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T&T Bisso Salvage Asia Pte Ltd have received the Singapore Shipping Association Ordinary Member Certificate, Douglas Yeo, Manager Subsea Services of T&T Bisso (3rd from the left) received the certificate during a cocktail reception July 6th

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

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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The **TORM VALBORG** seen moored in Rotterdam – Europoort Photo : Piet Sinke (c)

Rights of Somali suspect may pose issue: U.S. judge

Questioning by U.S. law enforcement agents overseas of a Somali militant accused of terrorism charges may become a sticking point in his prosecution, the judge overseeing the case said. Ahmed Abdulkadir Warsame was captured in waters between Yemen and Somalia in April and interrogated aboard an American Navy ship by a special intelligence team for more than two months. He was then turned over to the FBI for several days of questioning in late June during which time he waived his Miranda rights multiple times, U.S. officials have said.

The Miranda warning, to be read before questioning under U.S. law in civilian criminal cases, advises suspects of their

constitutional rights to remain silent and entitles them to a lawyer. U.S. District Judge Colleen McMahon told Warsame, who pleaded not guilty to providing material support to al Qaeda in the Arabian Peninsula and the Somali group Al Shabaab, the issue of Miranda rights might crop up at trial.

"And what I wanted to tell you, I know that the agents, or at least I was informed ... that the agents gave you certain warnings before they talked to you," she said in a transcript of a July 5 federal court proceeding in New York that was made available on Thursday. "That may become an issue later in the case, I don't know," she said. Warsame's case has revived the argument between the Obama administration and critics who oppose its plan to prosecute Warsame in civilian court, where suspects are afforded a full suite of constitutional protections. Republicans and some Democrats want Obama to prosecute terrorism suspects in military courts and to treat them as enemy combatants as was the case for some suspects during the Bush administration. Civil liberties advocates have said that the interrogations aboard the U.S. Navy ship could jeopardize the case against Warsame. **Source : reuters**



The **STENA CARISMA** seen departing from Frederikshavn bound for Goteborg in her new livery

Photo : Rob de Visser (c)



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OSG gets Title XI Loan Guarantee

The Maritime Administration (MarAd) has announced the approval of a \$210.9 million Title XI loan guarantee supporting the recent construction of two articulated tug-barge units that are currently in performing operations on the Delaware Bay. Construction of the barge units involved five American shipyards, including Bender Shipbuilding & Repair, Inc., VT Halter Marine, Atlantic Marine, Tampa Ship, and International Ship Repair.



The **OVERSEAS SOPHIE** seen moored in Rotterdam-Europoort – **Photo : Piet Sinke (c)**

The federal loan guarantee is for OSG Delaware Lightering, LLC, a subsidiary of Overseas Shipholding Group, Inc. MARAD's Title XI program promotes the growth and modernization of America's merchant marine industry while enabling owners of eligible vessels or eligible shipyards to obtain suitable long-term financing. **Source : MarineLog**



The containership **Empire** seen inbound at Kiel, with in the background the policeboat **Brunswik**.
Photo : Paul Struyf ©

Baltic index drops, cargo demand momentum falters

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, turned negative on Friday as cargo demand on the larger capesize vessels slowed after active bookings earlier this week. The overall index fell 0.28 percent or 4 points to 1,449 points after having risen for three sessions previously. The index has stayed erratic in recent weeks and has declined close to 20 percent this year.

"Capesize rates are likely to come under pressure next week, as spot Chinese iron ore demand is in the midst of a significant lull. Prospects are more encouraging for panamax rates as Chinese and Asian thermal coal demand remains very strong," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research "Electricity demand in China and across Asia is poised due to surge during the upcoming weeks as temperatures have grown warmer in much of the region. The outlook for dry bulk rates has been grim because ship supply has outpaced demand to ship commodities. The situation has been compounded by the deployment of a vessel owned by top iron ore producer Vale of Brazil, the first of the world's largest dry bulkers to enter the fleet. India's monsoon was also reducing iron ore exports as rivers rise, hampering goods transportation. "Dry bulk freight rates are expected to remain subdued in July on the back of the Indian monsoon season, which will most likely reduce iron ore exports from India. Also, China could be importing lower volumes of iron ore due to current high level of inventories," said brokerage ICICIdirect.

"On the positive side, from a medium-term perspective, China's thermal coal fixtures are likely to remain firm while lifting of the Russian wheat export ban and the recovery of Australian coal mines could lend support to dry bulk freight rates." The Baltic's capesize index fell 0.52 percent with average daily earnings falling to \$13,941, having risen earlier this week to their highest since January. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's panamax index rose 1.26 percent. Average daily earnings for panamaxers, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$13,458. "Despite the rates seemingly finding some sort of floor in the East, the outlook remained very fragile with a long list of ships still available and more to come," the Baltic Exchange said in its weekly report on Friday. Brokers said they were watching for further developments in China, which is facing its worst power shortages in years and likely to have an impact on dry freight activity. Uncertainty over prospects for the world economy could also potentially hurt demand for raw materials. China must balance the need to control inflation and keep its vast economy growing although any policy steps would need time to take effect, its central bank governor chief said on Friday. The main Baltic index has more than halved in the past six months, nearing levels last seen during the financial crisis in 2008. **Source: Reuters**



The **SKANDI TEXEL** seen arriving in IJmuiden – Photo : Simon Wolf ©



The 95 ton BP **SMIT CHEETAH** 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](#)

American Cruise Line awarded Glacier Bay contract

Small ship cruise specialist American Cruise Lines reports that it has been awarded a contract by the Glacier Bay National Park to operate in the famed Alaskan park, making the line one of only several permitted to tour the area.

A National Park Service Ranger and a native cultural interpreter will join passengers aboard each cruise to provide narration and insight into Glacier Bay, as well as help spot wildlife such as mountain goats, whales and brown and black bears.

"It was important to be able to feature Glacier Bay on our Alaskan cruises," said Timothy Beebe, Vice President of American Cruise Lines. "As one of the few places where people can still view the world as nature intended it to be, we wanted to make sure we could take our passengers there experience it for themselves. We're honored to have been awarded such a highly coveted contract and we look forward to showcasing the beauty Glacier Bay and the rest of

Alaska has to offer." Beginning next summer in June of 2012, American Cruise Lines will offer several different Alaskan itineraries, including roundtrip cruises departing from Juneau, Alaska, and one-way cruises between Juneau and Seattle, Washington. New and returning passengers can expect all the modern onboard amenities – oversized staterooms and bathrooms, private balconies, and elevators to all decks, along with exceptional locale-inspired cuisine and highly personalized service. American Cruise Lines operates a fleet of small cruise ships that offers more than 25 unique itineraries along the inland waterways and rivers of the Pacific Northwest, the Mississippi River System, Alaska and East Coast of the United States, from New England to Florida. **Source : MarineLog**



The **BANGKOK EXPRESS** seen outbound from Hamburg – **Photo : Hans Schaefer ©**

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Green Ward to include chemical tankers

Rotterdam-based Green Award is developing certification specifically aimed at the chemical tanker sector. This move follows the launch of certification programmes for LNGCs and inland shipping. The organisation is also working on a programme for containerships.

The new certificates will be available this Summer, the Green Award said. In addition, the organisation has increased the number of incentive providers with Regs4Ships and IBS Marine Consulting group joining the scheme. Regs4Ships specialises in providing digital regulations, technical information and IMO material for both vessels and shore-based personnel. The company claims to operate the world's only database providing up-to-date information on shipping regulations and technical matters. As a member of Green Award, Regs4Ships now provides a 10% discount on all of its

products and services to Green Award certificate holders. IBS now offers Green Award certificate holders services at a 10% discount. It offers QHSE marine consulting, management systems, shipboard documentation and training, computer-based training and software in the quality, health, safety, environmental, crisis, security and risk management sectors. The group is also operating a DNV MTC certified training centre and a LR ISO 9001 certified management system. **Source: Tanker Operator**



The KNRM Hoek van Holland lifeboat **JEANINE PARQUI** seen from the **STENA HOLLANDICA**
Photo : Mark de Bruin ©

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MarAd Accepting Bids on Two High Speed Vessels.

Friday, July 08, 2011 The Maritime Administration (MARAD) is now accepting bids on the **ALAKAI** and **HUAKAI**, two fast ferry vessels that were previously owned by Hawaii Superferry LLC. Financing needed to construct the vessels was guaranteed, in part, by the Title XI Loan Guarantee Program and MARAD has obtained title through foreclosure. Bids should be submitted before 5 p.m. July 20, 2011. Additional information can be found in the Federal Register notice. <http://federalregister.gov/a/2011-15147> **Source : MarineLink**



The **CORAL NETTUNO** seen passing the Oostgat at the Westerscheldt River – Photo : Huib Lievense (c)

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The **GRANDE ELLADE** seen at the Westerscheldt River
Photo : Toon Poppe - <http://www.boulevard-bankert.nl> ©

Piracy ransom cash ends up with Somali militants

Ransoms paid to Somali pirates to free merchant vessels are ending up in the hands of Islamist militants, laying shipping groups open to accusations of breaching international sanctions, U.N. officials told Reuters. John Steed, the principal military adviser to the U.N. special envoy to Somalia and head of the envoy's counter-piracy unit, said links between armed pirate gangs and Somalia's al Qaeda-affiliated rebels were gradually firming. "The payment of ransoms just like any other funding activity, illegal or otherwise, is technically in breach of the Somalia sanctions regime if it makes the security situation in Somalia worse," said Steed. "Especially if it is ending up in the hands of terrorists or militia leaders -- and we believe it is, some directly, some more indirectly," said Steed, a retired military officer. Ransom demands have risen steadily in recent years. According to one study, the average ransom stood at US\$5.4 million (3.3 million pounds) in 2010, up from US\$150,000 in 2005, helping Somali pirates rake in nearly US\$240 million last year.

Steed acknowledged he had no proof of an operational relationship between the pirates and the al Qaeda-linked al Shabaab rebels who control much of southern and central Somalia and parts of the capital Mogadishu. Some political analysts said the policy of some Western governments to endorse the payment of ransoms, seen as fuelling the insecurity, is at odds with their financial support for the Somali government and the African troops propping it up. Under the terms of the arms embargo on Somalia, financial support to armed groups in the Horn of Africa country is banned. Both the United States and Britain regard al Shabaab as a terrorist organisation. The U.N.'s Office on Drugs and Crime (UNODC) says pirates are increasingly launching their cross-ocean raids from the al Shabaab-controlled southern coastal city of Kismayu. Recruitment for pirates from the region was also on the rise, it said. "Detained pirates tell us that some level of cooperation with al Shabaab is necessary to run a criminal enterprise," said Alan Cole, piracy program coordinator at UNODC. Al Shabaab sources agree. "If there was no relationship between us, there is no way the pirates would be able to operate, or carry their weapons within zones we control," said an al Shabaab militant based in the pirate haven of Haradhere, north of Mogadishu. Natznet Tesfay of Executive Analysis said al Shabaab was heavily involved in smuggling through Kismayu, slapping taxes on illegal charcoal exports to the Gulf, arms shipments from Yemen and electronic goods destined for the region. "Piracy and contraband smuggling are the two biggest games around," said Tesfay at the specialist intelligence company. Tesfay said she had yet to see evidence of an "operational relationship" between the pirates and al Shabaab but that the militants had a reputation for monopolising key income-earning sectors once they had taken control of an area. In February al Shabaab seized a number of pirate gang leaders in Haradhere and forced them to accept a multi-million dollar deal under which the pirates would hand over 20 percent of future ransoms. A Reuters investigation found the following payments had been made to al Shabaab's "marine office":

On February 25: US\$200,000 from the release of the Japanese-owned [MV Izumi](#) after pirates received a US\$4.5 million ransom.

On March 8: US\$80,000 from the US\$2 million release of the St Vincent & Grenadines-flagged [MV Rak Africana](#).

On March 9: US\$100,000 after the Singapore-flagged [MV York](#) was freed for US\$4.5 million.

On April 13: US\$600,000 from the release of the German ship [Beluga Nomination](#) after a US\$5.5 million ransom was paid.

On April 15: A US\$66,000 share of the US\$3.6 million ransom handed over for the Panama-flagged [MV Asphalt Venture](#).

On May 14: US\$100,000 from the release of two Spanish crew of the Spanish-owned [FV VEGA 5](#).

The amounts were corroborated by pirates, al Shabaab militants and residents of Haradhere. "Some money has to be ending up in al Shabaab's hands," said Michael Frodl, a Washington Lawyer and head of C-level Maritime Risks, which advises Lloyd's of London underwriters. Frodl questioned whether payment of ransoms would be even an indirect breach of the arms embargo, but said that if proved, it might break laws in the United States and Britain against funding terrorism. Sanctions experts said ransoms could violate the arms embargo if they were voluntary financial support to armed groups in Somalia, but said the payments could be considered extortion, and therefore involuntary, blurring the issue. Some Horn of Africa experts argued there appeared to be no clear systematic link between pirates and al Shabaab's central command, but there probably were ties at a more local level. It was likely there was a bleeding of pirate money to local rebel commanders through clan ties, "taxes" or even protection money, they said. C-level Maritime's Frodl said the U.S. Treasury's Office of Foreign Assets Control (OFAC) carried out reviews of all potential ransom payments to determine if the pirate group in question had ever handed over part of a ransom to al

Shabaab. "Most times OFAC has authorised payment because it has found no link," Frodl said. "But if there is indeed a 20 percent 'tax' being applied by Shabaab against pirate ransoms in Harardhere, a major pirate hub it now controls, then things could change." In April 2010, President Barack Obama issued an executive order barring any financial dealings with 11 masterminds of the Somali conflict. According to the OFAC, two of them are in charge of pirate gangs. While Washington has firmly opposed ransom payments, counter-piracy experts say London -- home to the world's shipping and insurance industries -- has demonstrated a conspicuous lack of appetite to follow suit. The UK Chamber of Shipping said it would continue to consider piracy a criminal activity, until proof emerged of financial ties between the sea-bandits and insurgents. The association welcomed what it called the government's "balanced view" in refraining from preventing ransom deals. "Frankly, that's the only way we get people released," said Mark Brownrigg, the chamber's director-general. **Source: Reuters**

NAVY NEWS



The **Charles de Gaulle** seen during aircraft operations in the Mediterranean, with an Rafale seen departing for night mission

NZ Navy Ship Shows Off NZ Culture



ANZAC Frigate, **HMNZS TE MANA**, has attended an International Fleet Review to celebrate the Golden Jubilee of the Royal Brunei Armed Forces during an operational and diplomatic visit to Brunei.

The fleet review comes near the end of **TE MANA's** five month deployment that has seen her visit seven countries to exercise naval capability with Allies and partners in order to strengthen regional security and diplomatic links. The fleet review saw 16 warships from 13 nations in formation off the coast of Jerudong where they were reviewed by the Sultan of Brunei and 11 Chiefs of Navy including the Royal New Zealand Navy's own Rear Admiral Tony Parr. As the Flag Ship with the Sultan and Chiefs of

Navy on board reviewed the flotilla, each warship showcased a portion of their country's culture. **TE MANA's** Ship's Company lined the upper decks and gave three cheers before members of the Ship's Company broke into a Haka. The

interest of the Flag Ship was held long after she had passed, with many eyes following the performance on **TE MANA** instead of changing focus to the next ship in the review.



The Ships Company will join the other participating nations in a street march through the city of Bandar Seri Begawan. The other nations include Australia, Brunei, China, India, Indonesia, Japan, Malaysia, Pakistan, Philippines, Singapore, Thailand and the United States of America; all have diplomatic ties with New Zealand which have been strengthened through the building of military links. **Source : Scoop**

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Above seen the Royal Navy Amphibious Assault Ship **HMS OCEAN L12** flight deck whilst berthed at the Valletta Cruise Port Pinto 4 and 5 Wharves at the Grand Harbour, Malta on Thursday 7th July, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

Thai navy returns to Somalia for 2nd anti-piracy tour

Royal Thai Navy ships will return to the Gulf of Aden for their second mission against Somali pirates. The HTMS **Similan**, which patrolled the waters off Somalia last winter, will be joined by the **HTMS Narathiwat** for the 140-day mission. Capt. Paradon Puangkaew, director of the Royal Thai Fleet, will be the mission commander while Capt. Tanin Likitwong, the Royal Thai Fleet's deputy director-general, will head the unit.

Thai special forces train to battle pirates in the Gulf of Aden off the coast of Somalia. The task force of 368 men, which includes a navy SEAL team and Bell helicopter group, will depart from Sattahip Naval Base July 12 and is expected to return Nov. 28. The **HTMS Pattani** and **HTMS Similan** made a much-touted 137-day mission to the Gulf of Aden from September until January, but returned to a muted welcome due to the Thai task force's mixed results in combating piracy as part of an international task force. During the nearly fourth months, the vessels helped protect 1,703 cargo ships, participated in 12 convoys to guard 61 ships - five of them Thai - provided escort to a Sudan-based armaments vessel and provided emergency medical treatment to vessels in distress.

The high point of the mission was the dramatic rescue of 23 crew members of a Thai fishing boat hijacked by Somali pirates off the coast of Yemen Nov. 3. The **Similan** plucked seven Thais, 15 Cambodians and one Yemeni police officer out of the sea 15 miles off the Yemen coast Nov. 7 and transported them to a hospital in Oman. The early successes, however, were dampened by the failure to free 27 Thai fishing boat crewmembers hijacked and held hostage since Dec. 24. The Thai naval vessels could follow the hijacked ship, but not get close. And it had to break off pursuit once the vessel entered Somali waters. They remained hostages until mid-April, three months after the Thai fleet returned home.

Likewise, 77 Thais and Burmese abducted in April also remain hostages of Somali pirates after their three ships were hijacked. Ironically, those fishing boats, **Prantalay 11**, **12** and **14**, have become "motherships" for the pirates, equipped with enough equipment to run three piracy crews each, complete with lightweight skiffs and ladders to scale the hulls of larger ships. Forty-four of the hostages were released in March. The rest remain in captivity. Source : pattayamail



Improved **Yuan Class(039B)** which was speculated to feature with new sonar and weapon system entered PLAN service

U.S. nuclear-powered submarine makes port call in S. Korea

The U.S. nuclear-powered submarine **USS Texas** made a port call in South Korea on Saturday as part of a regular deployment to the Pacific area, the U.S. military in the South said. The **Texas**, based in Hawaii, arrived at South Korea's southeastern port city of Busan with more than 130 crew members, according to officials at the U.S. Forces Korea. The 7,800-ton **Texas** is a Virginia-class attack submarine capable of supporting a multitude of missions, including anti-submarine warfare and anti-surface ship warfare. The submarine's "fly-by-wire" ship control system provides improved shallow-water ship handling and special features to support special operation forces. About 28,500 U.S. troops are based in South Korea, a legacy of the 1950-53 Korean War. **Source : Yonhap News / Korea Herald**

SHIPYARD NEWS



USC to build icebreakers hulls at Admiralty Shipyards

State-owned United Shipbuilding Corporation (USC) plans to build the hulls of icebreakers at St. Petersburg-based Admiralty Shipyards, a USC official said Friday. The spokesperson for USC said that the contract may be awarded to a winner in tender or handed over to the Corp. without bidding, RIA Novosti reported. "But in any case, the icebreakers will be built at Admiralty Shipyards, the hull and the main superstructures," he said, adding the construction will most likely begin next year. In early July, Deputy Prime Minister Sergey Ivanov said the Finance Ministry had approved funding for the construction of three nuclear-powered icebreakers. He also said that the icebreakers will be built at United Shipbuilding Corporation's facilities and instructed the USC's head to select the yard. United Shipbuilding Corporation, founded in 2007, incorporates three regional shipbuilding centers: JSC Western Shipbuilding Center (St. Petersburg), JSC Northern Center of Shipbuilding and Ship Repair (Severodvinsk), JSC Far Eastern Center of

Shipbuilding and Ship Repair (Vladivostok), as well as leading marine design offices. United Shipbuilding Corporation also has a 50% stake in Arctech Helsinki Shipyard, a joint venture with STX Finland Cruise Oy. **Source : PortNews**

De Schelde, 136 jaar oud maar springlevend



Afgelopen week is de tentoonstelling "**De Schelde, 136 jaar oud maar springlevend**" geopend bij Damen in Gorinchem. Op die tentoonstelling was ook een model van de "**Willem Ruys**" te bewonderen. Op de foto: links mw. **Dina Damen** en rechts mw. **Josien Damen**, deze dames hebben de tentoonstelling helemaal samengesteld en opgebouwd. **Foto's : Daniella Vermeer ©**



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The **MOANA** seen moored in Rotterdam-Caland canal - Photo : Piet Sinke (c)

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

Diamond Harbour container terminal project goes ahead

Kolkata Port Trust (KoPT) has finally cleared the last hurdle before going ahead with the Diamond Harbour container terminal that would be built under PPP. "The Union Cabinet had approved the transfer of the piece of defence land at Diamond Harbour to KoPT to move ahead with container terminal project," National Shipping Board chairman P V K Mohan said here today on the sidelines of 'East Coast Ports-Vision 2020' organised by Bengal Chamber of Commerce and Industry.

The project was stuck for the last few years due to release of only 43-acres out of about 125 acres required to build the terminal in South 24 Parganas. Mohan said the KoPT will get 75 acres from the Ministry of Defence through Garden Reach Shipbuilders & Engineers. In return, KoPT will give land at Raichak to them. KoPT chairman M L Meena said once the land is acquired for the port, expression of interest would be floated for bids. However, the Diamond Harbour terminal bidding could be invited as a package along with proposed new berths in Haldia and Kolkata. The

MKJ Group co-promoted Bengal Port which failed to proceed with the Kulpi port project, was likely to bid for the proposed Rs 1200 crore Diamond Harbour port. "Bengal Port will bid for the upcoming port facility of KoPT's Diamond Harbour project in PPP model. If our existing partner DP World does not agree then I will bid for the project with other partners," MKJ group chairman MK Jalan had told PTI earlier. **Source : business-standard.com**



The **PEARL SEAWAYS** seen departing from Copenhagen bound for Oslo

Photo : Frank de Visser ©

DEME subsidiary GeoSea acquires Beluga Hochtief shares - to build and operate special purpose jack-up vessel

Hochtief has a new partner for the construction and operation of dynamically positioned offshore jack-up vessels for offshore windfarms and the offshore oil and gas sector. GeoSea, which is part of the DEME Group in Belgium, is taking over the shares in Beluga Hochtief Offshore shares that were sold by the heavy-lift shipping company Beluga on June 1, 2011.

The company's name will be entered in the Register of Companies as HGO Infra Sea Solutions GmbH & Co KG. Both companies have a 50 per cent shareholding. It was agreed that no details of the purchase price would be disclosed. HGO Infra Sea Solutions develops, constructs, manages and charters special purpose offshore vessels for the construction, maintenance and operation of offshore windfarms and oil and gas facilities.

The new joint venture bundles the competences of two providers of offshore solutions. As one of the world's biggest construction service providers, Hochtief possesses many years of experience in port construction, marine engineering and offshore logistics, and operates its own jack-up platforms. DEME is one of the world's leading companies in dredging, marine engineering and environmental operations. GeoSea is DEME's specialist subsidiary company in the area of installation services for offshore structures, using its own jack-up platforms. Both partners plan to also extend their service spectrum to repair, maintain and decommission offshore facilities.

Henner Mahlstedt, CEO of Hochtief Solutions said: "The services of the two companies complement each other perfectly and make the joint company a powerful player in the market. Since there is substantial demand for offshore installation equipment, we are planning the construction of further special-purpose vessels." The joint venture is currently constructing Innovation I - a sophisticated heavy-duty vessel - at the Crist shipyard in Poland. The vessel will be unique in its kind, with a payload of 8,000 tonnes and a crane capable of lifting 1,500 tonnes will capable operating in water depths of more than 50m. The vessel will be ideally suited for the installation of all types of foundations. Alain Bernard, CEO of DEME Group, said: "It will be the equipment of choice for the installation of turbines of 5 to 10 MW. Innovation I will significantly reduce the assembly and servicing times required for the latest generation offshore wind turbines. In the oil and gas sector, the vessel is ideally suited for a wide range of operations". The vessel will be

commissioned in mid-2012 and has already been chartered amongst others by AREVA to install and maintain their multi-megawatt projects. The jack-up vessel will be used for the first time on the construction of the Global Tech 1 offshore windfarm.

In 2010 HOCHTIEF Solutions AG and NORDSEE-GeoSea (both DEME subsidiaries) also founded a joint venture which is responsible for delivering and erecting the foundations for the EnBW Baltic 2 offshore windfarm, and handles the logistics for the erection of the towers and turbines. **Source : Offshore Shipping Online**

ANTHONY VEDER LATEST FLEET ADDITION



Anthony Veder obtained the 153 mtr 1997 built **BW HAVSOL** and renamed the fully refrigerated LPG/Ammonia tanker in **PRINS MAURITS**, the tanker with a tank capacity of 17789 cbm (98%) is powered by a MAN B&W 6S50MC with an output of 6840 KW for a top speed of 15.5 kts. - **Photo : Wouter van der Veen ©**

PSA awarded concession to develop, operate and manage container terminal in Dammam

PSA International has confirmed that a joint venture company, Saudi Global Ports LLC (SGP), formed between the Public Investment Fund (PIF) of the Kingdom of Saudi Arabia and PSA International (PSA) has been awarded a concession to develop, operate and manage the second container terminal in the King Abdul Aziz Port in Dammam, a key gateway port on the Arabian Gulf. The SGP terminal will be equipped with the latest equipment and technology to serve the fast growing economy of the Kingdom and the regional economies of the Arabian Peninsula and transform Dammam into a preferred port of call.

Ideally located close to Saudi Arabia's economic centre and capital city Riyadh, it is linked by existing railway network and excellent highways to the rest of the country. "We welcome PSA International as a new, strong private sector partner in rendering internationally leading port services for the Middle East's biggest economy," said HE Abdul Aziz Al-Tuwaijri, President of the Saudi Ports Authority. "The Public Investment Fund's joint venture with PSA International is the first investment by PIF in ports infrastructure in the Kingdom of Saudi Arabia. PIF is pleased to partner with PSA International, a leading and renowned port group, to develop and operate this important container terminal project in Dammam," said Mr Mansour Al Maiman, Secretary General of Public Investment Fund. "Dammam represents PSA International's first port infrastructure project in the Kingdom of Saudi Arabia and the Arabian Gulf. We will work closely with our partner and Saudi Ports Authority to transform the Saudi Global Ports terminal into the preferred port of call to support the high trade growth and business activities in the region," said Mr Eddie Teh, Group CEO, PSA International. The King Abdul Aziz Port in Dammam is the largest Gulf port in the Kingdom of Saudi Arabia. When the new SGP terminal is fully built up and developed, it will have a quay length of 1,200m and 12 quay cranes, with a design capacity of 1.8 million TEUs per annum. **Source : Dredging News Online**



The **ARTOIS** seen at West Jurong - Singapore – Photo : Bert Barlagen ©

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Left seen the 2010 built CYP flag research vessel **WG VESPUCCI** berthed at the Valletta Cruise Port Pinto 3 Wharf at the Grand Harbour, Malta on Thursday 7th July, 2011 mobilizing to go to Lisbon, Portugal from Saudi Arabia.

Photo :
Cpt. Lawrence Dalli -
www.maltashipphotos.com
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China Merchants' western Shenzhen Chiwan terminal wins two top awards

SHENZHEN's Chiwan Container Terminal, in which China Merchants is the principal shareholder, has been honoured as one of the 'Top 10 Best Service Container Terminal' and also as one of the 'Top 10 Container Terminals in Information Technology' at the eighth China Freight Award ceremony held in Shanghai.

The accolades issued at the conference are considered to be like the 'Oscars' in the China freight industry, a company statement said. **Source : Schednet**



After the arrival of the **SMIT CAYMAN** now the **SMIT MONTSEERAT** with onboard a **TOS crew** arrived in Cape Town, the SMIT CAYMAN can be seen in the back - **Photo : Aad Noorland ©**

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MARITIME ARTIST CORNER

s.s. ALDERAMIN



The **s.s. ALDERAMIN** of the formerly Rotterdam based **Van Nieuvelt, Goudriaan & Co** had a impressive career. Built originally for HAPAG as Köln, launched as Wido for Roland Linie and when completed part of an exchange with Van Nieuvelt, Goudriaan & Co. When delivered in November 1920 by Bremer Vulkan Schiffsbau at Vegesack-Bremen, she got the name **Alderamin**. Typical for the design were 4 main masts and 7 cargo holds. Between 1920 and 1940 her career had many ups and downs. In service in the free trades, mostly on the Atlantic, she grounded more than once, f.i. 1925 in the St.Lawrence, 1926 in the approach Elbe River, 1935 in the Norwegian Fjords, 1936 in Rio de Janeiro and lost her anchor and in July 1940 drifted away in Liverpool Dock. Also some fires were listed, but on the other hand till 1940 she did over 85 voyages for her owners. During the WW II the ship was under management and charter of the Dutch Shipping Authority, based in London, but still flying the Dutch flag. Special chartered for trading between United Kingdom, Canada and Africa. Regular registrated in Sydney (Canada), Montreal, New York, Lagos, Freetown, Cape Town, Port Elizabeth, Takoradi and Lourenco Marques. But when on 5 March 1943 7.30 a.m., under command of Capt. C.L. van Os, the **Alderamin** left New York with a load of oil seeds and generals for Loch Ewe and Hull and travelling in convoy SC-122, she met her fate by a torpedo attack.

During the night 16/17 March 1943, just 5 minutes after midnight, a big explosion midships occurred. The captain was underway to the bridge for instructions for the mate on duty, while the explosion took place. He smashed some feet above deck and was slightly hurt, but was able to reach his cabin. The damage was so much in the midships, that an alarm for the crew was not possible anymore. The starboard lifeboat No. 1 was disappeared. The engines were stopped and the captain gave order to disembark immediately. Lifeboat No. 2 (motor) was damaged and lifeboat portside No. 1 capsised when on the sealevel. The master had a short inspection in the engineroom for crewmembers and found nobody there. The portside No. 2 motorboat was drifting away. Also 3 floating liferafts were used on order of the master. The motorboat was not any more seen It was in such a short time, that the ship had at that moment still some speed and a boat was drifting away after the **Alderamin**. The weather conditionings were rough with high seas. In the surroundings were some other ships of the convoy attacked and were on fire. It was the hell on the ocean.

About 30 minutes after the ship was attacked, the master observed, that the **Alderamin** broke in two and disappeared to the bottom of the Atlantic in position 52° 14' N and 032° 15' W. On board were 64 crewmembers. The survivors were landed in Greenock and partly in Liverpool. After a check it seemed, that 10 crew were missed, 5 dead and 49 survived, so it was stated, that most probably 15 crew were dead. Fireman **Cees van Beest** was one of the survivors and told the story to me. I met him in 1978 in Great Yarmouth, where he was living at that time. As a witness he showed me his Seaman'sbook in which he signed on at the **Alderamin** in 1943. My father made to his story this watercolour in 1978. The attack came from the German **U-338 (Oblt Manfred Kinzel)**. Last info about the U-boat **U-338**, she is also attacked and sunk on 20 Sept. 1943, SW of Iceland, with the loss all 51 crew. (Watercolour of F.H. Haalmeijer (1916-1996)/ coll. Capt. Frank Haalmeijer)

.... PHOTO OF THE DAY



The **CLUB MED 2** seen moored in Malta – Photo : Gejtu Spiteri (c)

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SMIT CHEETAH	-	tug	TORM VALBORG	-	Tanker
MOANA	-	general Cargo	OVERSEAS SOPHIE	-	Tanker
PATAGONIA	-	Tanker	STANFORD ALPHA	-	AHTS
SMIT-LLOYD 27	-	AHTS	SHERGAR	-	AHTS

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