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Above seen from the SALVISCOUNT, POSH- Semco's SALVIGILANT towing FPSO ULSAN form Korea to Nigeria.in bad weather off east coast of Africa.

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Above seen MV **Fjord** in Singapore, after loading 26 tugboats with destination Maracaibo, Venezuela.

Photo : Peter Kerkvliet - Master MV Fjord ©

Cruise ship rescues six from sunken ship off Bahamas

A Fort Lauderdale-based cruise ship rescued six boaters off the coast of the Bahamas after their fishing vessel caught fire and sunk Monday evening. The distressed boaters had been clinging to floating debris for more than an hour when crew members of the **Discovery Sun** pulled the two women and four men onboard, said Samantha Poole, the cruise ship's Hotel Director. The rescued boaters were not wearing life vests, she added.

The boaters were of Jamaican, Haitian and Cuban descent, Poole said. They included two women aged 25 and 38, as well as four men aged 24, 31, 40, and 45. According to Poole, the rescues suffered second degree burns in the boat fire. They were given a cabin and medical treatment on the **Discovery Sun** while ship officials waited for U.S. officials to arrive. "All incidents such as these are reported to the U.S. Coast Guard and all will be inspected by U.S. immigration also," said Poole. "After that, we really don't know what will happen but we will assist them and return them to Grand Bahama Island." The Coast Guard confirmed Monday night that they had sent a ship to the **Discovery**

Sun to retrieve six rescued passengers. Coast Guard officials planned to embargo and interview the rescued boaters, spokeswoman Sabrina Elgammal said.

The Coast Guard could not confirm the identity of the passengers or the circumstances surrounding their rescue Monday night, Elgammal said, because its investigation was still open. According to Poole, the rescued boaters were out fishing for multiple hours when their fishing boat burst into flames. At about 6 p.m., a personal aircraft reported to Freeport Harbor on Grand Bahamas Island that a ship was burning about 57.5 miles off the coast of Port Everglades, Ft. Lauderdale.

The **Discovery Sun**, which was on its daily return trip from Grand Bahama to Port Everglades, was quickly sent to assist the distressed ship, Poole said. The captain of the Sun and the rescued passengers were unavailable for comment Monday night. **Source : PortNews**



The **JAYA CONSTRUCTOR** – Photo : Capt. Jelle de Vries (c)

At Least 129 Dead in Volga River Tragedy

The "Volga Titanic" sank in three minutes with the music still playing, and at least two passing ships ignored survivors, said passengers who managed to reach shore after the weekend tragedy. The decrepit Bulgaria riverboat, which was carrying at least 208 people, capsized Sunday in the Volga River in Tatarstan, killing at least 129, including about 30 children, officials said Monday.

An investigation into Russia's worst maritime disaster in 25 years was in full swing Monday, but the actual cause appeared to have been a lack of air conditioning — which prompted the crew to open portholes that were then flooded by an incoming wave. President Dmitry Medvedev declared a national day of mourning for Tuesday. He also ordered checks into all passenger transportation in the country, not only riverboats.

Emergency workers were working on the sunken boat late Monday, with more than 300 divers deployed to search the wreck and the surrounding area for bodies, Emergency Situations Minister Sergei Shoigu said, Interfax reported. Robots had to be used to reach the ship's hold, his deputy Vadim Seregin told RIA-Novosti. The final death toll could not be established because it remained unclear how many people were on board. Officials reported 79 survivors and 54 recovered bodies. But the Emergency Situations Ministry said at least 75 more people had been on board, bringing the toll to 129. The **Bulgaria** was sailing from the Tatarstan town of Bolgar to the regional capital, Kazan, for a weekend river cruise. It sank while executing a turn about three kilometers from shore.

Passengers had no time to deploy most lifeboats, but many used lifejackets, the Investigative Committee said. Shoigu said divers who examined locked portholes found evidence that people had tried to break them from inside.

There may have been as many as 50 children on board. Thirty to 40 of them assembled in an inside hall for an entertainment program right before the sinking and drowned there, a source with the rescue effort told Interfax. The only way to recover the children's bodies will be to raise the boat to the surface, the source said. Shoigu told journalists that the recovery effort would be handled by the same research institute that oversaw the recovery of the Kursk nuclear submarine after it sank in the Barents Sea in 2000.

A surviving passenger, Ruslan Zabiroy, said music was playing on the loudspeakers in his family's cabin until the last minute, and no S.O.S. signal was issued, Itar-Tass reported. Officials said the **Bulgaria** went under in three minutes.

Survivors tried to drag other people from the water into two lifeboats that managed to deploy in time, but they struggled and failed because the bodies were slippery from spilled motor oil, Zabiroy said. Another survivor, Nikolai Chernov, said survivors spent about 90 minutes in the cold water before being rescued by other ships, including the cruise vessel Arabella, local news web site Tatar-inform.ru reported. Some swam to shore.

Chernov said at least two ships passed by without stopping to help. He identified one as Volganeft and said the other was a barge. Crew member Svetlana Alexeyeva said the passenger ship Meteor was also in the vicinity, but its passengers filmed the people in the water on their mobile phones instead of helping them, according to Tatar-inform.ru.

The local branch of Emergency Situations Ministry said there were no ships matching Chernov's description in the area at the time of the disaster, Itar-Tass reported. But Tatarstan leader Rustam Minnikhanov said officials were nevertheless looking into the reports. Police were sent to the area as a preventive measure against potential looters.

The Emergency Situations Ministry said the ship was carrying 35 crewmembers, 148 tourists and 25 "unregistered passengers," RIA-Novosti reported. Thirty-six children who died on the **Bulgaria** all had the same birth date — Dec. 30, 1999 — on the passenger manifest, indicating that they were allowed to board without their identification documents, said ministry official Marat Rakhmatullin. The **Bulgaria** was overloaded and had no authorization to transport passengers, a spokeswoman for the Prosecutor General's Office, Marina Gridnyova, told Interfax. The ship also had a malfunctioning left engine and a starboard list, she said. No official version of the incident was voiced Monday, but a source close to the investigation told Interfax that the open portholes appeared to have been the crucial factor.

Bad weather also might have contributed. No storm warning was issued for the area Sunday, but local investigators said surviving crewmembers reported squalls shortly before the ship sank. Bloggers speculated that the ship might have hit a sandbank, but the Investigative Committee said the river was 18 meters deep in the area of the incident.

Valery Kirchanov, director of the ship's owner, the Kamskoye Rechnoye Parokhodstvo company, said the **Bulgaria** had been leased to the Argorechtur company, which had a license to transport passengers, Interfax reported. Argorechtur manned the ship with its own crew, he said. Kirchanov also said flooding through portholes was the most likely explanation for the sinking. He dismissed reports that the ship had been poorly maintained, saying the authorities would not have allowed it to sail if it had been in disrepair.

But a forum discussion on the industry web site Flot.ru earlier this month claimed that the **Bulgaria** was in a "sorry state" and that its owner did not care. Gridnyova, of the Prosecutor General's Office, said investigators were looking into the officials who had authorized the **Bulgaria** to sail. The **Bulgaria's** radio operator told Itar-Tass that the ship had experienced problems during its last voyage. "The ship was sailing on one engine at the time of the disaster. The engine broke down before the stop in Bolgar, and crewmembers and passengers protested against sailing further. But the captain didn't communicate with the people and decided to sail," the unidentified operator said.

Argorechtur representatives were unavailable for comment Monday. The sinking is the biggest Russian maritime disaster since a 1986 fire on the cruise ship **Admiral Nakhimov** in the Black Sea killed more than 400 people. This is also the first time that a national day of mourning has been declared since a 2009 fire in a Perm nightclub killed 156.

But the disaster, already dubbed "**Volga Titanic**" by bloggers, has not impacted the tourist industry, with next to no cancellations for bookings on river cruises, said Maya Lomidze of the Association of Tour Operators of Russia. She also said each passenger on the **Bulgaria** was insured for more than 500,000 rubles (\$17,600), but did not identify the insurer, Interfax reported. It also remained unclear whether the unregistered passengers were also covered by the insurance.

Of the 120 river cruise ships currently operating in European Russia, 50 are 25 to 30 years old and the other 70 are older than 40 years, the Association of Tour Operators of Russia said in a statement. The Transportation Ministry said 100 of Russia's 1,500 river vessels were built before 1956, the Vzglyad news site reported. "There is not a single new

river boat in use today," Yury Gorbachev, general designer at the Shipbuilding Engineering Center in St. Petersburg, said by telephone.

However, even 60-year-old ships like the **Bulgaria** can be safe if maintained properly, said Valentin Razhivin, a former ship captain who has worked on ships of Bulgaria's type. "It was a reliable model," Razhivin, a researcher at the Institute of Water Transport in Moscow, said by telephone, adding that this was the first incident involving Bulgaria types. The river fleet is almost exclusively in private hands, and the state has all but ignored it, said Vladimir Klimenko, who sits on the State Duma's Transportation Committee.

"Who takes care of them? It's impossible to understand," Klimenko said in remarks carried by Kommersant FM radio.

Medvedev echoed his words, telling transportation officials during an emergency meeting to step up control over the country's ships to prevent similar tragedies in the future. "The numbers of old buckets we still have sailing is mind-boggling," Medvedev said. "We have gotten away with it until now, but such things could have happened before — and now they have happened with the worst possible consequences." **Source : The Moscow Times**



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Baltic index drops on ongoing capesize weakness

The Baltic Exchange's main sea freight index , which tracks rates to ship dry commodities, fell for a third straight session on Tuesday, driven mainly by weaker capesize rates. The overall index fell 1.84 percent, or 26 points, to 1,411 points. Capesize rates were down over 3 percent to 2,022 points. Average capesize daily earnings dropped \$768 to \$12,753. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "The Pacific is looking pretty weak at the moment with Chinese demand low and monsoon slowing the market in India, and if the Atlantic slows then I think capesize will fall under 2,000 points soon," one freight trader said. Ship brokers said that the only support for capsize rates currently comes from the western Australian iron ore market and from fairly healthy demand in the Atlantic basin.

"The West Australian iron ore market remains the bright spot (and) the Atlantic basin is also seeing a firmer market," Pareto ship brokers said in its weekly report. Although freight rates have moved sideways for much of late spring and early summer, the overall index has fallen over 16 percent since January, and traders say the outlook for dry bulk rates remains 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. Analysts said dry bulk freight rates were 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 may import lower volumes of iron ore due to its current high level of inventories. Although it also fell on Tuesday, the Baltic's panama index continued to be supported by healthy trading in the Atlantic basin. The index dropped 0.89 percent to 1,677 points, and average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, were down \$121 to \$13,398. "The South American grain market remains the busy area, drawing ballasters both from the Far East and from the Continent," Pareto said. Supramax rates were down 3 points, or 0.24 percent, to 1,270 points, and handymax remained unchanged at 698 points. **Source: Reuters**



The 57 mtr 1937 built Three masted schooner **Gulden Leeuw** seen departing Leith 11th Jul 2011, built in 1937: as M.V. **Dana** for the Danish Ministry of Agriculture and Fisheries. In 1939 she was Lengthened by 9 metres, in 1980: Sold to Bertra International and renamed "**Dana Researcher**". 1984: Sold to Esvagt. as a research ship and offshore support ship. Renamed "**Esvagt Dana**". 2000: Sold to the Danish Nyborg Nautical College. Renamed "**Dana Nyborg**" and used as a training ship. 2007: Sold to P&T Charters and converted by Balk Royal Shipyard at Urk into a fast three-masted topsail schooner with the name "**Gulden Leeuw**" under the Dutch flag. **Photo : Iain McGeachy**

What's the latest on LNG as a fuel?

There is growing enthusiasm for the use of liquefied natural gas for marine fuel, largely on account of its availability (with many new LNG sources expected to come on stream shortly) and its environmental advantages when compared to heavy fuel oil. Projections of the cost of both types of fuel show that LNG could well become cheaper than conventional fuel within a few years, while the disadvantages of the latter, when sulphur oxide and nitrogen oxide are taken into account, clearly increase.

LNG is clearly a practical proposition, as LNG carriers have been using boiled-off gas in their steam turbine plants for years and there are dual fuelled diesels available today. A number of short sea ferries, their routes located near LNG sources, and some offshore craft are proving that it is perfectly feasible, where owners are driven by the environmental requirements of their operating routes. Additionally, a number of large "concept" ships, such as DNV's "Triality" have been proposed to employ LNG as their main fuel source on deep sea routes. A large Baltic ferry will soon enter service entirely fuelled in such a fashion, its owners regarding LNG as a suitable alternative to expensive distillate fuel or scrubbing technology to clean up its exhaust emissions in its operations in this enclosed sea, where emission regulations are being tightened.

There are, however, a number of questions that owners need to answer before they take the decision to fuel their ships in such a fashion. The green credentials of LNG marine fuel may seem impressive but may not be the whole story, when the true carbon cost of extracting the LNG, liquefying, storing, transporting and making available the gas are all taken into account. Its availability will be a serious problem for some time, although it might be expected that

distribution networks, tankage, and even floating bunker craft capable of supplying it will be provided to answer any demand.

Disadvantages might include the need to incorporate large pressurised and refrigerated tanks for the fuel within the design of ships, something that is clearly more difficult than the accommodation of conventional fuel, which can be carried all around the ship without interfering with cargo spaces. It is fuel that has to be carried at exceedingly low temperatures, so safety remains an important issue in any ship design that will use this fuel. But these are all questions which ship owners and their designers are considering as they weigh up their options for new tonnage in the complicated regulatory world of today. There have been strong hints that within the next few years we will see orders for large LNG-fuelled ships appearing. **Source: BIMCO Seascapes**



The **SILVER RIVER** – Photo : H.Blomvliet ©

Essar Shipping May Expand Supertanker Fleet as India Buys More Mexico Oil

Essar Shipping Ltd., controlled by billionaire Ruia brothers, plans to add as many as a dozen second-hand supertankers to benefit from Indian refiners' rising need to haul crude oil from Mexico and Venezuela. "We're looking at the emergence of long-term contracts between Indian oil companies and suppliers from Latin America," Managing Director A.R. Ramakrishnan said in a July 7 interview at the company's headquarters in Mumbai. "We see a great scope for import of crude oil to feed all the refining expansion taking place in India." Essar may purchase six very large crude carriers, or VLCCs, as part of its tanker-fleet expansion, Ramakrishnan said without providing a timeframe or investments. Indian refiners including Reliance Industries Ltd. (RIL) are stepping up imports from Latin America as they add capacity to process the heavier and cheaper grades of crude from the continent. "Diversification of the route network will definitely help shipping companies," said Jyotsna Sawdekar, an analyst with Mumbai-based Jaypee Capital Services Ltd. "Going forward, charter rates are also expected to rise for VLCCs."

The shipping line, spun off from Essar Shipping Ports & Logistics Ltd. (ESRS) in May, has 26 vessels, including two VLCCs and five capsizes, according to its website. Essar will also start taking delivery of 12 new bulk carriers valued at about \$450 million in September, Ramakrishnan said.

India, which imports almost 80 percent of its oil, spent a record \$99 billion buying crude from overseas in the year ended March 31, as refiners expanded capacity to meet rising energy demand in the world's second-fastest growing major economy. Indian refiners including Indian Oil Corp. and Essar Oil Ltd. are also adding capacity to process heavy grades of crude oil, which are cheaper than light varieties. Essar's expanded refinery will process 90 percent of heavy grades, Managing Director Naresh Nayyar said yesterday. Reliance, owner of the world's largest refining complex, boosted crude imports from Latin America 78 percent last year, according to JBC Energy GmbH, as processing the cheaper grade of oil helps boost refining margins. Bulk of the supplies were from Venezuela, the Vienna-based industry consultant said. Essar, controlled by brothers Shashi and Ravi Ruia, separated the shipping business from its port

operations so that the management can increase focus on the two units's expansion plans. Essar Ports Ltd. began trading on May 31, while the listing of Essar Shipping is pending. **Source: Bloomberg**



The **AB DUBLIN** seen at the Westerscheldt River – **Photo : Henk de Winde ©**



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Container shipping corporate concentration becomes far more pronounced

CORPORATE concentration in the container shipping industry has become far more pronounced in the last year as larger carriers assert dominance, leaving smaller players little room to operate, according to industry consultant Alphaliner. The top 20 carriers had an 84 per cent market share in July, the highest level of liner corporate concentration ever achieved, as rated by the Herfindahl Index which stated it had reached 6.2 level against a 3.6 rating in 2000. Although the larger carriers' market share retreated briefly in 2009-2010, the trend has reversed itself over the last 12 months, during which time, the top 20 added 12 per cent of capacity against an industry average of nine per cent.

Despite increased dominance of the larger carriers, the industry remains competitive, said Alphaliner. Recent failures of start-up carriers such as The Containership Company (TCC) and Yanghai Shipping Co (YSC) have highlighted the difficulty of entry for new companies. In addition, the two Chinese carriers that have embarked on an aggressive expansion programme, but both Hainan Pan Ocean Shipping (POS) and Grand China Shipping (GCS) appear to have been forced to retreat as mounting losses on their new services make it financially painful to continue with growth plans. POS is scaling back its transpacific service offerings this month, while GCS plans to extend the line's coverage to Australia have been shelved, says Alphaliner.

Outside of the top 20, the most successful in recent years has been the Taiwanese company TS Lines (TSL), which celebrated its tenth anniversary on July 6. It entered the top 100 table as late as 2003 but has since grown to number 22 on the list. **Source : Schednet**



The **CAP PATTON** seen in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

China owns world's third largest number of cargo ships

As of the end of the 11th Five-Year Plan, China ranked third worldwide in terms of cargo ships with a total of 178,000. During the 11th Five-Year Plan, China's status as a leading power in shipping, port transportation and container traffic was dramatically enhanced. At the end of the 11th Five-Year Plan, combined deadweight capacity of cargo ships totaled 180 billion tons, which is an increase in capacity of 77 percent over that of the 10th Five-Year Plan. International Maritime Organization has nominated China as Class A members 11 times consecutively for China's prominent contribution to the development of sea transportation. Assuming more than 90 percent of China's foreign trade transportation, China's ocean shipping effectively boosted the rapid development of national economy and foreign trade. By the end of 2010, China had overtaken Korean as the number one ship-building country.

Source: People's Daily Online



The **TORONTO EXPRESS** seen enroute Antwerp – Photo : Gunther Spruit ©

Taiwan mulls idea of having Navy ships protect fishermen

Taiwan has not rejected the option of dispatching navy vessels to protect Taiwanese fishing boats in the future, the Ministry of Foreign Affairs (MOFA) said Tuesday. The issue surfaced after the Taiwanese captain of the fishing vessel Jih Chun Tsai No. 68, taken by Somalian pirates in 2010, was killed during a NATO anti-piracy mission off the coast of Somalia in May this year. Samuel Chen, director-general of the MOFA's Department of African Affairs, said two cross-ministerial meetings have been held since then to discuss measures to better protect local fishermen and counter piracy, with one of the suggestions being to send military ships to fend off pirates. But he refused to disclose further details because of the "complicated nature" of the issue and the "lack of conclusions" reached, saying only that a strong consensus to protect fishermen was formed through the exchanges. Local fishermen were angered by the incident, not only because of their vulnerability in distant waters, but also because of how it was handled by the United States, including its burial of the captain's body at sea before consulting with his family.

Speaking at a briefing to provide an update on developments in the dispute, Chen said the U.S. investigative report into the death of the captain should be released sometime during mid-July through the American Institute in Taiwan (AIT). AIT represents U.S. interests in Taiwan in the absence of diplomatic ties.

Meanwhile, Chen also confirmed that the ministry has failed to detect the whereabouts of a Taiwanese longliner that was hijacked by Somali pirates in waters near Madagascar in December last year. The pirates and the fishing boat owner have disagreed on several occasions on the amount of the ransom, he added. There were 26 people on board the Kaohsiung-based [Hsiuh Fu No. 1](#), consisting of the Taiwanese skipper, [Source : Focustaiwan](#)

Containerships: 2012 Biggest Year Ever for Deliveries

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



The [COSCO GLORY](#) seen during her maiden call in Rotterdam-Europoort – [Photo : Frans Sanderse ©](#)

Of the 230 ships due for delivery next year, 59 have a nominal container capacity of 10,000 TEU or more. This will introduce an additional 0.8m TEU to this segment. Fleet growth for the 10,000 TEU plus size bracket is expected to reach 70% year on year for 2011 and a further 57% in 2012. Bearing in mind that the vast majority of ultra-large containerships are currently deployed on Asia - Europe services, next year's delivery influx would be sufficient tonnage to create another five loops deploying ten x 13,000 TEU vessels. For vessels up to and including 5,100 TEU capacity, it is a very different story: the lower level of investment in newbuilding projects is apparent as growth is expected to reach only 2.9% this year before hitting 3.0% in 2012.

Since January 2010, owners have ordered 1.7m TEU capacity of boxships with a capacity of 5,100 TEU or more compared with 0.4m TEU of smaller ships (below 5,100 TEU). Containerships of 10,000 TEU or more comprise 49% of the global orderbook by capacity whereas containerships up to 5,100 TEU represent only 20% of the global orderbook. Since the KG market has largely exited the newbuilding arena, investment in smaller containerships has been lacklustre. However, Braemar expects renewed interest in feedermax tonnage once the current cycle of investment in post panamax ships has waned. **Source : Maritime Propulsion**

Hoylake to receive new £1.5m RNLI lifeboat

HOYLAKE Lifeboat Station will be one of the first in the country to receive the RNLI's new £1.5m craft. The Shannon will replace Hoylake's current RNLI Mersey class lifeboat, **Lady of Hilbre**, when she comes to the end of her operational life in approximately three years time.



The new lifeboat will be partly funded by the proceeds of a major appeal, run by the charity between 2007 and 2009, which also helped pay for Hoylake's new RNLI lifeboat station. John Curry, Hoylake RNLI lifeboat operations manager, said: "Everyone at Hoylake Lifeboat Station is delighted and extremely honoured that we are to receive one of the first of the new Shannon class of lifeboats. "Some of the crew saw the prototype of the vessel in action and were impressed by her capabilities so we are sure the Shannon will enhance our ability to save lives.

"We are fortunate to have a marvellous new lifeboat station here at Hoylake and the arrival of the Shannon will make the building complete. "People in this area

were extremely generous when we appealed for their support to raise funds for our new station and lifeboat and so we are very much looking forward to demonstrating what the appeal has helped provide." The Shannon has been designed in-house by RNLI naval architects to ensure the new lifeboat meets the demands of a 21st century rescue service. She will be the first RNLI all-weather lifeboat to run on water jets instead of propellers, allowing the lifeboat to operate in shallow waters. The Shannon will have a top speed of 25 knots, while the current class can reach 17 knots.

The name comes from a 45-year tradition of naming the charity's lifeboats after rivers or stretches of water and it is the first time that the name of a river in Ireland has been used. The new class of lifeboat will undergo full sea trials later this year, with the first operational Shannon class lifeboats arriving at lifeboat stations in 2013. **Source : WirralNews**



The **Shannon Class Lifeboat** (previously FCB2 - Fast Carriage Boat 2) will serve the shores of the British Isles as a part of the RNLI fleet. The Shannon class is intended to replace the Mersey class carriage-launched lifeboat. The prototype, named **Effseabee Too** underwent sea trials during 2007–2008.

It is based on a Camarc Pilot vessel design, with a Fibre Reinforced composite hull, powered by twin water jets. It currently has a top speed of approximately 30 knots (56 km/h), but will be rated down to 25–27 knots when the final design is put into production. The Shannon class will use similar SIMS technology to that of the

Tamar class lifeboat. In 2008 the Shannon was delayed due to hull shape issues, as trials showed crews would be subjected to unacceptable shocks and excessive horizontal shaking in high seas. The RNLI indicated that the project would be extended at least three more years to research a new hull shape. In April 2009 it was announced a new hull

had been chosen. The Shannon class prototype began sea trials in 2011, with the first operational lifeboat expected to be on station in mid-2013. In April 2011 it was announced the class would be named after the River Shannon, the longest river in Ireland. This is the first time that the name of an Irish river has been used for a class of RNLI lifeboat.

Flexible fallpipe vessel delivered to Van Oord



Stornes, a flexible fall pipe vessel built by Yantai CIMC Raffles Offshore Co Ltd for the Dutch company Van Oord Marine Services BV, was delivered to the company recently. **Stornes** is classed by ABS and is 175m in length with a breadth of 26m, depth of 14.5m, and is designed to work at depth of up to 1,200m. Source : Dredging News Online



Photo's : Marc van der Stok

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CASUALTY REPORTING



In Singapore the container vessel **SEABOXER** grounded near the Tanjung Pagar terminal yesterday early morning, the vessel was refloated around 9:00 hrs It by 3 local tugs - **Photo's : Richard Leistra (c)**

NAVY NEWS

Navy ships head off on pirate patrol again



Captain Suwit Koeiram will be keeping watch for pirates out in foreign seas instead of looking at his baby's face when it is due to be born in about three months' time.

Naval officers wave to their families as the HTMS Similan sets off from the Sattahip naval base in Chon Buri to join 25 countries in a mission to patrol the pirate-infested waters off the Somali coast.

The navy officer would have been with his wife who is six months pregnant, but he is among 368 officers deployed to the Gulf of Aden to take part in the hunt for pirates off the coast of Somalia. "It's the duty of a navy officer," Capt Suwit, of the Sea-Air-Land (Seal) unit, told the Bangkok Post minutes

before he boarded his ship. "So I go." **HTMS Narathiwat** and **HTMS Similan**, loaded with two Bell 212 helicopters, set off from the Sattahip naval base in Chon Buri. Capt Suwit was on one of the ships which inched away from the dock as his relatives came to see him off. The farewell was similar to the scene last year when the Royal Thai Navy sent **HTMS Pattani** and **HTMS Similan** to join for the first time international efforts to police the pirate-plagued shipping lanes off the Somali coast. With a budget of 340 million baht, the new mission will last 140 days until Nov 28 this year. The navy has made improvements to its anti-piracy planning. This time, navy commander Kamthorn Phumhiran said Thai cargo ships and fishing vessels must inform navy officers in advance before they enter risk areas. During the first mission, the two navy ships were involved in rescue operations for Thai crewmen. In one case, the officers helped 23 Thai and Cambodian crewmen and a Yemeni policeman from a Thai trawler that was sunk by pirates. This year, Capt Suwit said during the interview, the navy would focus on prevention rather than efforts to cope with vessels already hijacked. **Source : Bangkok Post**



Na de succesvolle deelname aan de grootschalige mariniersoefening Caribbean Archer meerde de [Hr.Ms. Johan de Witt](#) af aan de megapier in Curacao voordat ze de taken als stationsschip in de west weer hervat.

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Third Skjold-class FPB Delivered to Norway

At the end of June, the Royal Norwegian Navy received delivery of their third Skjold Class vessel from DCNS. First-of-class [P961-Storm](#) was delivered in September 2010 and the second vessel [P962-Skudd](#) the following month. The program is being supplied by a consortium of three contractors: the Norwegian companies Umoe Mandal and Kongsberg Defence & Aerospace and DCNS, France as the combat system design authority.



Royal Norwegian Navy FPB [Skjold \(P 690\)](#). The craft is painted in a splinter camouflage scheme.

Image credit: [U.S. Navy NewsStand](#), [Don Montgomery](#).

The **Skjold Class FPB**, sometimes referred to as a coastal corvette, is designed for marine security and safety missions in Norway's coastal waters. Reduced manning levels with communication and combat systems fully compatible with international and NATO standards was a pre-requisite of the specification. The low radar cross section design of hull and fittings gives a low acoustic, infra-red, magnetic and optical signature to deliver a high stealth capability.

The vessel is a Surface Effect Ship (SES), of fiberglass/ composite construction built in Norway by Umoe Mandal. Between the catamaran hulls, a skirt arrangement with finger seals in the bow and a bag seal in the stern provides an air cushion of which the height can be increased by twin air fans. The 275 tonne vessel has an LOA of 156 ft (48 m), beam 44 ft (13.4 m) and a draft of 3.3 ft (1.0 m). The original prototype was powered by twin Rolls-Royce/Allison KF 571 each of 7,690 hp (5,735 kW) plus twin MTU 6R183 for slow speed operation driving two Kamewa waterjets. Two auxiliary MTU 12V183 of 693 kW (930 hp) provide power for the air lift fans.

The final propulsion arrangement was changed to COGAG by replacing each Allison with a father/son turbine arrangement of Pratt & Whitney ST40M of 2,982 kW (4,000 hp) and ST18M of 1,393 kW (1,894 hp) gas turbines. This provides greater flexibility in the propulsion system and will deliver tangible fuel savings in operation. The diesels remain for slow steaming. The performance is record breaking with a top speed in excess of 60 kn in sea state 0, dropping to 47 kn at sea state 3 and 25 kn at state 5. The normal ship's crew is 15 with provision for 17.

Environmental Groups Petition EPA To End Navy Ship Dumping Program

An administrative petition to put a halt to the Navy's practice of sinking contaminated old vessels in the high seas as part of target practice exercises known as SINKEX was filed by the Basel Action Network (BAN) and the Sierra Club.



The petition, directed to U.S. EPA Administrator Lisa Jackson, alleges that the decommissioned ships used by the Navy contain a host of toxic materials including polychlorinated biphenyls (PCBs) that pose serious threats to the marine environment when sunk. The legal action is timely as the Navy recently announced plans to extend the SINKEX program to the Gulf of Alaska, one of the richest fishing grounds in the world, including commercially important fisheries such as crab, cod, salmon and halibut.

The petition concludes that the current program not only violates U.S. and international ocean dumping regulations, but in fact may contaminate waters to such an extent that fish found there will not be

fit for human consumption. "After more than a decade of unchecked dumping and sinking of old naval vessels, the Navy's SINKEX program has raised toxic PCB and contaminant levels in our marine environment, threatening our waters, food supply, local fishing industries and human health," said Michael Brune, Executive Director of the Sierra Club. "The Sierra Club is joining the Basel Action Network in this important effort to clean up our oceans and promote safe recycling of ships. We hope the Navy will lead by example - as they have with their adoption of hybrid ships - by putting a halt to this arcane dumping practice."

The Navy's SINKEX program allows the Navy to fire on inactive naval warships to practice gunnery and torpedo accuracy while also disposing of unwanted ships at sea. The program has operated under a series of general permits and exemptions from existing environmental laws, namely the Marine Protection, Research and Sanctuaries Act (MPRSA), which implements the London Convention into U.S. law and regulates ocean dumping, and the Toxic Substances Control Act (TSCA), which regulates the transport and disposal of PCBs. The EPA and Navy admit that

PCBs, a suspected carcinogen that has been targeted for global phase out and destruction under the Stockholm Convention, are deposited into the marine environment as a result of SINKEX operations. Recent data from the scuttled aircraft carrier Oriskany reveal that PCBs were leached into surrounding waters at far greater rates than anticipated, resulting in human health threats to those consuming fish from the Florida dump site.

In the petition, BAN and Sierra Club request the EPA Administrator to reevaluate the SINKEX program given the current body of scientific knowledge on PCB leaching and uptake through the marine food chain.

Computer simulation and use of large balloons and clean barges are demonstrated and viable alternative methods to sinking actual ships for the purposes of naval training. According to BAN and Sierra Club, by using such alternatives, the government will lead by example and will uphold President Obama's Executive Order 13514: Federal Leadership in Environmental, Energy, and Economic Performance by promoting recycling, and by doing so, will create thousands of 'green jobs' here in the U.S. Recycling recirculates critical metals resources into the marketplace, and reduces reliance on the dangerous and damaging primary metals mining.

"While the EPA and Navy both acknowledge new science on PCBs, they have failed to reevaluate the unimpeded ocean dumping privileges extended to the Navy more than a decade ago," said Colby Self, BAN's Green Ship Recycling Campaign Director. "They have also failed to recognize today's ethic of recycling rather than dumping. It's time we take a more rational approach." This is a release from the Basel Action Network. **Source : Maritime Executive**

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South Korea's shipbuilders diversify into wind market

South Korea's shipbuilders, in particular the big three, are venturing deeper into the onshore and offshore wind market as they filed a higher number of local patent applications for wind power systems. The patent applications surged from 71 in 2002 to 669 in 2010 with an annual growth of 104% on average, according to data from the Korean Intellectual Property Office (KIPO). Daewoo Shipbuilding & Marine Engineering, Hyundai Heavy Industries and Samsung Heavy Industries applied for just two patents in 2007 but the number jumped to 55 last year. The big three, for the first time, filed six patents for offshore wind power generation last year. "South Korean shipbuilders have ample state-of-the-art technologies for ship propellers, engines and offshore structures which are very similar to wind turbine blades and tower parts, and they are striving to enter the offshore wind turbine sector, rather than squeezing into the onshore wind power market currently dominated by European companies," an official from KIPO said. In its quest for more energy, Korea's government and private companies are planning to install 500 offshore wind turbines on the west coast by 2019. **Source : PortNews**

ROUTE, PORTS & SERVICES

Dredging at Port of Beira approaching completion

Macau Hub reports that emergency dredging work at Port of Beira in Mozambique's central Sofala province is in its final stages and is expected to be finished by next week. The chairman of port and rail management company, Portos

e Caminhos de Ferro de Moçambique-Centro, Rosário Mualeia, also gave assurances that dredging at the port of Maputo had been concluded, and the port was now able to receive vessels of up to 60,000 tonnes capacity. The dredging work, costing US\$15 million, began in September of last year and took around six months. Emergency dredging work on the main access channel to the port of Beira, which is some 22km long, began on 28 July last year, and was expected to take 14 months. Dredging work at Beira is expected to cost around 43 million Euros, of which 23 million Euros of which were paid for by the government via funding from the European Investment Bank (EIB), with Euros 10 million in cash from port management company CFM and another Euros 10 million from a donation from the Dutch government's development initiative (ORET). Dutch company Van Oord was hired to carry out the work **Source** : Dredging News Online



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Graig order launches new generation container super feeders



The Cardiff-based Graig Group has ordered a series of up to 26 fuel-efficient new generation MARLIN 2000 Blue design container feeders to be built at the major Jin Hai shipyard complex in China. The first two vessels are scheduled for delivery in August and September 2013 with subsequent vessels to be delivered in pairs every two and half months. Discussions on charters for the vessels are advanced with a number of global liner companies. Hugh Williams, CEO, Graig, says, "This series responds to the industry's needs. There is a gap in the containership market for quality, fuel efficient, competitively-priced and environmentally-friendly feeder

ships to service the ultra large containerships now being brought into service by the major lines. This advanced MARLIN family of designs will fill that gap, and we expect this order to be the first of several series of larger capacity future-proof vessels, backed by the strength of the MARLIN consortia." The MARLIN series of designs has been developed by Wärtsilä, working closely with Graig and classification major DNV. The designs are the product of extensive research and tank testing and consultation with end users. With a number of design variants, the series delivers approximately 30 per cent improved fuel efficiency per TEU carried, improved capacity and slow steaming potential, better loading flexibility for different container types including a high reefer intake and lower emissions when

compared to vessels currently in service. "This is a step change for the feeder section of the container industry. It marks the beginning of a two-tier market for feeder ships. The top tier will be those which are like MARLIN, clean and fuel efficient and matching the economies of scale of the new mega liners. This is a much better ship for the job than you can find anywhere today and it is ready to go as a package," explains Williams. "We have a high capacity shipyard contracted, finance in place and employment models worked through. Three basic versions are available, suitable for owners ready to invest and lines wanting to charter cleaner and more efficient feeder." There are three basic MARLIN designs. All feature an optimised hull shape, increased capacity and forward accommodation. MARLIN 2000 Blue is a Bangkok-max, direct diesel powered and provides 30 per cent fuel savings per day per TEU carried while carrying 20 per cent more boxes. Crucially, and unlike most other container designs of this size, it has a wide and flexible range of service speeds delivering fuel savings across the speed spectrum from as little as 10 knots to about 20 knots. MARLIN 2000 Blue, intentionally targeted at the current needs of the high growth intra-Asia trades, has been ordered and there is demand for a series of these vessels. There are two further MARLIN concept designs which will become more attractive to charterers as air emission standards tighten and bunker costs rise. MARLIN 2500 Jade is slightly larger and diesel powered but is delivered with either scrubber or SCR emission reduction technology, while offering similar fuel and efficiency gains. MARLIN 2500 Green is aimed at the market for feeder vessels in ECAS (Emission Control Areas) and provides the option for dual fuel and LNG powering.

The initial order is for three MARLIN 2000 Blue geared vessels and three options followed by an understanding for the series to be extended up to twenty further vessels including other MARLIN designs. The first vessels have been ordered by Graig and a number of partners. Finance support is being led by a major European bank and China's EXIM Bank. The Jin Hai shipyard, close to Shanghai, was chosen for the series because of its track record of delivering high quality ships to demanding owners, and because it has the capacity to build four MARLIN vessels at the same time, so speeding delivery of the series. "Graig has extensive knowledge of Chinese yards, and we short-listed a number of yards before identifying Jin Hai as the best fit with our business model," explains Williams. "Jin Hai is part of the Hainan Airlines Group, a major Chinese conglomerate which also owns a leading logistics player in Grand China Logistics and there is the possibility of the yard's parent group owning or chartering MARLIN vessels. Jin Hai builds good ships and has a lot of production capacity for simultaneous building. We can provide a value added service, bringing our expertise into the yard with the long series of orders. With our teams in the yard and our experience with building container-friendly vessels we can help the yard to develop and we and our partners acquire good ships quickly at the right price. It is a win-win situation. We also believe the yard and its management have the capacity, working with Graig, Wärtsilä and DNV, to gear up to build the technically more demanding MARLIN Jade and MARLIN Green series of vessels, which we plan to order as soon as the market needs these increasingly environmentally friendly vessels."

Excel Maritime Carriers Concludes the Cancellation of Four Capesize Shipbuilding Contracts From Korea Shipyard Co. Ltd.

Excel Maritime Carriers Ltd an owner and operator of dry bulk carriers and an international provider of worldwide seaborne transportation services for dry bulk cargoes, announced the cancellation of four shipbuilding contracts for the construction of four bulk carrier vessels of 180,000 dwt each. The Company entered into the aforementioned contracts in December 2006 with Korea Shipyard Co. Ltd. With no guarantees exchanged or payments made under the contracts, and following no indication from Korea Shipyard Co. Ltd that the vessels were going to be built and delivered, Excel has successfully cancelled the shipbuilding contracts on the basis of delay by the shipyard, without any penalties. The cancellation has no impact on the Company's financial position and will not affect the Company's financial statements. Pavlos Kanellopoulos, Chief Financial Officer of the Company, commented: "We are pleased to report the deletion of these 4 shipbuilding contracts from a greenfield yard, without any financial impact for the Company."

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CROSSING THE SOLENT (2)



An other ferry company which is crossing the Solent very regularly between the Isle of Wight and the mainland is WIGHTLINK. Every year, WIGHTLINK carries over 5 million passengers, making WIGHTLINK one of the UK's largest domestic ferry operators. At around 22 minutes a crossing on the catamaran and from 35 minutes by car ferry, there's no easier way to get across the Solent. WIGHTLINK is serving three routes operating in total 9 ferries and making just under 70,000 crossings a year, the

flagship of the fleet is the 2001 Poland built **ST CLARE** which services together with the **ST CECILIA, ST FAITH** and the **ST HELEN** at the Portsmouth - Fishbourne route.

Further more the 2009 commissioned built **WIGHT LIGHT** which was the first of three new vessels for the Lymington – Yarmouth route on which route the ferry service together with the **WIGHT SKY**, and the **WIGHT SUN**.



The **WIGHT RYDER I** and **WIGHT RYDER II** are serving the Portsmouth-Ryde route. these catamarans have comfortable lounges and even open decks from where you can watch the passing scenery, weather permitting



All photo's : Piet Sinke © See also : <http://www.wightlink.co.uk>

Box Ships Inc. Announces the Acquisition of a 2004-Built Panamax Containership

and Secures the Vessel on a Three Year Time Charter at \$28,500 per Day

Box Ships Inc., or the Company, a global shipping company specializing in the transportation of containers, announced today that it has entered into an agreement with an unaffiliated third party to purchase the MSC Emma, a 5,060 TEU Panamax containership built in 2004 at the Hanjin Heavy Industries shipyard in Korea. The \$55 million for the acquisition will be financed without issuing any additional equity. The Company also announced that it has entered the vessel into a period time charter agreement with Mediterranean Shipping Co. S.A. for three years at a gross daily rate of \$28,500 with the charterer's having an option to extend the time charter at the same rate for an additional one-year term starting upon the vessel's delivery to Box Ships on or before August 29th, 2011.

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Navios Maritime Acquisition Corporation Announces Delivery of One MR2 Product Tanker Vessel With Employment

Navios Maritime Acquisition Corporation, an owner and operator of tanker vessels, announced that the Bull, a 2009-built MR2 product tanker vessel of 50,542 dwt, was delivered today to Navios Acquisition's owned fleet. The vessel is

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Page 20

employed under long-term charter-out contract with a remaining term of three years. The rates are \$22,490 net per day for the first year and \$21,503 net per day for the remaining charter out period. The vessel will generate approximately \$5.6 million of annual EBITDA and \$17.4 million of aggregate EBITDA assuming operating expense approximating current operating costs and 360 revenue days per year. Time Charter Coverage Navios Acquisition has contracted 98.0% and 63.3% of its available days on a charter-out basis for 2011 and 2012, respectively.

Source: Navios Maritime Acquisition Corporation

Imtech Marine introduces RH IPTV, the easy to use crew entertainment solution

Imtech Marine, developed an IPTV based crew entertainment solution for the offshore and merchant marine market. IPTV stands for Internet Protocol Television and offers interactive multimedia services such as television, video, audio, text and graphics delivered over IP based networks. The RH IPTV system allows the crew to put the job aside and relax just as they would in their own living room; watch television, play a movie or listen to their favorite music.

The systems consists of SAT TV streamers that convert satellite TV broadcasts into an IP format and an RH IPTV server which provides all streaming Video on Demand and Music on Demand content from its hard discs. Users can access the system from their TV screen, which is connected to a Linux-powered set-top box. The user operates the system with a remote control that allows him to browse TV channels, select a video or play music.

The system has multilingual support for international crews on board of merchant marine vessels and in the offshore industry. Multiple users can login to a set-top box, so even when crew members are sharing a cabin, they can store their own playlists and settings. The administration of the systems is done with an easy to use web interface and content can be uploaded either manually or using mass import when a large number of files need to be imported. Another unique feature of this solution is that it can be supplied along with a subscription service that offers 90 movies every three months. For remote access and troubleshooting the system can be integrated with Imtech Marine Connect VSAT solutions, allowing maintenance to the system even when the vessel is still at sea.

Danaos Corporation Adds One More Newly Built Vessel to Its Fleet

Danaos Corporation a leading international owner of containerships, announced that on July 8, 2011, it took delivery of one more newly built containership, the **CMA CGM ATTILA**, expanding its operational fleet to a total of 56 containerships aggregating 265,559 TEU. The **CMA CGM ATTILA**, built at Shanghai Jiangnan Changxing Heavy Industry has a carrying capacity of 8,530 TEU, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots.

This large post panamax vessel is the largest containership ever built in China and is the first of a series of 5 vessels due to be delivered to Danaos Corporation until the end of 2011. The **CMA CGM ATTILA** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery. The annualized EBITDA run-rate contribution of the vessel is expected to be approximately \$12.7 mil

Mermaid Maritime gets \$110m bank loan

Offshore services firm Mermaid Maritime has inked a 10-year loan agreement for \$110m with Export-Import Bank of Thailand. The Thoresen Thai Agencies' subsidiary will use the new credit facility to refinance its existing loan for two vessels - Mermaid Endurer and Mermaid Asiana. Mermaid Maritime, listed in Singapore, expects to reinforce and enlarge its subsea engineering business while keeping financing costs low. Mermaid Maritime has recently injected \$14.8m to consolidate its ownership stake in its offshoot Asia Offshore Drilling, in which Seadrill has also taken a stake. Source : PortNews

Cosco stil chasing stake in Taiwan port project

State-owned China Ocean Shipping (Group) Co (Cosco) is weighing up investment in a container terminal in the Taiwan city of Kaohsiung, a facility being jointly developed by port investor Yang Ming Marine Transport Corp and the Taiwan government. "We're still in discussions," Cosco Group president Wei Jiafu told Dow Jones Newswires on the sidelines of the Boao Energy, Resources and Development Conference in Perth, Australia.

Talks with Yang Ming Marine have been ongoing since at least the end of last year, and Wei has said previously that any deal would be done through Cosco Pacific, the company's Hong Kong-listed port investment arm.

Yang Ming Marine said in October last year it received separate offers from China Ocean Shipping (Group) and China Merchants Group for a total 40 percent stake in a US\$659 million terminal in Taiwan's largest port. If the planned investment receives approval from the Taiwan government, it would be the first such investment in a Taiwan port by a Chinese entity **Source : PortNews**

OLDIE – FROM THE SHOEBOX



Kieler Canal – Across the Nord-Ostsee Kanal or Kieler Canal near Rendsburg is built in the years 1911-1913 the Rendsburger Hochbrücke. Originally built for railway crossings on a height of about 60 meters above the water, for roadtraffic they built a flying ferry or in German language -die Schwebefähre- just hanging under the bridge. Nearly 100 years in service, but nowadays still in service, she is really an oldie. With a capacity of about 10 cars on deck and some footpassengers, she takes about 8 minutes time to cross the canal. Quite an experience to do.-

Photo : Capt. Frank Haalmeijer ©

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.... PHOTO OF THE DAY



The new **FAIRPLAY 33** seen enroute her next assignment - Photo : Mark de Bruin (c)

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