvina). The port encompasses 6.348 ha, 13.818-m waterline. Riga port can accommodate vessels with maximum draft of 12.2 m. The bulk of freight volumes passing through the port are transit cargoes (80%), shipped to / from the CIS countries. In 2010 cargo throughput of Port of Riga rose by 2.5% y-o-y, to 30,475 million tons. **Source : PortNews**

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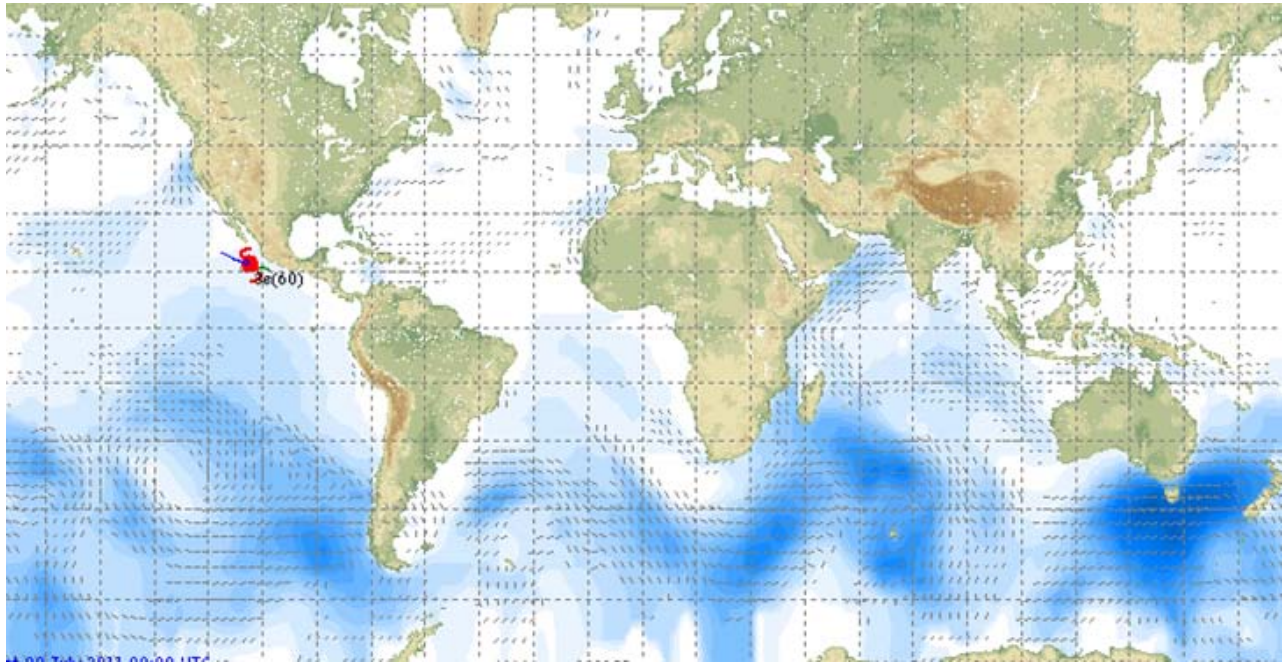
Capt **Poul Sanderse** (Eendracht) **Piet Sinke** (Maasmond Maritime) and **Rob Krootjes** (Eendracht) seen during the Eendracht – Maasmond Maritime networking day - Photo : **Frans Sanderse** ©

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 2000 vessels today.

.... PHOTO OF THE DAY



The THSD **CONGO RIVER** was christened whilst alongside the Leopold II - dam at Zeebrugge.

Photo : Henk Claeys (c)

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