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A photograph showing three green and white Fairmount marine vessels towing a large offshore oil platform in the middle of the ocean.

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**The FAIRMOUNT EXPEDITION seen anchored in the Canso Straits (Canada)  
Photo : Jan Plug (c)**

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The **BOW SEA** seen enroute Rotterdam – Photo : Ruud Zegwaard (c)

## Windstar Cruises on Travel + Leisure's "World's Best" List for Small-Ship Cruise Lines



Windstar Cruises, which operates a three-ship fleet of luxury yachts that explore hidden harbors and secluded coves of the world's most treasured destinations, is recognized as one of the "Top 5 Small-Ship Cruise Lines" in the 16th annual "World's Best Awards" voted by the readers of Travel + Leisure magazine. The "World's Best Awards" acknowledges the top hotels, cities, islands, cruise lines, car rental agencies, spas, tour operators and safari outfitters in the world.

Left the **WIND SPIRIT** seen in Ijmuiden  
Photo : H.Blomvliet ©

Windstar's commitment to providing guests with private yacht luxury, extraordinary



service, luxurious accommodations, world-class dining and the exhilarating thrill of actually sailing the high seas has consistently placed Windstar on the prestigious Travel + Leisure "World's Best" list year after year.



Photo : H.Blomvliet ©

The readers of Travel + Leisure rated contenders in the small-ship cruise category on a variety of criteria including cabins, food, service, itineraries and destinations, activities, and value. The survey was developed by the editors of Travel + Leisure in association with ROI Research Inc. Readers were invited to participate in the survey through Travel + Leisure magazine and online at [TravelandLeisure.com](http://TravelandLeisure.com) from December 15, 2010, through March 31, 2011. A list of winners in every category can be found on the magazine's website [www.travelandleisure.com/worldsbest](http://www.travelandleisure.com/worldsbest). Winners will also be featured in the August issue of Travel + Leisure on newsstands July 22, 2011. Windstar recently unveiled its 2012 collection of luxury sailing voyages including an unprecedented array of new itineraries in the Caribbean, Costa Rica, Baltic and the Mediterranean at the lowest introductory prices in years.

In addition to Travel + Leisure's "World's Best Awards," Windstar has been recognized by some of the most notable names in the travel world. Windstar was selected for the fifth consecutive year in 2011 as the "Best Small/Mid-Size Cruise Line" by Celebrated Living, American Airlines' publication for first class passengers. Windstar was acknowledged as one of "The World's Best Cruise Lines" by Conde Nast Traveler on their Annual Gold List along with all three yachts selected for the magazine's "Best Small Ships" list in 2011. Windstar was also honored as the "Most Romantic Cruise Line" by Porthole Magazine for the sixth time in a row.

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The 1998 built TSHD **HAM 316** seen arriving in Willemstad (Curacao)

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

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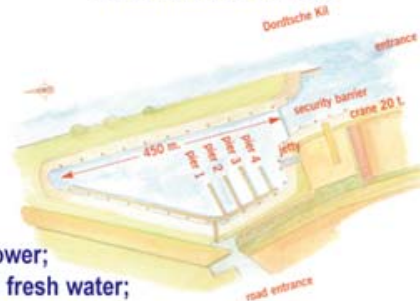
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# Norovirus outbreaks hit several hundred people on Alaska cruise lines

Norovirus outbreaks have hit three Alaska cruises so far this year affecting several hundred people. Recently, several hundred people were affected on the Sea Princess cruise that sails from San Francisco to Southeast ports. 23 million cases of norovirus outbreaks are reported each year. "The norovirus causes approximately 90% of non-bacterial outbreaks of gastroenteritis around the world, and may be responsible for 50% of all food borne outbreaks of gastroenteritis in the US," according to Wikipedia. The cruise industry believes that passengers brought the norovirus on board. Captain Jaret Ames of the Centers for Disease Control (CDC) helped to evaluate the norovirus outbreaks on the cruise ships. "I was really trying to look at first whether or not something that was an onboard source for the illness, maybe something in the food safety system, the potable water system, the pools and spas and so forth," he said. But he didn't find anything specific. "We did have some specific review we did in the areas of housekeeping and actual disinfection of cabins because we felt there were some cabins that repeated as cabins that had ill people in them and we wanted to make sure the disinfection in those cabins was done completely," Ames said. **Source :** [examiner.com](http://examiner.com)





The **MAMMOET** tug **ZEPHYRUS** towing a Mammoet barge loaded with a new bridge for Recouvrance, seen at Brest.  
**Photo : Jacques Carney (c)**

## Shipping company under fire for hostage inaction

A Danish shipping company has had complaints filed against it for allegedly neglecting its duties in connection to six of its sailors who have been held hostage by Somali pirates since 12th January. The Danish Maritime Officers' organisation (DMO) has made the claims against Shipcraft and its CEO, claiming they have contravened safety at sea and working environment rules by not attempting to win the release of the crew. "What we need is a watchdog to make sure that companies fulfil their obligations to crews that are taken hostage, and it is in this light that the complaint has been filed," DMO head Fritz Ganzhorn told Politiken. He added that any company is required to make sure all crew members return home safely. **Source: Ice News**



Above seen the loading operation for mv **Rolldock Sea's** 1st voyage. During the loading operation equipment was loaded by means of flo-flo method and by vessel's both 350 tons cranes. Loading took place in the Arabian Gulf and the vessel will discharge in a Red Sea port. **Photo : Jakob Jan Bijlsma (c)**

## Arrests in Russian Boat Tragedy Won't Help Prevent More Disasters

The Russian government is already holding people responsible for the sinking of river cruise-boat The **Bulgaria**, just three days after at least 100 people died in the Volga River. A court in Kazan, the city nearest to the vessel when it sank, ordered the arrest of two people related to the accident, making good on President Dmitri Medvedev's promise to bring swift justice to perpetrators of the tragedy. Russian river fleet regulator Yakov Ivashov and Svetlana Inyakina, general director of Argorechtur, the cruise company, now face charges relating to the sinking that has shocked and saddened Russia.

Both are being charged with negligence and face up to ten years in prison.

It is widely believed that the **Bulgaria** sinking was the result of poor boat maintenance and the use of outdated equipment. The boat was built in 1955, and all of its parts were from the Soviet era. It was likely that a lack of regulation and safety inspections caused the deaths of up to 120 people. One of the boat's engines was under-powered before the 56-year-old vessel set sail, so when wind and choppy waters turned the boat sideways -- a dangerous position for any boat to be in -- the captain was unable to right the ship before it tipped.

Negligence and antiquated vehicles are rampant in the Russia tourism industry, and are not exclusive to cruise lines. The airline industry still uses many Soviet-era jets and planes, and flights have sadly ended in tragedy on numerous occasions. Medvedev and his transportation minister Igor Levitin are also looking to hold two ship captains responsible for not saving drowning vacationers. "According to preliminary information, at about the same time [the Bulgaria sank], two vessels passed. We know the ships and the captains' names. They are being questioned in the cities where they are presently located. We will use all legal measures in order to give [the captains] the maximum punishment," Levitin said.

Similar to another recent tragedy -- the Monday crash of a Soviet-era plane -- the government might pay victims and family members for their loss. The Information Telegraph Agency of Russia is claiming that the Russian government will pay out 300,000 rubles to the families of victims of the sinking, and up to 100,000 rubles for injuries. But are these payments anything more than hush money? Arrests and reparations are a positive measure and will surely make people in Russia feel better, but they will do little to prevent further accidents.

According to Russia's Transportation Ministry, about six percent of operating vessels in Russia are as old or older than the Bulgaria, meaning that more than 100 of the registered 1500 passenger boats are older than 56 years. That figure does not account for unregistered boats. Hopefully imprisoning tour owners who trade safety for profit will deter others from doing the same, but until Russia gets a proper regulatory system in place, there will be more disasters.

Medvedev recently decided to tackle the airplane problem head-on, saying that he wants all Soviet Antonov An-24s retired. The last An-24 was made in 1979. But there is still the Tupolev family of jets, which are slightly newer but equally dangerous. The Tu-154's were first introduced in 1972. They have been involved in 15 crashes since 2000. Last month, a RusAir Tupolev-134 jet went down, killing 47 people, and last April a Tu-154 crash, killing Polish President Lech Kaczynski and 95 others.

Ironically, improper inspections did result in a saved life on Sunday. When the **Bulgaria** capsized, one family was able to escape through a faulty porthole. "Perhaps our good luck was that the window in our cabin was faulty. When it began raining the guys tried to close it, but their attempts failed," Gulnaz Minnekhaerova told Russian news agency RIA Novosti. "If the water had not come through the window, the cabin would have been flooded with water from the corridor and we would have drowned." **Source : IbTimes**

## FAIRSTAR HEAVY TRANSPORT N.V. achieves 100% fleet utilization for FJORD and FJELL in Q2

Fairstar Heavy Transport N.V. (FAIR) reported fleet utilization of 100% for **FJORD** and **FJELL** in its Q2 financial accounts released to the market today. The company reported operating profits for the quarter of USD 1.4 million on time charter revenues of USD 5.5million. The **FJELL** has successfully transported a flotilla of 16 tug boats from Singapore to Maracaibo, Venezuela. The **FJORD**, now preparing to depart Singapore with an additional 26 tugs on deck, carried the **ENSCO 105** jack-up rig from Malta to Singapore.

Willem Out, Fairstar's Chief Operating Officer, commented "FJORD and FJELL crossed wakes around the Cape of Good Hope in the middle of May. Throughout the second quarter our team has been involved in three complex submerging and loading operations. I am relieved to report that our intense focus on safety and safe practice resulted in an incident free quarter for our crews, ships and cargoes."

Chief Executive Officer Philip Adkins stated "In spite of achieving full utilization for our fleet, our profitability for the quarter was marginal at best. The current price environment in the spot market is intensely competitive. We are encouraged by the increase in tender activity for "Red Box" multi voyage, complex, high value energy infrastructure projects. Fairstar was notified of making the short list for two of these projects and we expect to learn about the final contract awards in the third quarter of this year.

Meanwhile, we will continue to prepare our company to meet our commitments to the soon approaching Gorgon Project. The FORTE is on schedule for delivery to Fairstar in May 2012 and all our crews are undergoing intense quarantine management and safety training in anticipation for our first voyage next year."



The "Eurocargo Venezia" seen taking bunkering from the bunker barge "Santa Tereza", while the "Catania" is having bunkering from the bunker barge "Santa Maria" Photo : Gejtu Spiteri (c)

A photograph of an ITC tugboat, the TCHILTEMI, operating in the water. The tugboat is orange and white, with a yellow crane on deck. It is moving through the water, leaving a white wake.

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## Schedules slip as bigger ships translate into longer turnarounds: SeaIntel

CONCERNS over on-time reliability for vessels over 12,000 TEU will be dependent on port authorities and terminal operators handling capability to avoid expanding turnaround times, said maritime analyst SeaIntel's latest report on ocean schedules. On average the trade lane between Asia and north Europe, a vessel of 6,000-TEU capacity port time accounts for 15 per cent of its voyage in port while a 12,000 TEU ship takes some 20 per cent in turnarounds, according to the agency's research.

The one anomaly was in CKYH alliance (Coscon, "K" Line, Yang Ming and Hanjin) showing a higher time in port for its smaller vessels on two of its weekly services. Turnaround times differ widely - for example, Maersk Line blames two-



thirds of its schedule delays on ports and the remaining on vessel operations and weather. But the Danish carrier still outperformed alliances on the voyage duration of a 9,000 TEU between Asia and northern Europe which saw New World Alliance (MOL, APL and HMM) spending up to 21.4 per cent of its voyage time at port, followed by 19.2 per cent for Grand Alliance (Hapag-Lloyd, OOCL and NYK).

Yet there is a danger for New World and Grand Alliance members in their growing order list for vessels in the 13,000-14,000 TEU range, increases turnarounds 25 per cent and 27 per cent respectively. The design of its schedules will need to be re-examined to counteract a trend which suggests a "significant scheduling challenge ahead", said the report. **Source : Schednet**



Above seen from the wheelhouse of the **PACIFIC AVENGER** while manoeuvring clear of our load berth in Dakar Senegal. As can be seen Swire Pacific's PSV, had to negotiate the eye of the needle in order to proceed to sea. The **Pacific Avenger** is currently supporting a DP semi sub off Senegal. **Photo : Grant Bairstow ©**

## Russian Sailing Vessel to Make APR Round

The sailing vessel "**Nadezhda**" of the Admiral Nevelskoy Maritime University will make a cruise dedicated to the APEC summit in 2012 in Vladivostok. The Pacific round will start in August 2011 and last almost a year. By September 2012 the ship is be back to Russia.

During the trip the sailing vessel will call ports in Canada, the USA, Mexico, Japan, South Korea, Thailand, Papua New Guinea, New Zealand, Australia, Indonesia, Singapore, Malaysia, Thailand, Viet Nam, Brunei, the Philippines, and China. Mid-November this year the ship is to be in Honolulu to host the meeting of APEC leaders. During calls at the ports of the US, Canada and Japan a number of meetings, negotiations, presentations, round tables as well as concerts and exhibitions are scheduled. **Source : Sea News**

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## NAVY NEWS



3 Royal Navy type 42(A) destroyers seen awaiting their faith at the mooring buoys off Portsmouth naval base

Photo : Piet Sinke (c)

## Pakistan Navy constructing missile boat

Pakistan Navy has started constructing missile boat in Karachi Shipyard & Engineering Works (KSEW) on Tuesday. The missile boat would be equipped with ant-surface missile, automatic guns and weapons system. Secretary Defence Production, Lt General Shahid Iqbal, attending the keel laying ceremony for the construction of missile boat as guest of honour, expressed his thanks to the Karachi Shipyard and, added, that it would help build up the defence capability of the Pakistan Navy. Following the handing over of two small tankers cum utility ships and launching of 22P-F Frigate, these missile boats with the cooperation of China are being built in the Karachi Shipyard. Appreciating the efforts of Karachi Shipyard & Engineering Works, he said their contribution in naval ship-building is commendable and their

capabilities in future will be fully utilised in construction of more naval platforms. He assured Defence Ministry's support to KSEW in all its plans for modernisation and expansion. He expressed confidence in Pakistan becoming a leading shipbuilding country in the region in line with its potential strategic location. KSEW Managing Director Commodore Sajid Wazir Khan spoke of the shipbuilding capabilities of KSEW and said this project is a challenge and opportunity to establish capability to undertake upcoming tasks while ensuring highest standards of quality. He lauded indigenous Fast Attack Craft construction and said it will go long way to support this important strategic public sector industry. The ceremony was attended by representatives of Defence Ministry, China Shipbuilding & Offshore Company and senior naval officials. **Source : Nation.com.pk**



Earlier this week the pennant number and the name of the British Type 42 destroyer **GLOUCESTER** was removed from the hull as can be seen above, (in the back inside the naval base basin) is seen the famous aircraft carrier **ARK ROYAL**, laid up and awaiting her faith, most probably the breakers. **Photo : Piet Sinke (c)**

## A revolutionary warship, quickly overtaken by even newer developments

The **HMS Warrior** was the world's first iron-hull, armor-plated warship. It was also one of the largest ships of its time when launched in 1860. Iron hull ships were relatively new when the Warrior was built. Likewise, armor-plating had been brought into limited use on warships (and would soon see service on both the Monitor and the Virginia, nee Merrimack, in the American Civil War). But no warship had combined both technologies. The **Warrior** was rushed into development in reaction to the construction by the French Navy of the ironclad warship **La Gloire**. The **La Gloire** represented an attempt by the French Navy to achieve parity with the Royal Navy. The **Warrior** was built to put an end to that dream. It was twice the size of the **La Gloire** and had superior speed, armor, and weaponry. Built as a full-rigged ship of the line, the **Warrior** also had a powerful steam engine driving a screw propeller. Its top speed under steam (14.5 knots) exceeded its design speed under sail. The **Warrior** set off an intense competition between various navies of the world to build more powerful warships. Ironically, the Warrior never saw combat. It was relegated to the First Reserve Fleet in 1875 and served as a guardship until 1883. The **Warrior** was used for a while as a depot ship and then in a support role at the Royal Navy's torpedo training school. The final ignominy came in 1929 when the once proud warship was converted into a floating oil jetty. Finally, in 1968, through the leadership of the Duke of Edinburgh, the Maritime Trust was established. Its first mission was the acquisition and restoration of the **HMS Warrior**. Formal restoration began in 1979 and was completed in 1987. The **Warrior** is now berthed in Portsmouth as a museum ship. **Source : Maritimeprofessional**



## SHIPYARD NEWS



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### MHI reinvents the Moss-type LNG tanker

Japan's Mitsubishi Heavy Industries, Ltd. (MHI) has completed development of a new-generation liquefied natural gas (LNG) carrier marking an evolutionary advance from Moss-type LNG carriers. The new vessel-type dubbed "EXTREM" features a peapod-shaped continuous cover for the Moss spherical tanks that is integrated with the ship's hull, rather than the conventional hemispherical cover. MHI says the new configuration enables greater structural efficiency and size and weight reductions, resulting not only in improvements in fuel consumption and operating economy but also in enhancements in terms of compatibility with LNG terminals and maintainability.



MHI looks for the EXTREM to become a strategic product that will lead the LNG carrier market. The company is now targeting early order receipts. In conventional Moss-type LNG carriers, the upper half of the spherical storage tanks above the ship's deck is covered by a semispherical dome and the lower half under the deck is supported by a cylindrical skirt structure. By contrast, the EXTREM employs a continuous cover integrated with the ship's hull to house all storage tanks entirely, enabling the cover to be used as hull reinforced material for overall strength. In the conventional method, pipes, wires and catwalks atop the tanks were supported by complex structures. By covering the tanks with the integrated cover and making those supporting structures unnecessary, the new design improves

maintainability. The continuous cover over the tanks improves aerodynamics by substantially reducing wind pressure which serves as a drag on ship propulsion. Improved aerodynamics contributes to reduced fuel consumption during navigation. At the same time the continuous cover minimizes exposure of support structures and equipments, and it also facilitates reinforcement of overall strength to be effective in resisting ice impact load, thus making the system also suitable for LNG transportation in frigid or icy-water regions. The new-generation LNG carrier for which MHI has completed basic design, is 288 m in length overall, 49.0 m in width, 26.0 m in depth and 11.5 m in draft. The ship has cargo tank total capacity of 155,000 cu.m using four Moss-type tanks. The ship is projected to respond to anticipated growth in demand for ships in the New Panamax category.

Compared with conventional Moss-type LNG carriers of the same size, the EXTREM has the capacity to transport 8,000 cu.m more LNG by employing stretched Moss tanks and its steel hull structure is about 5 percent lighter in weight.

The depth of the ship has also been reduced by 1 m, enabling better compatibility with major terminals in Japan and other countries in relation to cargo manifold and gangway landing arrangement. For its main power plant, the EXTREM adopts MHI's "Ultra Steam Turbine Plant" (UST), a new turbine plant that achieves higher thermal efficiency through effective use of thermal energy by reheating steam. Together with downsizing, weight reduction and hull lines improvement, the new ship achieves a substantial 20% reduction in fuel consumption compared to conventional ships.

Advocates of Moss-type LNG carriers point to their advantages in terms of high-reliability tank structure and strength against possible liquid sloshing inside the tank, features enabling the vessel to achieve swift departure from the pier in case of emergency and permitting safe voyages through rough waters. The EXTREM combines these advantages of Moss-type carriers with energy-saving, environmentally friendly features and higher LNG cargo transport capacity. MHI thus looks to its new-generation LNG carrier as a sure leader in tomorrow's shipping industry, and the company aims to conduct its marketing activities aggressively. **Source : MarineLog**

## Keppel Philippines Marine to delist

Keppel Philippines Marine, Inc (KPMI) is planning to delist from the Philippine Stock Exchange due to low trading volumes, Seatrade Asia online reports. The Manila-based shipyard intends to delist its shares on 28 October as it does not foresee any capital raising activities by offering more shares to the public in the near future. KPMI's publicly-owned common stock consist of only 4.17% of its capital, below the required 10% minimum public ownership. Singapore-based investment holding firm KS Investments intends to make a tender offer to the shareholders of KPMI holding the remaining 83.77m minority shares at a price of P3.00 per share, according to KPMI. KS Investments currently owns 1.92bn common shares or 95.83% of KPMI's outstanding capital stock. The offer period from KS Investments will be from 1 August until 9 September. **Source : PortNews**

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The **BW EDLWEISS** seen navigating the Solent enroute Southampton - **Photo : Piet Sinke (c)**



## SCI accepted delivery of a Supramax Bulk carrier, m.v. Vishva Vijeta

SCI had signed contracts for acquisition of two Supramax bulk carriers on resale basis which were originally contracted by M/s Grand Yard Investment Pvt. Ltd., China and were under construction at M/s Guoyu Shipyard, China. SCI had signed contracts for these two resale vessels during April 2011. The second vessel is scheduled to be delivered to SCI by July end. The vessel has a gross tonnage of 33,032 tonnes and deadweight of 56,638 tonnes. The vessel has been classed with BV and IRS and has been built to comply with the latest and most stringent international regulations. This will be the first vessel in SCI fleet to be equipped with camless electronic Main Engine. India has been on a fast track growth trajectory and industrial and infrastructural development plays a major role to sustain this growth. Strengthening its bulk carrier fleet would definitely help SCI contribute to this growth as well as increase its presence in the bulk carrier segment. The prevailing downturn in the shipbuilding market is throwing up opportunities for acquiring tonnage at attractive prices and SCI is geared to take advantage of such opportunities. With addition of this vessel, SCI's fleet strength has increased to 79 vessels. Acquisition of the vessel is in line with SCI's strategy of maintaining a modern and young fleet of vessels. The Company has 30 vessels on order at present and 12 of these are scheduled for delivery by the end of 2011. **Source: Shipping Corporation of India (SCI)**



The **OSCAR WILDE** of IRISH FERRIES seen moored in Cherbourg – **Photo : Piet Sinke (c)**

MS **Oscar Wilde** is a cruise ferry owned by Irish Ferries. She is currently in service on Irish Ferries' Rosslare - Cherbourg and Rosslare - Roscoff routes. The ship was built in Wärtsilä Turku Shipyard, Finland for Jahre Line as MS **Kronprins Harald**. In 1991 she passed under ownership of Color Line, for whom she sailed until sold to Irish Ferries in 2007.

## Shenzhen container volumes to hit 28m teu by 2015

China's Shenzhen container throughput volumes are projected to increase about 5% annually over the next five years, a local government official said, Seatrade Asia online reports. Shenzhen port, located on China's southeastern coast, is expected to handle 28m teu of containers by 2015, up 5.5m teu compared to 22.5m teu recorded in 2010, according to Ma Yongzhi, deputy director of the transport committee of Shenzhen Municipality. Ma did not elaborate on reasons for the volumes increase. The Shenzhen Municipal Committee is already expecting Shenzhen to move higher

throughput this year at 23.5m teu. The world's fourth busiest container port posted 6.9m teu of throughput in the first four months of this year, up from 6.6m teu in the corresponding period. **Source : PortNews**

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The **SAIPEM 7000** installed the **ORMENLANGE "C"** template with left seen Harm's **PRIMUS** - Photo's : **Albert Quak** ©





## Port of Genoa to boost container capacity to four million TEUs

On July 7, Luigi Merlo, president of Genoa Port Authority, and Claudio Burlando, president of Liguria Region, carried out an inspection on the site where Genoa port's new container terminal is to be built, Steel Orbis reports. The new container terminal will have a 640-meter mooring length and will cover a 300,000 square meter inshore surface area, created by filling the gap between the Ronco and Canepa docks. A sea depth of 15 meters will allow the mooring of cargo ships of the latest generation. Mr. Merlo stated that, together with the existing infrastructure and with other upgrades, the port will reach its goal of an annual capacity of 3.5-4 million twenty-foot equivalent units (TEUs). The port of Genoa is - both in terms of traffic and surface area - Italy's biggest industrial and commercial port, competing with Marseille and Barcelona for leadership in the Mediterranean **Source : PortNews**



The **ORANGE STAR** seen enroute Rotterdam – Photo : Nico Sannes ©

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## BARFLEUR SERVES THE ROUTE POOLE <> CHERBOURG

The 158 mtr long **MV Barfleur** is a ferry operated by Brittany Ferries. She was built at Masa Yards in Finland for the Brittany Ferries subsidiary Truckline and entered service in 1992. In 1999 she was repainted in Brittany Ferries standard livery. She sails under the French flag and is registered in Cherbourg. **Barfleur** was the last ship to carry the 1983-2002 version of the Brittany Ferries logo and livery which was replaced by the post-2002 version in March 2009.



The **BARFLEUR** seen arriving in the port of Cherbourg last Wednesday – Photo : Piet Sinke ©

In December 2009 it was announced that Brittany Ferries have decided to withdraw **Barfleur** from service on the Poole-Cherbourg route in Spring 2010. Brittany Ferries in a statement revealed that the company have been losing money on the route, and as a result will completely remove the ship from service during 2010, however on 16th December 2010 Brittany Ferries announced that the ship would return to Poole in February 2011 to recommence services to Cherbourg, the first sailing subsequently taking place from Cherbourg to Poole on Sunday 27 February, the ferry is having a capacity of 1200 passengers and 590 cars or 304 cars and 66 freight vehicles and a service speed of 19.5 knots

## Dunkerque Port calls for Chinese investors

A senior official from Dunkerque Port in France called for more funds from China in the city on Tuesday in a bid to push forward the port development, Chinadaily reports. "We have put aside 3,000 hectares of land for sale or lease and many preferential policies will be available to investors," said Daniel Deschodt, commercial director of Grand Port Maritime de Dunkerque. The port has sent a delegation led by Michel Delebarre, mayor of Dunkerque, and Daniel Deschodt, to the city, seeking opportunity of cooperating with local partners. It signed a cooperation agreement with the Shanghai Port Authority last year. "The cooperation has gone on smoothly," said Deschodt. At present, half of the containers sent to France and Europe come from Asia via Chinese ports. It means the business relation between China and France is becoming closer, said Francois Soulet de Brugiere, president of French Ports Union. "We hope to develop further ties with China's coastal ports," said Soulet de Brugiere.

Dunkerque Port, the third largest port in France, handled 42.7 million tons of cargo last year. In the first five months of this year, it dealt with 20.27 million tons of cargo, up 14 per cent over the same period last year, said Deschodt, adding that it is expected to handle about 46 million tons of cargo this year. Container traffic maintained an increase of 28 per cent with 107,000 TEU in May of this year due to the high volumes of the port's major lines and a few exceptional calls. Full containers, however, were up 42 per cent at 72,000 TEU, which occupied 67 per cent of the total number of containers compared with 60 per cent in 2010, he said. **Source : PortNews**

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Photo's : Piet Sinke (c) - see also : [www.hovertravel.com](http://www.hovertravel.com)

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The **CLONLEE** seen enroute Rotterdam – Photo : Huib Lieveense (c)



# Sri Lanka Seeking to Catch Singapore With China

Sri Lanka aims to create an Asian shipping hub capable of competing against Singapore and Dubai by pouring \$3.4 billion into expanding ports with Chinese help, after the island's container volumes surged to a record. President Mahinda Rajapaksa's goal of capitalizing on the end of a 26-year civil war to build a trade gateway to emerging markets makes shares in John Keells Holdings Plc (JKH) and Aitken Spence & Co. Plc a buy, says NDB Aviva Wealth Management Ltd. Port revenue may almost triple to 72 billion rupees (\$658 million) in 2015 from 2010, Standard Chartered Plc estimates.

"Sri Lanka can transform its economy by boosting its ports infrastructure," said Samantha Amerasinghe, a Colombo-based economist at Standard Chartered. "Peace provides an opportunity to take advantage of a historic shift that will put the island at the center of the biggest trade routes of the future." The government forecasts rising cargo levels will enable transportation, including ports, to make up 40 percent of gross domestic product by 2020, a fourfold gain from last year. Economic growth reached a 32-year high of 8 percent in 2010 amid Chinese investment in roads and harbors. The Colombo All-Share Index is up 175 percent in the past three years, the world's biggest gain. Rajapaksa, whose armed forces defeated separatist rebels in May 2009, is seeking to take advantage of Sri Lanka's position 31 kilometers (19 miles) off India's southern coast. There lie the main shipping lanes linking the Far East, West Asia, Africa and Europe.

## Port Strategy

Deeper berths, new terminals and increased efficiency in the capital, Colombo, and in southern Hambantota city will allow bigger, super-post-panamax ships to dock and transfer cargo more quickly to and from smaller vessels that carry goods for India and other emerging markets. The government is seeking to close the gap with Singapore, the top container port in 2009, and Dubai, which ranked seventh, according to data from London-based Cargo Systems, a unit of Informa Plc. Container volumes in the city-state were more than seven times higher than in Colombo, which ranked 32nd.

John Keells stands to gain from managing a terminal at Colombo port and a 30 percent stake in Maersk Lanka Pvt. Ltd., a joint venture that includes Copenhagen-based A.P. Moeller-Maersk A/S, said Bimanee Meepagala, who helps manage the equivalent of about \$250 million at NDB Aviva Wealth Management, in a phone interview on July 7.

Shares in John Keells, Sri Lanka's biggest company by market capitalization, have climbed more than 32 percent in the past year. Aitken Spence, the island's biggest resort operator, which also has a ports unit, has risen 35 percent.

'Postwar Recovery' Hayleys Plc (HAYL), which has a transportation and logistics arm, and logistics and travel business Expolanka Holdings Ltd. are also worth buying, said Meepagala. All the recommended companies and NDB Aviva Wealth Management are based in Colombo. "As good proxies to the country's postwar recovery with solid balance sheets and experienced management teams, we are confident that both John Keells' and Aitken Spence's port business will continue to be the key beneficiaries in the long run," said Louis Lu, an analyst at Aberdeen Asset Management Asia Ltd. in Singapore. China has tightened its embrace of Sri Lanka by committing at least \$3.7 billion since 2005 for projects from ports to a power plant. The island has attracted rising powers since the 16th century for its access to pivotal maritime links, leading to colonization by the Portuguese, Dutch and British until independence in 1948.

## Initial Phase

China pledged \$306.7 million in 2007 to the initial phase of the tax-free port in Hambantota, the highest among donors that also included the Asian Development Bank, Japan and Denmark, figures from Sri Lanka's Ministry of Finance & Planning show. The island expects an \$808 million loan from Export-Import Bank of China to help pay for the next leg, Sri Lanka Ports Authority engineer Agil Hewageegana said yesterday. Container volume in Sri Lanka surged 22 percent in 2010 to 4.16 million 20-foot equivalent units, according to the ministry. Last year's level was a record, Sri Lanka Ports Authority Chairman Priyath Wickrama said in a June interview. It is expected to rise 10 percent in 2011 and as much as 20 percent next year, with target capacity for the capital and Hambantota combined set at 12.8 million units by 2015, he said. "Hambantota is the most suitable location to feed the Indian subcontinent," Wickrama said. "A combinat

## Three Terminals

Colombo's three existing terminals currently account for the island's entire cargo volume. Hambantota is still under development, according to the ports authority. The goal is for five Colombo terminals by 2015 with a total capacity of 10.8 million 20-foot equivalent units, it said. China's investment has led to concern in India, Sri Lanka's biggest transshipment market, that the possibility of closer naval ties between China and the island may erode India's regional

power. Bahukutumbi Raman, a security analyst and retired counter- terrorism chief of India's main intelligence agency, described China's interest in Hambantota as "more strategic than purely commercial" in a 2009 paper for New Delhi-based South Asia Analysis Group. At the same time, India's drive to pour \$1 trillion into upgrading power and transport networks also offers shipping lines increased opportunity to dock there directly.

### Indian Trade

Sri Lanka's 18 percent share of Indian transshipments may fall as Indian ports improve and its government tries to match the lower prices offered by the island's terminals, Standard Chartered said. Still, the relationship between China and Sri Lanka will remain an economic one for the foreseeable future, said Rohan Gunaratna, head of the Singapore-based International Center for Political Violence and Terrorism Research. "Both China and India are competing and investing in building an Indian Ocean maritime presence," Gunaratna said. "The world should not misperceive China's investment in Sri Lanka as political and a military partnership. Sri Lankan leaders are sensitive to India's geostrategic and geopolitical concerns." An expected surge in Indian trade levels is also likely to outweigh any decline in transshipment market share, and Sri Lanka's giant neighbor continues to face a capacity crunch, said Aitken Spence Shipping Ltd. Chairman Parakrama Dissanayake.

### New Silk Road

"India provides the bread and butter for the development of the container port sector in Sri Lanka," he said. "India is not a threat. India will be handling more container volume, which will help countries like Sri Lanka capture part of it." A doubling in exports of items ranging from raw materials to pharmaceuticals is part of an Indian government strategy for boosting trade to \$1.1 trillion by 2014, taking freight volumes to at least 1.3 billion metric tons from 574 million last year. Rajapaksa's ports plan aims to tap that prospective gain as well as to deepen trade ties between emerging markets. Such links help form what HSBC Holdings Plc and Royal Bank of Scotland Group Plc call the "new Silk Road." They support global growth even as the U.S. struggles to cut an unemployment rate of 9.2 percent and Europe battles a debt crisis. So-called South-South commerce along the new Silk Road could account for 40 percent of world trade by 2030 from 18 percent currently, according to Standard Chartered. The trend offers Sri Lanka "immense" potential, economist Amerasinghe said. The nation's central bank left interest rates unchanged for a sixth straight month in July, taking advantage of slowing inflation to support growth in the \$42 billion economy. The tropical island received a record \$236 million of foreign investment in the first quarter, led by the tourism industry, the Board of Investment said June 7. Ports projects will spur more foreign investment and create about 55,000 jobs in Colombo and Hambantota, Wickrama said. "We want Sri Lanka to be a mega port to feed this region," he said. "We have a huge market here in South Asia." **Source: Bloomberg**



The Panamanian flagged tug **SAN HANG TUO 4001** seen anchored off Singapore

**Photo : Capt. Peter Kerkvliet – Master Fjord (c)**



## .... PHOTO OF THE DAY ....



KOTUG's **RT MAGIC** seen assisting the **ABIGAIL N** during her maiden call in Rotterdam-Europoort, the **ABIGAIL N**, is a new bulker out of a series of 4 ships, the sisters are named the **STEVEN N**, **DANIEL N** and **HUGO N**, which last one just departed from Rotterdam earlier this week

**Photo : Peter Andriessen (c)**