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Seen from the super ferry STENA BRITANNICA, the red leading lights at Hoek van Holland just after the departure bound for Harwich Photo : Piet Sinke (c)

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newsclippings may reach you irregularly**

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The **RYNDAM** (Capt. Vincent Smit) seen from the tug **ADRIAAN** during departure from Rotterdam
Photo : Marijn van Hoorn (c)

Torm sees early recovery for product tankers



The **TORM VALBORG** seen moored in Rotterdam Europoort last week - Photo : Piet Sinke ©

One of the leading players for product tankers, TORM, sees an early recovery on the sector, on the back of lower orderbook. The company's Chief Executive Officer, Mr. Jacob Meldgaard" also said, in an exclusive interview with Hellenic Shipping News Worldwide, that the outlook for 2011

suggests a loss before tax of between \$100-125 million, as a result of lower rates. TORM has been actively taking defensive measures to counter this expected loss, securing liquidity through various deals and deleveraging its balance sheet, until the market picks up pace.

TORM is one of the active players in both the dry bulk and the product tankers' segment, which have exhibited mixed results in the past couple of years. Which are your estimates in terms of future demand in both of these sectors?

We believe in an increasing volume in both segments, however since the orderbook is much larger in dry bulk than in product tankers, we expect an earlier recovery in the product-tanker segment, which comprises the majority of our business, than in dry bulk.

The company has been in a financial turmoil, as a result of the crisis of the previous years. How would you evaluate the results of the first quarter?

The result was in line with expectations but obviously unsatisfactory. The pretax loss was USD 45 million due to the weak rates, during that quarter.

Which are your estimates regarding the company's performance during the following quarters of the year?

We have given an outlook for 2011 of a loss before tax between USD 100-125 million and we maintain this outlook.

Lately, the company signed a series of deals to improve its fortunes. Could you give us some details about these moves?

We have sold two older product tankers, Faja De Oro, and Potrero, which is in line with our strategy of maintaining a modern fleet. We have also done two sale-and-lease back transactions of TORM Marie and TORM Margrethe, both sold for USD 46 million and taken back on seven-year-bareboat charters.

Do you think that after these deals, TORM is better positioned in the market?

We maintain our commercial exposure through these deals, whilst securing liquidity and deleveraging the balance sheet. We are experiencing that size matters and it matters to be closer to the customers. So apart from the financial deals we are doing we are also expanding our organization in growth regions such as Brazil, where we will open an office in Rio later this year, and in Singapore, where we have recently hired a new head of dry bulk.



The **TORM ALICE** seen outbound from Amsterdam – Photo : Simon Wolf ©

The product tanker markets have been on a rollercoaster ride in these past few months. How do you think the market will behave in the rest of the year, in terms of freight rates?

We are maintaining our outlook for 2011 whilst we believe that freight rates will gradually improve from the current low levels. We still believe that there is more upside potential than downside risk concerning rates going forward.

Which routes would you say provide the best returns at the moment?

The market is generally weak and volatile but pockets with solid demand continue to exist, where we are able to fix at more satisfactory levels.

Will we see the company returning back to newbuildings or purchasing more second hand vessels any time soon?

We are comfortable with the level of owned tonnage and the existing orderbook we hold, why we currently do not wish to increase this. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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DMT WINCHES INSTALLED ON NEW SMIT TUGS



A **DMT towing winch** seen getting installed on the **SMIT MONTSEERAT** and **SMIT CAYMAN** whilst the tugs are berthed in Cape Town - **Photo : Lars Herweijer (c)**

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The **MAERSK SEOUL** seen inbound for Felixstowe - **Photo : Andrew Moors (c)**

Tanker rates sink to lowest

The first sale of crude oil from the U.S. Strategic Petroleum Reserve since Hurricane Katrina may curb demand on the tanker industry's biggest trade route and drive shipping rates to the lowest in at least 14 years. The 30 million barrels of crude may replace imports from Saudi Arabia, the largest contributor to global tanker demand. Supertanker rates will average \$11,000 a day for a year or more, the lowest since at least 1997, said Andreas Vergottis of Tufton Oceanic Ltd., which manages the world's biggest shipping hedge fund. Forward freight agreements, traded by brokers and used to bet on future transport costs, are pricing in a fourth-quarter average of \$20,705, data compiled by Bloomberg show.

While the U.S. release, and about 30 million barrels more from other International Energy Agency members, may help contain oil prices that rose 34 percent in a year, it also creates more pain for tanker owners already contending with a glut of vessels that caused rental income to slump 87 percent. Frontline Ltd., the biggest supertanker operator, needs \$29,700 a day to break even and the company will report its biggest annual loss since 2002, analysts' estimates compiled by Bloomberg show.

"It's another straw on the camel's back for tanker owners," said Vergottis, the Hong Kong-based research director who correctly predicted a slump in tanker rates more than a year ago. "I'm becoming more bearish on demand." Owners are already paying clients to hire their ships on the Saudi Arabia-to-U.S. route, a journey of about 70 days, according to the London-based Baltic Exchange, which publishes rates for more than 50 maritime routes. Customers still meet some fuel costs, which can exceed \$50,000 a day, making it a cheaper option than sailing empty for owners wanting to move vessels into more profitable regions. **Source: Alaric Nightingale, Bloomberg**



With reference to Newscippings 191 see above the Air to Air photo of the **Heli Air Monaco Eurocopter AS-365C-3 Dauphin 2 3A-MJP** in Israel Defence Force markings at the Grand Harbour, Malta on Thursday 7th July, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Merchant ship guard rules may change

The government is investigating measures which could allow shipping firms to employ armed guards to deter pirates off the coast of Somalia and in the Indian Ocean, a Foreign Office minister has said.

The Home Office and Department for Transport are being consulted on possible changes to legislation regarding firearms as well as official advice which "strongly discourages" the use of private security on merchant ships. In evidence to the Foreign Affairs select committee, Henry Bellingham said shipping companies had been pressing "very hard" for guidelines on the use of private security to be relaxed. Currently international naval forces patrol the Gulf of Aden and some of the Indian Ocean in an attempt to deter pirates, but the area affected by the problem of Somali piracy is vast, and ships are not always available when merchant vessels are hijacked. Shipping companies often pay millions of dollars in ransom money to retrieve their crew and cargo. Bellingham said that no vessel which carried private security contractors had ever been hijacked in the region and that strengthened calls for the Department for Transport to change its guidelines, which currently "strongly discourage" the use of guards.

"We want them to change those guidelines to at the very least neutral," said Bellingham. "The government recognises that armed private security companies are a fact of life. "We take the view that the UK government shouldn't encourage this, but should not discourage it, so it would be a decision for the shipping industry on a case by case basis." Bellingham said that use of small numbers of military personnel, known as Vessel Protection Detachments, aboard merchant ships - as used by France and Spain – would be "very welcome" but that Britain's armed forces were too committed in Afghanistan and Libya to provide these. The head of the Defence Crisis Management Centre, Captain David Reindorp, said that around 1,500 Royal Marines would be needed to make 500 available at any one time to form the detachments. **Source: Defence ShipManagement**



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Above seen the **TOS** delivery crew onboard the **SMIT MONTSEERRAT** in Cape Town

Photo : Rolf Kievits ©

Donjon-SMIT client first to gain plan approval under new SMFF regs

A Donjon-SMIT client today received the first Tank Vessel Response Plan (TVRP) Salvage and Marine Firefighting (SMFF) Update Approval to be issued by the U.S. Coast Guard under the new SMFF regulations.

The SMFF regulations, effective as of February 22, 2011, required that plan-holders revise their TVRPs with numerous new salvage and marine firefighting response procedures to be supported by extensive additional contracted response resources. The rules also required documentary evidence of compliance, including an SMFF Contract and Funding Agreement and Vessel Pre-fire Plans.

Donjon-SMIT's innovative approach to SMFF regulatory compliance documentation locates a substantial segment of the newly required information and documents on the web, simplifying the TVRP update submission process by minimizing the paperwork.

"Our goal has been to ensure our clients full compliance with every element of the SMFF regulations. That goal has guided our unique approach to the specifics of TVRP SMFF documentation requirements," said Donjon-SMIT President Paul Hankins. "Our system maximizes web-based efficiencies, providing our clients with an SMFF compliance documentation product that is both comprehensive and user-friendly."

Throughout the TVRP update revision and review process, Donjon-SMIT worked in close cooperation with the Coast Guard to ensure that all documentation submitted on behalf of clients would meet Coast Guard standards and expectations. **Source : MarineLog**



The **SANTA CRUZ** seen in Rio Grande – **Photo : Marcelo Vieira ©**

Kustwacht helpt Engeland bij medische evacuatie

Gisteren om 13.40 uur kwam er bij het Kustwachtcentrum Den Helder een verzoek binnen van het Schotse Aeronautisch Redding Coördinatie Centrum Kinloss (ARCC Kinloss) of Nederland een medische evacuatie kon uitvoeren op Engels gebied. Aan boord van het bewakingsschip 'Reliable' bij een platform was een opvarende buiten bewustzijn geraakt en deze moest zo snel als mogelijk naar een ziekenhuis aan de wal gebracht worden. De dichtstbijzijnde Engelse helikopter moest bijna 1½ uur vliegen. Voor een helikopter uit Nederland was het ongeveer een uur vliegen. Het schip bevond zich op 200 kilometer ten noordwesten van Den Helder. Na overleg met de overkoepelende offshore organisatie NOGEPA is door het Kustwachtcentrum de offshore reddinghelikopter ingezet. Om 13.57 vertrok de helikopter van vliegveld Den Helder en arriveerde om 14.00 uur bij het schip en heeft een dokter afgezet. Nadat de

patiënt was onderzocht en voor vervoer gereed gemaakt, vertrok de helikopter naar het Engelse Humber Airport en kwam rond 17.15 uur daar aan waar de patiënt werd overgedragen aan de medische autoriteiten.

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9 dead, more than 90 missing in Volga boat sinking



Russian officials say nine bodies have been recovered from the Volga River after an overloaded cruise boat sank, but about 90 other people who were on the half-century-old vessel are still missing.



The two-deck cruise vessel was carrying 185 people — 148 of them passengers going for a scenic trip on Russia's most famous river — when it sank on Sunday. The boat was certified to carry a maximum of 120 people. Emergencies Ministry spokeswoman Yelena Smirnikh said Monday that nine bodies have been found and 80 people were rescued. The boat sank in about 20 meters (65 feet) of water. The cause of the accident has not been determined.

NAVY NEWS

India commences work on 2nd N-submarine

Construction of India's second nuclear submarine has begun at a classified facility in Visakhapatnam, a newspaper reported on Sunday. This project was launched just 24 months after India's first nuclear submarine **INS Arihant** was commissioned. "The second programme took far lesser time than **Arihant** to reach the shipyard from the drawing board. This time we had a clear plan and we had learned a lot from our mistakes," top sources told the daily.

Though exact details of the submarine's progress have not been made public yet, it is learnt that fabrication of the hull and body has begun. The reactor is being constructed with Russia's help. The project is expected to be ready for sea trials by 2015. By that time India would have a Russian submarine and **INS Arihant** deployed.

The Akula-II class nuclear submarine K-152 Nerpa, to be renamed **INS Chakra**, will be handed over to Indian Navy by Russian Navy in November-December on a 10-year lease **Source : Zeenews**



The decommissioned British destroyer **MANCHESTER** seen moored in the port of Portsmouth **Photo : Piet Sinke ©**

Sultana fares well in submarine race

The Sultan Qaboos University, represented by the College of Engineering, took part in the international submarine race held at the US Navy Centre at Maryland. The Omani submarine **Sultana**, being the only vessel of its kind from the Asian and Arab regions, fared well in the competition. It participated in the regatta along with 28 submarines manned by 24 teams from the United States, Canada, the United Kingdom, France, Venezuela and Mexico.

This first international participation of Sultana is considered a success as the vessel defeated many that had been on races before. Sultana is considered the fastest submarine hailing from zones beyond the United States and Canada. The submarine **Sultana** has been named after the first Omani ship Sultanah to visit the United States in 1840 during the reign of Sayyid Said bin Sultan, the first Arab ruler to hold diplomatic relations with the US. **Source : Oman Daily Observer**

Taiwan test fires submarine launched missile

In what could revive tensions between old rivals, Taiwan has successfully test fired its first domestically made submarine launched missile to counter China's growing military threat. The military run Chungshan Institute of Science and Technology developed the Hsiung Feng II (Brave Wind II) ship-to-ship missiles. According to Liberty Times, Taiwan launched the missiles during last week's drill, which was part of Taiwan's ambitions to strengthen its defense capabilities.

Taipei had acquired two Dutch-made **Sword Dragon class** submarines in late 1980s, which are the only ones that could be deployed in case of a war. Other than these, Taiwan also have two U.S.-built subs and land-based and air-launched Hsiung Feng IIs with a range of 150 km. The Defense Ministry remained silent on the report. The tensions between the two neighbors remarkably reduced since 2008 when China-friendly Kuomintang party's Ma Ying-jeou assumed power with pledges to strengthen trade relations and allow more Chinese tourists on Taiwan's soil

Source : allheadlinenews.com



The new patrol-ship **SKRUNDA** is back in Germany for a check-up at the builder Abeking + Rasmussen in Lemwerder. The SWATH-Boat is the first of five which will built bei A+R and Riga Shipyard until the next years for the Latvian Navy. **Photo : Frank Behling (c)**

Russian defense ministry scandal worsens

Russia's vast defense industry, a source of foreign exchange revenue even from areas of current conflict such as Libya and Syria, is on what appears to be a collision course with the Ministry of Defense. Russian Defense Minister Anatoly Serdyukov faced a very public upbraiding from Russian President Dmitry Medvedev after it emerged the submarine manufacturer Sevmash had missed the target on the delivery of a submarine for the Russian navy.

Further angry exchanges followed complaints about the inflated prices demanded by military manufacturers, alleged corruption and malpractices at different levels of the defense manufacturing infrastructure. Sevmash is the acronym favored by the giant shipyard Severnoye Mashinostroitelnoye Predpriyatie Northern Machine-Building Enterprise based in the White Sea port of Severodvinsk. The company employs about 27,000 people and specializes in building ships, submarines and other military equipment for the Russian navy.

Reports of the delays came to light only after a former key figure in the defense establishment said the submarine order was in trouble and might never be met by the shipyard, Itar-Tass reported. "The state order for 2011 is disrupted already, it will never be fulfilled," Yuri Solomonov, the former general designer of the Moscow Institute of Thermal Engineering told the Kommersant business newspaper in an interview.

Solomonov is one of Russia's pre-eminent military designers, credited with designing the RS-24 and Bulava ballistic missiles. However, he was fired in July 2009 after a series of unsuccessful Bulava tests. "The reason as of today is that there is not a single contract drawn, as far as the strategic nuclear force is concerned," Solomonov said in the

interview. The comments raised an uproar during which the president "blew up" at Serdyukov for disruption of the state defense order, Itar-Tass reported.

In later comments, the Novye Izvestia quoted Medvedev denouncing Solomonov. "You well know how scaremongers were treated in war times -- they were shot," Medvedev said, adding he was authorizing the defense minister to "fire everyone." Serdyukov earlier acknowledged the ministry was having difficulty concluding contracts with manufacturers because of inflated prices. He complained of a "wild growth" in defense contract prices, one of the reasons why the ministry had trouble signing contracts.

More than \$3.57 billion in contracts for defense spending in 2011 remain unsigned, he said. Itar-Tass cited corruption as aggravating the situation. The Komsomolskaya Pravda said it was the fourth time in six months that Medvedev had lashed out and demanded punishment for those putting Russian defense manufacturing in jeopardy. The fallout from the presidential reprimand to the defense minister has been, as widely expected, a retaliatory salvo from Serdyukov to the alleged whistle-blower, Solomonov.

He accused the designer of holding a grudge against the defense ministry and of lobbying -- Western-style -- for the Russian defense industry. "I suspect that he holds a grudge because of his dismissal from the post of the general director of the Moscow Institute of Thermal Technology," Serdyukov told reporters, RIA Novosti reported. "It could be also viewed as a form of lobbying, an attempt to interfere with our work," the minister said. Solomonov was replaced by Sergei Nikulin, the former head of the Vympel military manufacturer.

Serdyukov said the ministry will recommend the Russian leadership to reprimand Solomonov for ungrounded accusations. In May Prime Minister Vladimir Putin warned defense manufacturers not to overcharge. The Russian arms industry is on an aggressive global marketing spree, selling arms and equipment even to countries embroiled in conflict, including Libya and Syria. In Latin America, Russia sold military equipment worth more than \$2 billion to Venezuela as it mounted its feud with Colombia in a deal that was backed with soft-term credit and negotiated and signed by Putin. Source : upi.com



HMS OCEAN (L12) seen departing from Malta – Photo : Anthony Chetcuti (c)

SHIPYARD NEWS

A photograph of a shipyard with a large ship being built. The ship is white with a red and blue stripe. The yard is filled with cranes and other equipment.	<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 & Technical Management.</p>	 <p>www.tos.nl</p>
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Van Oord's **ATHENA** seen fitting out at the IHC-Merwede premises - Photo : Arie Boer (c)

S. Korea overtakes China as world's top shipbuilder in H1

South Korea took over China's status as the world's leading shipbuilding nation by new orders in the first half by securing more deals for large, value-added vessels, a market researcher said Friday. Global market researcher Clarkson Research Services said that South Korean shipyards secured orders for 224 vessels totaling 8.92 million compensated gross tons (CGTs) in the January-June period, accounting for 53.2 percent of the global total. The amount exceeded the 258 ships with a combined 5.17 million CGTs clinched by Chinese shipyards. Clarkson Research Services also said the value of new ship orders won by South Korean shipbuilders reached US\$31.4 billion, compared with \$8.8 billion for its Chinese rivals. In 2003, South Korea became the world's top shipbuilding nation by outstripping Japan in three key categories: shipbuilding volume, order backlogs and new orders. But Chinese rivals outpaced South Korean shipyards in the number of new orders received and order backlogs in 2009 and 2010 as they gobbled up new orders at cheap prices. South Korean firms, however, have continued to focus on high-priced vessels such as liquefied natural gas (LNG) carriers and offshore facilities. In the first half of this year, four South Korean shipyards -- Hyundai Heavy Industries Co., Daewoo Shipbuilding & Marine Engineering Co., Samsung Heavy Industries Co. and STX Offshore & Shipbuilding Co. -- bagged new orders to build 25 LNG carriers, out of the total 29 orders placed worldwide during the period. Source: Yonhap

Rongsheng holds launching, naming ceremony for world's largest VLOC

Mr. Murilo Ferreira, the new Chief Executive Officer of Vale, the largest iron ore supplier, attended China's first 400,000 DWT VLOC naming and launching ceremony, the RSHI press release said.

The Ceremony was held at the shipyard of China Rongsheng Heavy Industries Group Holdings Limited (01101.HK), the builder of this vessel. Choosing China Rongsheng as the first destination of his first China visit, the new CEO and Vale demonstrated a strong faith in a long term cooperation between the two groups. This new VLOC is the first VLOC of a few to be delivered in the coming two years.

The ceremony was held at the Nantong production base of China Rongsheng Heavy Industries, right beside the dock. The new vessel was named as "**VALE CHINA**". Present at the ceremony were Mr. Murilo Ferreira, newly appointed Vale CEO, Mr Hugueney and Mrs Hugueney, the Brazilian ambassador and his wife, Mr Zhang Jisheng, the deputy

general secretary of Jiangsu Province, Mr Chen Qiang, CEO of China Rongsheng and top executives from Rugao Government.

In 2008, China Rongsheng Heavy Industries signed shipbuilding contracts for twelve 400,000 DWT VLOCs with Vale, with a contract value of US\$1.6 billion. The work under the contracts set three world records in carrying dead weight tonnage of single bulk carriers, total dead weight tonnage of orders and total contract value. The Group currently has orders for 16 VLOCs on hand and with the other four placed by Oman Shipping Company.

Mr Chen Qiang said, the two groups named VLOC prior to normal schedule is a reflection of both groups' efforts and emphasis on cooperation and also Vale's hope to work with Chinese enterprises. China's first VLOC being named and launched also demonstrates a new step of Chinese shipbuilding technology and capacity.

Mr. Murilo Ferreira also expressed his happiness to be at the ceremony and his satisfaction with cooperation between the two group. As the world's largest iron ore production and exporter and a major supplier for China, Vale contributed 20% of the iron ore imported to China. After the delivery of the 400,000 DWT VLOCs, Vale would be able to address the issues presented by the long voyage from Brazil to China and can then ship cargo to China and other regions in Asia with a fleet offering stronger economies of scale, thereby reducing its transportation costs.

The visit of Mr. Murilo Ferreira shows Vale's great trust in China Rongsheng, a positive foundation for future cooperation between Vale and Rongsheng. In the first half of 2011, China Rongsheng excelled it peers in the gloomy shipbuilding market by obtaining a series of shipbuilding contract, including a large order of ten 205,000DWT bulk carriers. Ship owners showed their support and trust to China Rongsheng and the new orders further enhanced China Rongsheng's leading position in bulk carrier building market.

China Rongsheng is a leading large-scale heavy industry enterprise group. It possesses of two manufacturing bases of shipbuilding and offshore engineering in Nantong of Jiangsu Province and diesel engine in Hefei of Anhui Province both approved by NDRC, covering wide services ranging from shipbuilding, offshore engineering, power engineering, engineering machinery and etc. Until Dec. With the vision of "cultivate world first-class employees and create world first-class enterprise", the spirit of "integrity-based, the pursuit of excellence", and the responsibility of revitalizing national industry, it runs fast toward the great goal of world first-class diversified heavy industry group. **Source : PortNews**



The **CARDIGAN BAY** spotted in Cowes at the Island of Wight – **Photo : Piet Sinke ©**

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The **COMMODORE GOODWILL** seen moored in Portsmouth (UK) – Photo : Piet Sinke (c)

Megacore is no more

The owning partners in product tanker joint venture Megacore Shipping have decided to dissolve the company. According to media reports, Omega Navigation Enterprises and a Glencore subsidiary, the two companies involved with Megacore, have terminated their agreement. One source said that Glencore allegedly pulled out due to Omega's financial position. At one stage earlier this year, the joint venture owned seven Hyundai Mipo type Handysizes and LR1s and had another four LR1 newbuildings, due for delivery this year and next. The construction and acquisition of these vessels had been funded with bank debt and equity contributions from the joint venture shareholders. Last February, Omega announced that an unaffiliated third party had purchased, at Omega's original book cost, a 20% minority equity interest in the Omega subsidiary that owns a 50% interest in Megacore Shipping. In a statement at the time, the company said that Omega retained full control of this subsidiary, 80% of the shares of which remained under Omega ownership. The proceeds from the sale were used to fund newbuilding payments on the LR1s for the joint venture, Omega said. **Source: Tanker Operator**



The **GEO CASPIAN** seen moored in IJmuiden – Photo : H.Blomvliet (c)

Oman: Shipping, port sectors gather steam

Oman has established itself as one of the main hubs for shipping and port sectors in the Middle East. Recognising the vital role played by the Sultanate's ports in providing trade links between the trade routes of East and West, Oman's first Ports & Shipping Conference will be held on October 26, to provide an update on the developments of Oman's maritime, ports and logistics sectors.

According to a recent report published by the Oman News Agency, up to a billion dollars has been committed to the development of Oman's new maritime ports and the expansion of the existing gateways. Said bin Hamdoon Al Harthy, undersecretary for ports and maritime affairs, Ministry of Transport and Communications, has said that the ports in the Sultanate are not only attracting investments into the country but they are also setting the industry standards and norms for investments in the whole region. "All the ports are doing the best to attract business as they can handle any types of shipping business and serve the region through our feeder services. Oman is basically playing a major role in attracting international investments into the region as we are setting the right standards to attract any kind of business with investor-friendly rules and regulations combined with political stability," Al Harthy has said.

Long-term investments

"Thanks to its strategic location, Oman today has some of the busiest ports in the whole region and it has invested up to a billion dollars in port operations. Many efforts are being undertaken by the Government of Oman to boost this sector and to emphasise the fundamental role played by the ports and shipping sector to further advance regional trade," said Ebrahim Taher, project manager at Oman International Trade & Exhibitions, organiser of the event. Taher stressed that ports play a major role in advancing the economy of any country. "The fact that the Oman government has been actively supporting ports and shipping industry, will undoubtedly attract more of long-term investments in the sector in future," he added. The conference will present some of the many commercial opportunities available to regional and international based businesses and investors. The event will focus on the industrial engines driving Oman's growth and connect the link to boost the maritime, ports and logistics sector. **Source: Times Of Oman**

Jumbo orders heavy lift ship at Brodosplit

Croatian shipbuilder Brodosplit says it has been awarded a contract to build a heavy lift ship by Jumbo Shipping. Jumbo is one of the world's leading shipping company for transportation of heavy or large size cargo, and the ship being built in the Brodosplit shipyard will be the largest in its fleet with a length of 152 meters and breadth of 27 meters. It will be equipped with two cranes each with a capacity of 1,100 tons. Deadweight on 8.1 meters draft will be 14,000 tons. Powered by two engines, each developing 4,500 kW at 750 rpm, it will have a speed of 17 knots. The ship will be built to Lloyd's Register Class and delivery is planned in the first half of 2013. **Source: MarineLog**



Above seen the 1998 built LBR flag well stimulation vessel **TOISA PERSEUS** entering Grand Harbour, Malta for the first time on Monday 11th July, 2011.

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

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Indonesian cabotage law updated

Fearnley Offshore Supply reports that in Ministerial Decree of Transportation, PM 48/2011 (18 April 2011), following the exemption of certain classes of vessels engaged in the oil and gas sector that do not carry passengers and cargo, the Indonesian government has set deadlines for these various sub-categories of vessels to be compliant with the Indonesian flag under the Shipping Law UU No.17/2008.

The deadlines are as follows:

Diving Support Vessels / certain offshore support vessel – December 2012
Offshore Construction – December 2013
Dredging activities – December 2013
Seismic activities – December 2014
Drilling Rigs – December 2015. - **Source : Offshore Shipping News**



The RNLI Harwich lifeboat **ALBERT BROWN** seen towing ex trawler rasmine which was broken down in the shipping lanes off Felixstowe - **Photo : Andrew Moors (c)**.

Temasek unit to manage Cuban port

Singapore port operator PSA International said on Friday it has signed an agreement to run a new terminal in Cuba. "PSA has signed a contract with Terminal de Contenedores de Mariel S.A. to manage a new container terminal to be constructed at Mariel Bay," a spokesman for the port operator told AFP. No further details about the deal were released. Press reports said the terminal, currently under construction, would have the capacity to handle 850,000 to one million containers annually when it is completed by 2014. PSA, wholly-owned by state investment firm Temasek Holdings, is among the largest port operators globally with involvement in 29 projects across 17 countries. **Source : The Star**



The **MAERSK EINDHOVEN** seen arriving in Rotterdam-Europoort – **Photo : Peter Andriessen (c)**

Chittagong port tops 12 'super efficient' ports in Asia

Despite having shortage of modern equipment, country's key seaport, Chittagong port, secured top position in terms of efficiency among 69 ports of 17 countries in Asia, says a recent study, reports UNB. The report -- Benchmarking the Efficiency of Asian Container Ports -- says Chittagong port is using existing old and new equipment at its optimum level, and the study found Chittagong port as the most efficient port. The researchers reached this conclusion after evaluating data of five years and the study carried out in 2010. The study findings were published in African Journal of Business Management (Vol. 5(4), pp. 1397-1407) on February 18 this year.

According to the study findings, 12 ports have been ranked for 'super efficiency' with Chittagong topping the list.

The ports of Zamboanga and General Santos in the Philippines were in the second and third position respectively in the super efficiency category. Xiamen of China, Sihanoukville of Cambodia, Davao of the Philippines, Yantian of China, Lianyungang of China, PSA Int. of Singapore, Tianjin of China, Mumbai of India, and Guangzhou of China were among the other 12 ports in the category. The remaining 47 ports are inefficient in terms of both technical efficiency and scale efficiency levels. Given the current phase of globalisation and competition, port performance is of major importance for port competitiveness, the report said. The study analysed the technical efficiency and scale efficiency of Asian container ports by means of DEA. The analysis shows that the main source of overall technical inefficiency in Asian container ports is due to pure technical inefficiencies rather than scale inefficiencies.

About 35 per cent of the container ports exhibit decreasing returns to scale. These ports can decrease their scale of operations by giving up some of the terminal assets and operational functions to other specialised private entities via concessions and leaseholds.

This will allow efficient handling and transit of containers as well as help promote intra-port competition between multiple service providers within a port which can lead to higher efficiency gains. Strategies that impact on the volume and nature of trade are to become a hub, seek World Trade Organisation (WTO) membership, provide dedicated container terminals, seek cooperation strategies between ports and improve on their transport infrastructure to link with the hinterland. The analysis also revealed that Chinese container ports enjoy a clear lead in the Asian region in terms of containers handled and they are very competitive. Size and ownership structure are not determinants of efficiency level in container ports. In the last decade, the shipping industry and the global seaborne trade have witnessed a rapid growth due to globalisation of the world economy, boom in international trade and borderless investments. As competition among international ports has intensified, the evaluation of port operational efficiency has become increasingly important to enable individual ports to reflect on its current status quo and understand their strengths and weaknesses in the competitive environment. The study was conducted to investigate the technical and scale efficiency of major container ports in the Asian region. It employed the non-parametric Data Envelopment Analysis (DEA) Technique to benchmark and evaluated the operating performance of 69 major Asian container ports to generate efficiency ranking.

The results indicate that the average technical efficiency of the Asian container ports is 48.4 per cent. The overall technical inefficiency in Asian container ports is due to pure technical inefficiency rather than scale inefficiency. The results of the study can indicate possible improvements in port management and operational planning at local and national levels. **Source : PortNews**

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MARITIME ARTIST CORNER



Another watercolour made by **Ronald Rikxoort**, Seatrade's **PIONEER BAY** seen together with the **RPA 16** seen off Hoek van Holland

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.... PHOTO OF THE DAY



Neptune/Landfall's newest tug "**NEPTUN 11**" is due for final delivery later this week and is now in drydock for the "finishing touch". The bollard pull of this tug is 42 tons and she will commence her maiden voyage around 20th-22nd July 2011 with a double tow from Hong Kong to Indonesia. Thereafter the tug is available for further worldwide towage jobs in Singapore as from 1st August 2011.