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The BRETAGNE of Brittany Ferries seen passing the Round Tower outbound from Portsmouth - Photo : Piet Sinke (c)

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The **PULPCA** seen at the Antwerp locks – Photo : Cees de Bijl (c)

Divers are searching for 100 people missing after a Soviet-era cruise ship sunk in the Volga River

RUSSIAN divers are scouring the murky Volga River amid vanishing hopes of finding more than 100 people - many of them children - whose Soviet-era cruise ship went down in a heavy storm. Rescuers confirmed two fatalities, after picking up at least 77 people off the '[Bulgaria](#)' - a 56-year old craft packed with about 150 tourists and more than 30 crew who were taking a traditional ride in a popular vacation spot.

But rescuers said the 47 divers who had reached the stricken craft by nightfall had found few signs of life. "The results of the inspection show that the chance of us finding survivors are minimal," an emergencies ministry in Moscow official told the Interfax news agency. Survivors and other witnesses described an afternoon storm that suddenly made the two-deck boat tilt right in a wide bend of the river before it capsized and sank in a matter of minutes. Officials had initially placed their hopes on a string of 13 islets nearby that could have provided potential shelter for those who slipped into the current. But several weeping survivors draped in blue blankets described how they had been unable to

save loved ones, even after another boat came to their rescue. "My son-in-law telephoned to say that he held out his hand to his wife but she could not grab on," one man standing on a pier and staring into the water told Rossiya 24 state television. "He could not pull her out."

Another man, who was pulled to safety on board the passing Araballa vessel, told a Russian news agency about 30 children had gathered in a playroom on the second deck moments before the accident. "I fear they all died," the unnamed survivor said. "It flipped over in three minutes and sank. Lots of people died." Emergencies Minister Sergei Shoigu discussed the disaster by telephone with President Dmitry Medvedev and then issued instructions for rescuers to continue searching through the night.

The accident happened some 800km east of Moscow, near one of the widest points of the river - just downstream from a reservoir that stretches more than 20km from shore to shore. The 80-metre boat sank some three kilometres offshore. State news reports said the **Bulgaria** was built in 1955 in what was then Czechoslovakia and was one of 36 craft sent to the Soviet Union. The same kind of vessels are now used from rivers in Ukraine to distant parts of northern and Siberia.

One Russian television report said the Bulgaria had been modernised and included comfortable cabins for up to four people. But it said some of the modernised craft are equipped with only two rescue boats - and not the four the original models came with. The Volga River has remained a popular summer tourist destination since the Soviet era and has not known major fatalities in the past. The last shipping accident recorded by Russian state media occurred in September 2010 when seven people were killed on a lake above the Arctic Circle. Perhaps the most notorious shipping disaster occurred when the **Admiral Nakhimov** collided with a cargo ship while leaving a bay on the Black Sea in August 1986. Soviet reports said the boat sank within eight minutes and claimed the lives of 423 people.



The tug **PANTANASSA** seen with the newbuilding **ISLAND CAPTAIN** enroute from the Black Sea to Brevik (Norway)

Photo's : Wouter van der Veen (c)





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The **GMS Endeavour** spotted on the North Sea after installation of the first wind turbine at the Sheringham Shoal windfarm. - **Photo : Bas de Blok ©**

Shutting down Suez Canal would be a serious economic threat, say experts

Fear that protesters in Suez will disrupt the flow of maritime traffic in the Suez Canal were dispelled Sunday by director of the Suez Canal Authority Ahmed Al Manakhly in a phone in to a state TV program, when he said that despite demonstrations and sit-ins, traffic in the waterway is moving regularly, Egynews.net reported. He added that the authority is working around the clock in cooperation with the armed forces in order to ensure that operations continue unaffected.

According to Al Manakhly, the constant threats worry ship owners and could cause them to take alternative routes, which in turn threatens the "national security" of the country. Revenue from Egypt's Suez Canal rose 16 percent year on year to \$445.2 million in June, up 2 percent from a month earlier, a government portal showed on Sunday. Revenue in June 2010 was \$383.7 million. In May 2011 it was \$436.6 million. Alaa Ezz, secretary general of the Federation of Egyptian Chambers, told Daily News Egypt that the mere thought of shutting down or affecting productivity in the Canal is a matter that must be taken seriously.

"We are talking about something that can affect our national sovereignty, not only will the workers not get raises, but the entire country will be harmed," said Ezz. The Suez Canal is the highest generator of foreign currency, along with tourism and gas exports, as well as remittance from Egyptians living abroad. But with the country's foreign investments and tourism revenues plummeting sharply, experts say the affects of such strikes on the country's economy could be disastrous. "Canal revenues constitute about 3 percent of GDP, and are a significant earner of foreign currency, this is key at a time when foreign currency reserves have fallen from \$36.6 billion in December to \$26.6 billion in June," said Mike Millar, head of research at Naeem Holding. According to Ezz, pushing for such strikes at this time will do nothing for the workers or the country. "There are legitimate demands of a lot of people, we can't deny that, but it is a matter of timing," he said. "You could increase salaries by 50 percent and just print more money, but what you would see is inflation because productivity won't change." In order for salaries to increase, the economy first needs to bounce back from the effects of the revolution, which halted productivity, shut down the stock market for two months, and scared away foreign investment along with tourism. "We have to first get the economy back in place and then start demanding mass increases, tourism has to come back, foreign direct investment needs to come, then the trickle effect will bring the economy back, but not before," said Ezz. According to Ezz, unless there are huge "mistakes" in salaries where workers are not making enough to meet their basic needs, then there cannot be a huge increase in wages at the moment.

"Everyone gets paid according to their experience and their productivity," he added. "People assuming that everyone should be equal is not realistic, this will never happen, this is communism and this is why communism fails." Nonetheless, he believes that some companies should revise their workers' wages in order to reach social justice. "You can't have people so underpaid that they cannot even live, while they watch others acquire vast amounts of money," he added.

In just one month, Suez Canal Shipyards Co., one of the most important revenue generators for the waterway lost LE 30 million, about \$5 million, as workers continue striking, according to Khalid Saleh, a representative speaking on behalf of the Suez Canal Shipyard's Workers' Union. "We don't want these losses, nobody wants them because they affect us all, but this is the option we have had to resort to," said Saleh. Until the Supreme Council of the Armed Forces (SCAF) and the Suez Canal Authority give the workers a clear timeline stating when and how their demands will be met, the union will continue affecting productivity in an "open" sit-in, Saleh said. Their requests included an immediate 40 percent salary increase, better working conditions, and better life and health insurance plans. After their meeting with Admiral Ahmed Fadel, the head of the Suez Canal Authority, Saleh said that he was optimistic that their demands would be met very soon. Among the demands of the workers is for their detained colleagues who participated in previous sit-ins to be released. Just last week, military police arrested five workers at companies affiliated with the Suez Canal Authority who had been on strike since June 14. Aside from workers' sit-ins, thousands of Suez residents have been demanding justice for the injured and the families of those killed during the early days of the January 25 Revolution. This Friday, July 8, protesters called for open strikes and sit-ins until the demands of the revolution are met, accusing the Supreme Council of the Armed Forces (SCAF) of violating victims' rights and calling for the overthrow of the head of SCAF and Egypt's de facto president, Field Marshal Mohamed Hussein Tantawy. About 50 ships cross the canal daily, which constitutes about eight percent of global transport and \$1.2 billion annually in revenues for Egypt. **Source: Daily News Egypt**

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Spotted in East Cowes, the Isle of Wight the **SIR SILAS** (ex **ALBATROS**) with still the funnel in the SMIT colors, with a small alteration in the yellow paint as can be seen not much done on the vessel since the departure from Rotterdam

Photo : **Piet Sinke** (c)

Russia to crack down on vessel safety after river cruise tragedy

Russian President Dmitry Medvedev has ordered a day of mourning on July 12 for the victims of the sinking of the two-deck river cruise vessel **Bulgaria**. Operated by travel company Agrorehtur, the vessel reportedly sank within three minutes on the Volga River, July 10. The ship was built at Slovenské Lodenice in Komárno, Czechoslovakia, in 1955 as Ukraine and was renamed in February 2010. Its length was 80.2 m (263 ft), the beam 14 m (46 ft), and the draft was 1.9 m (6.2 ft). President Medvedev held a Kremlin meeting with Emergencies Minister Sergei Shoigu, Transport Minister Igor Levitin, Healthcare and Social Development Minister Tatyana Golikova, Prosecutor General Yury Chaika, and First Deputy Chief of Staff of the Presidential Executive Office Vladislav Surkov. Emergencies Minister

Sergei Shoigu reported that the vessel sank near the village of Syukeyevo at 13:58. and that there were 208 people aboard the vessel.

See also : http://www.youtube.com/watch?v=qUsn5RjO8Fs&feature=player_embedded

"The initial information put the number of people at 185, but there were additional passengers aboard the ship too, unregistered for various reasons, and this is what gives us the higher figure," said Mr. Shoigu. He said that as of midday today, 80 people had been rescued, with nine of them hospitalized in a stable condition. President Medvedev said that the vessel must be raised in order to fully investigate the circumstances of the tragedy. "I am instructing the Government to set up a state commission to investigate the circumstances of the Bulgaria's sinking," he said. The commission will be headed by Transport Minister Levitin.

"We already know that this kind of tragedy would not have happened, even despite the difficult weather conditions, if safety rules and technical supervision regulations were properly observed," said President Medvedev. "There is to be a thorough investigation into how this happened and why the ship's owner allowed the ship to be operated in such a state if it is confirmed that there were indeed violations of safety and technical norms. You must investigate the crew's behavior too. This is all a job not just for the government commission, but also for the prosecutors and the investigators." The President ordered a complete inspection of all passenger ships, "because this is obviously not the only ship with problems. It is true that civilian passenger ships have a long service life, longer than planes, but even so, judging by the information we have so far, this ship was not fit for operation." He said that, on his instructions, investigators have already begun work. President Medvedev said that the Prosecutor General's Office would act within its powers to check compliance with transport legislation "by this particular ship owner and by the state officials who granted the required permission to transport passengers and sail in these conditions. This applies too to everyone who was involved in organizing this cruise, all the more so as there were a large number of children on board the ship too."

"We have far too many old ships sailing our waters," said President Medvedev. "Just because up until now nothing had gone wrong did not mean that this kind of tragedy could not happen. It has happened now, and with the most terrible consequences. "This situation needs to be examined, and the shipowners will either have to give their vessels a full and complete overhaul, or stop operating them if they are no longer fit for this kind of transport. This should be carried out across the whole country, because the fleet of ships is very old now, and it is partially in private hands. Only a small part of the fleet is still state-owned, but this does not mean that the state can stop ensuring proper supervision of the situation." Source : MarineLog



The **ALEXANDER B** seen outbound from Rotterdam – Photo : Marijn van Hoorn (c)



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The **HYUNDAI FORCE** seen off Vlieland enroute to Thamesport. Photo : James Musgrove ©

NAVY NEWS



The latest fleet addition to the Royal Navy is the **HMS DIAMOND (D 34)** above seen leaving Portsmouth naval base
Photo : Piet Sinke ©

General Dynamics faces tough negotiations to build Navy ships

Contractor and Navy trying to reach agreement for destroyers

Contract negotiations are continuing between General Dynamic and the Navy for two DDG 1000 destroyers, but the two parties are still far apart on a number of items, reports Defense news. Specifically, they are not in agreement over the price for the two destroyers as well as contract terms and conditions, the articles states.

While the Navy and contractors rarely comment on contract negotiations, Defense News obtained a June 27 status letter from Navy Secretary Ray Mabus to Rep. Chellie Pingree (D-Maine) providing an update on the negotiations.

Source : [Washington Technology](#)

Thales completes sub upgrade

[HMS Trenchant](#), a nuclear-powered hunter-killer submarine, has rejoined Britain's operational fleet with upgraded sonar from Thales. Thales UK said the submarine was refitted with Thales's Sonar 2076 Stage 5 system and additional upgrades, such as Tomahawk cruise missile capability.

Thales UK was awarded a contract to upgrade three additional Trafalgar-class and three Astute-class submarines with the Stage 5 system by BAE Systems in February 2010. The Stage 5 inboard replacement program is the latest in a series of developments to improve the capability, efficiency and through-life cost of the sonar system. The upgrade also delivers an open architecture that allows a high degree of commonality with the Astute and Vanguard-class replacement submarines and supports the Ministry of Defense's vision for the evolution of a common sonar and combat system across the British navy submarine flotilla.

"We welcome the news that [HMS Trenchant](#) has re-entered operational service," said Phil Naybour, head of Thales UK's naval business. "Sonar 2076 Stage 5 represents a world-class sonar capability for the (British navy) and we look forward to working closely with our partners to upgrade the remaining [Source : upi.com](#)

UK-UAE FORCES UNITE FOR SUCCESSFUL NAVAL EXERCISE



A maritime exercise between the UK and UAE, involving landing craft, helicopters and armoured personnel carriers, has ended successfully. It was the culmination of [Sea Khanjar](#), a week long training exercise between naval and land forces from the UK and UAE, designed to further strengthen the long and successful relationship between both countries, and to increase the ability of their armed forces to work together.

Captain James Morley Royal Navy, Commanding Officer of HMS Albion, said: “The UK prizes its close and enduring relationship with the United Arab Emirates. Sea Khanjar has allowed both nations to share experience, skills and equipment. More importantly, it has strengthened friendships between our two countries at every level from senior officers to junior marines”.

Throughout the exercise, UK Royal Marines from 40 Commando trained alongside their Emirati counterparts in skills such, live range firings, and fighting in built up areas.

Lt Matt Webber Royal Marines, Charlie Company Fire Support Group (FSG) said: “Working and training with our Emirati counterparts has been great. They are keen, enthusiastic and, despite the language barrier, easy to work with. The training facilities have been first class; everyone has learnt something and improved their skills.”

At sea, a Task Group consisting of five Royal Naval warships defended itself from simulated attacks by enemy aircraft and fast inshore attack craft, whilst personnel from both countries also trained in boarding techniques and helicopter operations, two of the skills regularly used in multi-national anti-piracy and maritime security operations.

Personnel from both countries directed the exercise from onboard **HMS Albion**, Flagship of the Royal Navy. The other ships involved were the frigate **HMS Sutherland**, survey ship **HMS Echo** and mine hunters **HMS Middleton** and **HMS Pembroke**.

Major Rich Morris Royal Marines, the Operations Officer of 40 Commando Royal Marines, said: “The experience of working alongside our Emirati counterparts has been invaluable. 40 Commando have been able to make full use of the excellent facilities ashore in Al Hamra, which include a variety of field firing ranges and a modern urban war fighting complex”.

Lt Cdr Shah Royal Naval Reserve, HMS Albion's Cultural Advisor, said: “In Sea Khanjar we have engaged more closely with our UAE partners by learning about their culture and by putting this into practice, thereby increasing cooperation and improving the value of the training”.

SHIPYARD NEWS



Above seen the new build Damen ASD 2411 **RAS SYAN**, for Djibouti owners, on sea trials in Vietnamese waters. The tug is built by **Song Cam-Damen** in Haiphong, Vietnam and will depart soon from Vietnam bound for Djibouti.

Photo : Jop N. Roggeveen ©



Tsuneishi converts tankers into MCVs

Malaysian tanker owner AET is to convert two Aframax newbuildings into modular capture vessels (MCVs). This move was made possible by the securing of a 20-year contract with US-based Marine Well Containment Company (MWCC). AET said the 107,000 dwt vessels will be modified at the Tsuneishi Tadotsu shipyard in Japan where the original order was placed.

"The two tankers will be fitted with dynamic positioning technology and modularised processing equipment, additional accommodation, a turret assembly and a tandem offloading system," AET said in a statement. The units were expected to be delivered in June and September 2011, respectively. Upon delivery, the tankers, which will be used to process, store and offload oil to shuttle tankers for MWCC's operation in the US Gulf, will trade in the spot market while they wait for work.

MWCC was founded by ExxonMobil, Chevron, ConocoPhillips and Shell to deliver an improved containment response capability for underwater blowouts in the US Gulf. Other members now include BP, Apache, Anadarko, BHP Billiton, Statoil and Hess, according to the group's website. The system was inspired by US Gulf the oil spill, which devastated the US Gulf coast more than a year ago. **Source : PortNews**



The HDW HERKULES seen moored in Kiel - **Photo : Frank de Vries ©**

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The **MAERSK DETECTOR** seen moored in St Johns- New Foundland – Photo : Remon Moerman (c)

Silk wins contracts worth RM40mil

Silk Holdings Bhd has secured four long term contracts worth a total of RM39.75mil from Petronas Carigali Sdn for the provision of four units of anchor handling tug supply vessel (AHTSV). In a filing with Bursa Malaysia yesterday, SILK said its subsidiary Jasa Merin (Malaysia) Sdn Bhd had been the awarded the four contracts.

It said the long term contracts for the a four units of AHTSV was for the primary period of one year, with various effective commencement dates in July 2011 respectively, with options to extend for a further period of one year each.

Silk Holding said the contracts would not materially affect the results of Silk for the financial year ending July 31 but was expected to contribute positively to its earnings and assets for the financial year ending July 31, 2012.

The contracts are not expected to have any effect on the share capital and shareholding structure of Silk. Source : The Star

Aker Solutions wins drilling riser contract from DSME shipyard

Aker Solutions has been awarded a contract for the delivery of a deepwater drilling riser system to the DSME shipyard in South Korea. The riser package will be delivered to offshore drilling company Atwood Oceanics' drill ship. The contract value is approximately USD 50 million and includes an option for another two units.

The 10.000 feet deepwater drilling riser system will be manufactured and delivered out of Aker Solutions' manufacturing plant in Port Klang, Malaysia. Delivery of the first drilling riser system is scheduled for June 2013.

Mr Thor Arne Håverstad executive vice president of Aker Solutions drilling technologies business said that "We are very pleased that DSME once again decided to purchase an Aker Solutions CLIP riser system. This is the sixth drilling riser contract we are signing with DSME and we are very pleased to continue the good relationship with them." Aker Solutions currently has 15 drilling riser systems in operation, of which six complete drilling riser systems have been delivered this year. **Source : PortNews**



The **SUPERFAST VI** seen plying the Adriatic enroute Italy – **Photo : Wouter van der Veen ©**

International awareness for environment-friendly MERUS solution

Pronomar (formerly known as Pronova-CT), with their headquarter in The Netherlands, is a competent and reliable provider offering, among other services, the innovative and environment-friendly MERUS solution for green-water treatment, for all problems with scaling, rust, bacteria, maritime growth (such as barnacles etc.) This unique and highly efficient solution consists of a ring, which is installed around the pipes, at boilers, evaporators, heat exchangers etc. in question and then the ring gives off tiny oscillations which disturb the lime scale, bacteria etc. in the fresh water or seawater. Afterwards the troublesome substances are simply flushed away, leaving the equipment free from scaling and bringing back the initially experienced performance levels.

Advantages are a longer lifespan of the equipment in question, less or almost no maintenance works, a decrease in operational and purchasing costs, to name just a few. Pronomar is always busy promoting this innovative solution and making their customers aware of it. A good way to do that is of course participating at exhibitions where a bigger crowd, consisting not only of existing customers but also potential new ones, can be attracted.

Last year it was at the SMM show, held in Hamburg; this month it was the Norshipping in Oslo where Pronomar managed to once again raise a lot of awareness on this crucial and highly important issue. Apart from the aforementioned renowned exhibitions for the Maritime Industry Pronomar will, for the first time, also be present with a stand at the Europoort show in Rotterdam, held in November. But of course also MERUS themselves are travelling the world promoting their excellent product. MERUS CEO Roland Dworschak has only recently given a speech during the MARI-TECH, Canada's National Marine Exhibition and Conference and will go on to the Asia Green Shipping in Shanghai, taking place in June, where he will also present the MERUS ring during a speech. Pronomar and Merus trusts all their mutual efforts will lead to a high international awareness of the excellent solution that is MERUS and look forward to continuing on this successful road in the future. If you want to find out more please contact us for a fast and competent consultation. We look forward to hearing from you! www.pronomar.com



The **NORMAND OCEANIC** seen moored in Rotterdam-Europoort – Photo : Peter Andriessen (c)



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The inland water tug **JOOP** from IJlst participated in the tugboat days in Coevorden (Netherlands)
Photo : Kees Torn (c)

Ships stuck at Freeport Indonesia port on lack of concentrate, workers-sources

Three cargo ships at Freeport-McMoRan Copper & Gold's port in Indonesia's Papua are waiting for concentrate supplies following a strike that has paralysed operations at its giant copper and gold mine, shipping sources said on Monday, Reuters reports. These comprised a ship bound for Spain that was meant to be carrying 45,000 tonnes of concentrate and was stuck at sea near Timika, another 20,000-tonne cargo vessel for PT Smelting's copper smelter on Indonesia's Java island, and an 11,000-tonne cargo bound for China, said the sources, who declined to be identified. Freeport Indonesia declined to comment further on Monday, having said last week that concentrate shipments from the Grasberg mine were not affected by the strike.

Eyewitnesses said there was little activity seen at the port, and two ships delivering fuel and food to Freeport's operations were also stuck at the remote Papua port because most workers there had joined the strike. **Source :** PortNews



The **BRUARFOSS** seen enroute Rotterdam – **Photo : Harry van den Berg (c)**

Maersk's stand-alone forwarder Damco ready for major acquisitions in India

DAMCO, a wholly owned, but free-standing AP Moller-Maersk logistics company, is on the hunt for acquisitions in India following a strong net profit in fiscal 2010 of US\$5 billion, Shippingonline reports. The investment will support its subsidiary Damco India which carried 75,000 TEU across its business of supply chain management, freight forwarding, warehousing and trucking space, of which 65,000 TEU were attributed to its ocean freight forwarding arm.

The decision will grow the business with investments in warehousing and freight forward business, Damco Asia chief executive officer Lars Sorensen told London's International Freightling Weekly. "We will look at a player with an Indian base and with a significant presence in air and ocean freight." he said. **Source : PortNews**

CROSSING THE SOLENT (1)

150TH
ANNIVERSARY

There are several options to cross the Solent from the mainland to the Isle of Wight, **Red Funnel** ferries and **Wightlink Isle of Wight Ferries** are the two major established carriers taking passengers from the mainland to The **Isle of Wight**, and for 150 years **Red Funnel** have been carrying passengers from Southampton to Cowes, home of the world famous annual Yacht race.



sundeck, ready for the crossing, the ferry left the berth on the Eastern Docks on time and set sail for the 55 minutes tip to East Cowes at the Isle of Wight



The RED FUNNEL car ferries at the route are the **RED OSPREY** (left top), **RED FALCON** (below) and **RED EAGLE**



The first few issues of the newscippings we will look at the several routes on which the ferries are operating, the editor and family travelled from Southampton to East Cowes with the **RED EAGLE** of the RED FUNNEL line, The moment we arrived at the ferry terminal the boarding commenced already and after buying tickets from the machine we boarded the specious **RED EAGLE** and took a seat on the



See
<http://www.redfunnel.co.uk/>
for more information about
this ferry service

photo's : Piet Sinke (c)

NOTE :

On **Tuesday 3 July 2012**, a very special event will take place in Southampton - for the first time in its history, P&O Cruises (based in Southampton), will have all of its cruise ships in port at the same time. The coming together of its seven ships: **Adonia, Arcadia, Aurora, Azura, Oceana, Oriana** and **Ventura** marks the company's 175th Anniversary and promises to provide a unique and memorable spectacle, especially from the water!



Seen in Stavanger the "**Maersk Leader**", "**Maersk Logger**" and "**Maersk Launcher**", awaiting BP's call out for "**Skarv**" FPSO tow-out and installation offshore Norway. Photo : **Anders Bohn Hansen (c)**

HaminaKotka port's half-year volume climbs 8.8%

Cargo throughput of the combined port HaminaKotka in the first half of this year rose by 8.8% from aggregated throughput of the two ports a year earlier, to 7,93 million tons, the Port Authority statistics said. Exports and imports increased by 10.1% and 6.6%, respectively, while transit cargoes volume was down 1.4%. Transshipment of transit cargo imported by Russia increased by 10.7%. Six-month container traffic grew by 27.5% (no figure available). The port handled 1,677 vessels, 11.5% more than a year before.

The Finnish ports Kotkan Satama Oy and Haminan Satama Oy merged under a new name on May 1, 2011. HaminaKotka will turn into the largest export port of the country. Throughput of HaminaKotka in 2011 is expected to reach 16.5 million tons of different cargoes. Kotka is located some 50 kilometers from the Russian Federation border, 280 km off St. Petersburg, 1000 km from Moscow. Port of Kotka comprises ports of Mussalo, Hietanen, Kantasatama, berth Puolanlaituri (Polish berth), berth Halla, and also port premises Sunila. In 2010, the port of Kotka handled about 9,2 million tons. Port of Hamina is the eastern port of Finland located 35 km from the Russian border. In 2010, cargo throughput of the port totaled 3,6 million tons. Source : **PortNews**

Ramunia spending \$82.5m on FPSO

Malaysia-based Ramunia has set aside \$82.5m to acquire a floating production, storage & offloading (FPSO) vessel from Drydocks World. Ramunia believes the proposed acquisition will allow it to tap into and participate in the development of oilfields and deepwater fields in Malaysia and the region. "The proposed acquisition presents an immediate opportunity for Ramunia to participate in any direct negotiations, invitation to bids and requests for new proposals for the proposed deployment of FPSOs, to be undertaken by Malaysian and regional oil companies, where

the demand is increasing within the backdrop of higher oil prices," it said in a statement. Ramunia said it is buying the FPSO unit at 36.5% discount to its market value which is estimate at around \$130m. The FPSO was the former 68,000 dwt tanker **Laurita**, which was later renamed **Deep Producer 1**. Source: Seatrade-Asia



The **TENACIA** seen in Malta – Photo : Gejtu Spiteri (c)



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Six cruise ships to visit Southampton on same day

Southampton will be tested to the limit when six international cruise ships arrive in the city on **Saturday**. Roads in and around the docks will be heavy with traffic while Southampton Airport is preparing for a hectic time as large numbers of people arrive to join the vessels and many others depart at the end of their holiday.

Hotels, restaurants, taxis and train services are all gearing up for what promises to be one of the busiest 24-hour periods of the year – on **Saturday, July 16**.

More than 33,500 passengers, more than twice the population of Romsey, will pass through the port. A large proportion of the 5,740 crew members from the six ships will head for the shops in and around Above Bar, as the ships generate more than £7m for the city's economy by using a long list of local services and suppliers.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 194

The ships are all set to arrive in port early in the morning, then depart at various times during the late afternoon and early evening. The ships scheduled to be in port are **Celebrity Eclipse**, 101 berth, City Cruise Terminal; **Artania**, 102 berth; **Balmoral**, 104 berth; **Crown Princess**, 106 berth, Mayflower Terminal; **Grand Princess**, 38/9 berth, **Queen Elizabeth II** Terminal and **Ventura**, 46 berth, Ocean Terminal. Huge crowds of sightseers and shipping enthusiasts are expected.

BALMORAL:

At 43,537 tons, she is one of the smaller ships in operation today, with 744 cabins, capable of accommodating up to 1,930 passengers. The Fred Olsen Cruise Lines' ship has previously sailed as **Norwegian Crown**, and **Crown Odyssey** and has 471 crew members.

CROWN PRINCESS:

With her dramatic profile, 15 passenger decks, and 1,557 cabins, this ship has become a regular sight in Southampton. Operated by Princess Cruises, the Italianbuilt 116,000 ton, vessel can carry up to 3,782 guests and is five years old.

GRAND PRINCESS:

Sister ship of Crown Princess, she has just undergone a multimillion refit, which was the biggest, and most wide-ranging, in the company's history. A firm favourite with British passengers, she weighs in at 108,806 tons, and has a total of 13 passenger decks, featuring 1,300 cabins.

CELEBRITY ECLIPSE:

The 122,000 ton ship is part of the Celebrity Cruises fleet of vessels, and entered service in June of last year. With 14 passenger decks, she has enough cabins to accommodate up to 3,145 guests, and even boasts a real grass lawn on one of her upper decks.

ARTANIA:

This 44,348 ton, ship will be making a welcome return to Southampton, where she was previously well known as P&O Cruises' **Artemis**, until she left the company's fleet earlier this year. Now owned by a German operator, she began life as **Royal Princess**, and was named by the late Diana, Princess of Wales in 1984.



The **VENTURA** – Photo : Peter Hollands (c)

VENTURA:

One of the newest ships in P&O Cruises' Southampton-based fleet of vessels, she was built in Italy, has 15 passenger decks, and can accommodate up to 3,574 passengers in 1,546 cabins. The 116,000 ton vessel is 951 feet long, and 118 feet wide. **Source : dailyecho.co.uk**

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Doubts cast over Saudi Arabia's \$613m ports plan

Analysts have cast doubts over Saudi Arabia's \$613m ports expansion plan in light of similar projects under way in other Gulf countries. Business Monitor International (BMI) said in a new report that it was "not convinced" by the kingdom's plan to establish transshipment hubs, given the number of rival projects in the region. Last week, Saudi transport minister Jobarah al-Suraisry confirmed the ports expansion plan, saying particular focus would be on the industrial ports of Yanbu and Jubail. The country currently has nine primary ports with some 200 docks. Some cater for both dry-bulk shipments and containers, while others are used for dry-bulk shipping only. BMI analysts said that as Saudi Arabia looks to diversify its economy away from an overreliance on the export of crude oil to fuel its economy, industrial ports will become ever more important. These ports will also be essential to feed Saudi Arabia's expansive infrastructure investment programme, which will see \$400bn spent in the five years to 2013, BMI added. With domestic consumption growing, BMI also said it sees a need for increased capacity in Saudi Arabia's container ports. But it questioned the wisdom of expanding the port of Dammam where capacity will rise to 3 million 20-foot equivalent units (TEUs). "BMI is wary about this scheme, however, as the expanded port is intended to serve not only the Saudi populace, but to act as a transshipment hub for the wider Gulf region," analysts said, "Given the large number of ports vying for this crown in the Gulf, either established or in the construction process, we believe that some will have unused capacity for years to come. "The Khalifa bin Salman Port in Bahrain has already experienced difficulties in attracting transshipment custom, and an international dispute has emerged over neighbouring projects in Kuwait and Iraq," they added. Saudi Arabia's largest container port is the Jeddah Islamic Port on the country's Red Sea coast, which in 2010 handled 3.83m TEUs, on impressive growth of 23.9%. **Source: Construction Week**



The **CHEM PEGASUS** seen in Santos, Brazil from a car ferry - **Photo : Tom Chant**

MARITIME ARTIST CORNER



Latest watercolor from [Hans Breeman](http://www.hansbreeman.nl), ms "[Spring Panda](#)" (Dammers & van der Heide) and roll on/off motorship "[Nedlloyd Rosario](#)", both seen here against the background of Rotterdam. www.hansbreeman.nl

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BOEKBESPREKING

Door : Frank NEYTS

“Jaarboek van de havens van Zeebrugge en Oostende”.

Bij het Antwerpse Mediabedrijf De Lloyd verscheen, na maanden van voorbereidend werk, de volledig bijgewerkte uitgave van het “[Jaarboek van de havens van Zeebrugge en Oostende](#)”, jaargang 2011-2012. Het boek groeide over de jaren heen uit tot een onmisbaar werkinstrument voor iedereen die in welk opzicht dan ook, te maken heeft met de werking van onze Vlaamse kusthavens Zeebrugge en Oostende. Tweektalig opgesteld biedt het jaarboek alle nuttige informatie over de havenautoriteiten, de officiële maritieme instanties en alle bedrijven die actief zijn in beide havens. Ook instanties die maar zijdelings bij de havenuitbating betrokken zijn, werden in het jaarboek opgenomen.

Het werk werd gebruiksvriendelijk opgesteld zodat opzoeken in het boek kinderspel is. Bovendien wordt dit opzoeken sterk vereenvoudigd door de opname in het jaarboek van een aantal indexes. Zo is er ondermeer een personenindex die alle opgenomen namen met hun functie weergeeft. Bestellen kan bij Mediabedrijf De Lloyd, Jan van Gentstraat 1, bus 102, 2000 Antwerpen. Tel. 03/234.05.50, Fax 03/234.08.50, E-mail: abo@lloyd.be. Het jaarboek kost 82 euro.

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.... PHOTO OF THE DAY



Who says whales don't like ships? Look at this whale making a leap out of the water in Block 31, offshore Angola last week. The lucky photographer is Surveyor [Sergio Ramos](#) on board the [Union Manta](#).