



Number 201 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 20-07-2011**

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Above seen the 2010 built LBR flag general cargo ship BELUGA SYDNEY entering Grand Harbour, Malta on Wednesday 13th July, 2011 bound to Palumbo Malta Shipyard Ltd. Vessel is detained and was painted in Hansa Heavy Lift Colours last month at Bighi Bay, Grand Harbour, Malta by Cassar Group of Companies.

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

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The outbound pilot tender **DRACO** meets the inbound **STENA BRITANNICA** off Hoek van Holland
Photo : Mark de Bruin (c)

WAVERLEY TO STOP TRIPS FROM DOVER

The world's last remaining sea-going paddle steamer is to stop running trips from Dover due to a row over harbour fees. Instead the famous **Waverley**, which holds up to 500 passengers, will sail empty from Portsmouth straight to London, missing out the historical Kent port on its twice annual trip along the south east coast. **Waverley Excursions Ltd (WEL)**, which runs as a charity, accused Dover Harbour Board (DHB) of imposing a "significant" increase in



charges to use the harbour. But port bosses said although there was a rise on some standard port charges, they were in line with RPI and the charity still benefitted from discounted rates.

General manager of WEL, Kathleen O'Neill, however, said previous costs of £2,000 for using the harbour once to twice a year had rocketed and the paddle-steamer, which has been running cruises from Dover for more than 20 years, would no longer be stopping there. "At the beginning we had a very good relationship with the

port, they gave us cheaper rates that were not as high as for commercial operators, but unfortunately for some reason they decided to increase our fees," she said.

"The level of charges is now so high that it is no longer economically viable for our small charity to offer these cruises."

The Waverley was originally built in 1947 and underwent a major restoration in 2003 which brought it back to its former glory. Every year the boat, which has a loyal following, makes two trips along the south coast to Dover and then on to London. Ms O'Neill said: "The charity is unable to recover the level of charges imposed by Dover Harbour Board and ultimately it is the local people who will lose benefit."

The harbour board said it was extremely disappointed to hear of the charity's plans to cease visits to the port, but stressed that DHB had always accommodated the **Waverley**. A spokeswoman said DHB embraced the charitable status by offering substantial discounts on the normal published tariffs.

She said in May 2010, DHB wrote to WEL with a copy of port charges stating the charity would still "enjoy privileged terms" but that there were increases on some standard port charges. DHB said the **Waverley** called in at the port in September last year, used the facilities and failed to pay on the grounds the charges had gone up. The port spokeswoman said: "WEL was fully aware of the discounted tariffs before using the port."

"At no point during the months that passed between receiving the proposed tariff in May and the port call in September 2010 did WEL raise any concerns regarding the benefits of another year of substantially reduced tariffs."

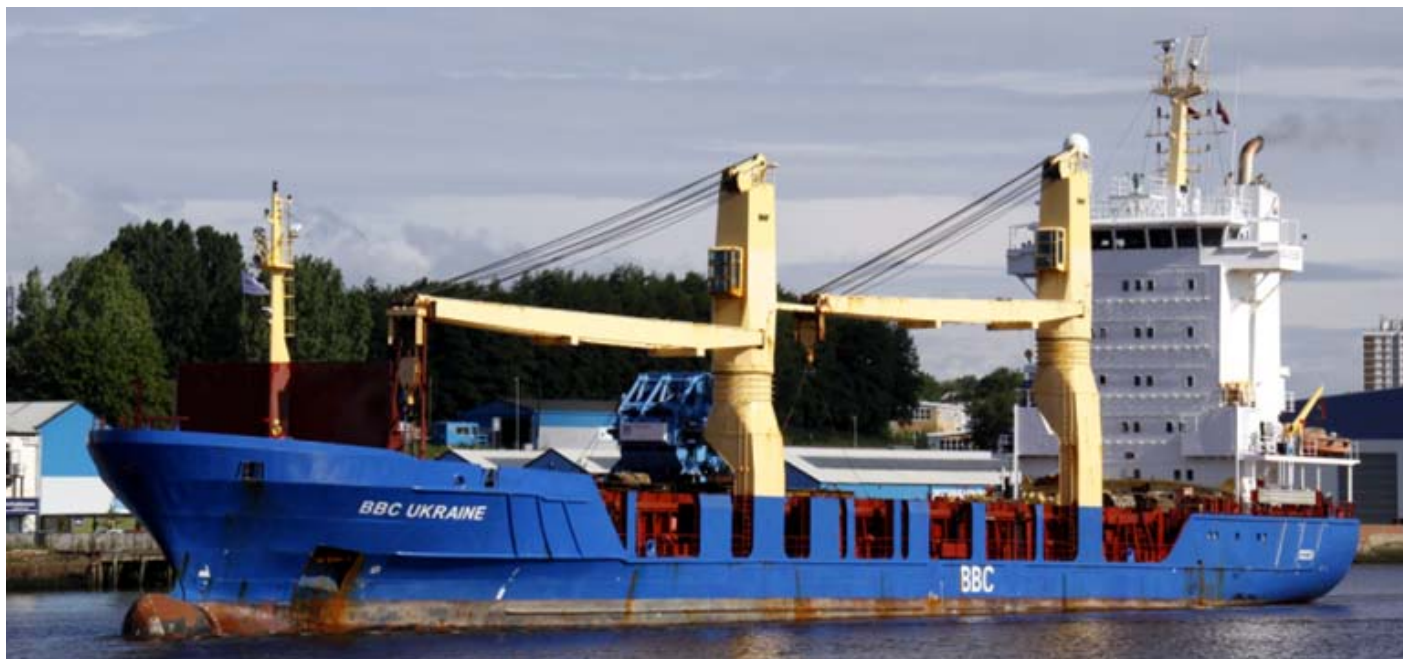
"We are saddened that such good will shown exclusively to WEL in recognition of its charitable status can be thrown back after WEL made full use of the port's facilities without any query regarding cost."

Source : John H. Luxton - www.irishseashipping.com - The Online Shipping Magazine

Bulk carriers scrapping rises 219% in H1

A total of 150 bulk carriers were scrapped in the first-half of this year, a surge of 219% over the same period of last year, analyst Golden Destiny reported. The total volume of bulker carriers sent for demolition amounted to 11,473,976

dwt in the first-half compared to 1,875,333 in the previous year's six-month period. The scrapping business in the second-quarter rose by 38% quarter-on-quarter to 87 vessels representing 7,266,359 dwt, the analyst report said. The "depressing levels of capesize earnings have urged many owners towards the disposal of vintage tonnage", the report mentioned. Average time charter capesize earnings are hovering around \$13,000 a day in contrast with July 2009 levels of around \$60,000 a day. Since the start of this year, 47 capesizes were estimated to have been sent for scrap compared to only five at a similar period in 2010 and nine in 2009, the report added. "The large appetite for the scrapping of larger size units in the bulk carrier segment is expected to persist till the end of the year as the outlook in the capesize segment remains negative due to oversupply issues and fluctuations in Chinese iron ore demand," it said. Overall, the first-half of the year saw 400 vessels sent for scrap, representing around 18.3m dwt with bulk carriers and liners being the most popular. **Source : PortNews**



Above seen the **BBC Ukraine** arriving 18-07 from Peterhead bound for OTP, Walker along the Tyne

Photo : Kevin Blair (c)

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Canadian pension fund OMERS to buy V. Ships

OMERS-logo Canadian pension fund Ontario Municipal Employees Retirement Scheme (OMERS) is set to buy V. Ships, one of the world's biggest ship managers, for about \$500 million, a person familiar with the matter said, Reuters reports. Private equity firm Exponent agreed the sale to OMERS, which could be completed by the end of next week, after talks with Charterhouse Capital Partners broke down, the person said. OMERS was not immediately available for

comment. The Canadian pension fund was in the original auction for V.ships along with Cinven, Permira and Charterhouse. Charterhouse and Exponent failed to agree the sale after Charterhouse revised its offer and linked part of the payment to the future performance of V.Ships by adding an 'earn out' clause. Exponent preferred an all-cash offer, the person said.

OMERS' purchase of V.Ships is expected to be financed with leveraged loans. Royal Bank of Canada is close to the deal, banking sources said. Lazard is advising Exponent. HSBC and Citigroup were leading the financing backing Charterhouse's bid, several sources said. Exponent bought V.Ships with management in 2007 backed by \$267 million of debt according to Thomson Reuters LPC data. This included a \$180 million, eight-year term loan B; a \$60 million, seven-year acquisition facility; and a \$27 million, seven-year revolving credit facility. Under Exponent's ownership, V.Ships has completed three acquisitions including Norway-based engineering consultancy business RC Consulting in 2007, Dubai-based International Tanker Management in 2009 and Singapore-based underwater engineering company Maritime Underwater Maintenance and Services in 2010. Formed in 1984, V.Ships is a leading supplier of independent management and related marine services to the global shipping industry. The Glasgow-headquartered company supplies services to a fleet of over 1000 vessels and manages a crew roster of 24,000 staff. **Source : PortNews**



The **DANZIGERGRACHT** seen outbound from Amsterdam – **Photo : Joop Marechal (c)**

Tanker market shows mixed performance in week

In its latest weekly report on the tanker market, shipbroker Barry Rogliano Salles, said, referring to the VLCC segment, that "this new Summer week has again been characterised by new tensionsv on the oil prices all around. As a consequence, the bunker costs have to be watched carefully by owners as they topped at about US\$675/mt in Fujairah this week. At such levels, considering that, despite fair VLCC demand from the Middle East Gulf, freight levels have not been modified from the high WS40's for eastern destinations, daily returns have bottomed below US\$2,000 ... Unless storage contracts would reactivate or some owners would start thinking of laying up their ships, the prospects are bleak against a permanent overcapacity of tonnage... Voyages to the West seem to be slightly more frequent but still provide negative returns basis round voyage calculations. Activity in the western hemisphere was still limited to voyages from West Africa or the Caribbean to the Far East at cheap levels. However, the present improvement registered for Suezmaxes should be beneficial and one can expect combination of cargoes from West Africa to reactivate" said the report.

Meanwhile, in the Suezmax market it was quite an unexpected positive week. "Rates have well increased in the western hemisphere. From West Africa a significant amount of cargoes have been worked for end July/early August. Those cargoes created some pressure and finally rates moved up to WS70/80 levels and it seems they should remain stable in the coming days. However, one must note that on the route Wafr/Usac at a current market of 130,000t at

WS75 daily returns are still hardly above US\$10,000/day. In the Med/Black Sea, the list became suddenly tight for end July loading. Furthermore some minor delays in Trieste with no berthing schedules available for some days aggravated this slightly tricky situation. The feeling is that the market will not move up further but it should stay stable on these new levels. Present market of WS85 for a Black Sea/Med basis 135,000t gives returns on a round voyage of about US\$11,000/day" said BRS.

In terms of the Aframax segment, "despite a steady inquiry level for cross Med cargoes (mainly from Ceyhan), the Aframax market has hardly changed. Black Sea and Ceyhan stems are fixed at same level as last week. (about WS90) and only cheap load ports like Sidi Kerir see discounted rates around at WS80–85 levels. By Friday, the list looked shorter and if inquiry continues, charterers might face more resistance in fixing at last done level which still provide very poor return well under US\$5,000/day. In the North Sea and Baltic, the slight improvement of last week did not last long and rates quickly lowered back to respectively WS100 and WS85 (abt US\$5,000/day). End of month activity is expected and may allow owners to reverse the present trend. While the East of Suez market did not vary, the Caribbean zone seems to have finally slightly recovered with local voyages gaining more than 10 points (not enough though to help the owners' case)" concluded the shipbroker. Moving on to the clear tanker markets, "there has been pressure on the MR's off ppt dates, some cargoes have been covered at a discount. However, there is some tightness off end July early/August dates. The general sentiment is still weak if we do not see more cargoes early next week. East naphtha rates are still under pressure with ballast vessels from a weak Singapore market are picking up WCI steams at WS145-147.5. Cross-Meg fixing at US\$225,000/25,000 lumpsum depending on voyage. East Africa 35,000t at WS280-285.

Similarly, the LR have seen a bit more activity signaling some light at the end of the tunnel. A few prompt vessels still willing to do short haul cross-Meg voyages as a time kill until the right cargoes comes along. 75,000t naphtha east are fixing at WS120 80,000t jet Meg to UK Cont lumpsum US\$2.5m while 55,000t naphtha East are fixing at a range WS120-125 and 65,000ts jet Meg to UK Cont lumpsum US\$2.0m. This week was more or less a continuity of the last one. The majority of the stems were dealt with utmost discretion and considering the high level of tonnage available the demand did not affect whatsoever the freight levels that actually came down even further. Rates remained low to owners disappointment. There are still too many candidates open around same dates and same places. Cross-Med ended the week around WS137.5 and plus five points for cargoes outgoing from Black Sea. The NWE Europe markets started off the week on a quiet note. While the MRs were building up on the continent, the rates softened by 5 points to WS145 on T/C-2 basis 37,000t. By mid week, the market woke up and we saw a good flow of cargo to Ta. Due to a good supply of tonnage, the charterers managed to fix at what seems to be the bottom (WS145) for owners. On the short-haul front, the cross-Cont basis 30,000t remained steady at WS150 as well as the flexies who traded at WS182,5 basis 22,000t" BRS mentioned. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Above seen the **Lucala** from Heerema and the **Fairplay 30** pushing the barge **H-405** alongside at the Heerema yard at Porto Amboim /Angola. **Photo : Geert Dijkemaster master Alphonse Letzer (c)**

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Distress call from stranded ship: Anyone listening?

Sources on Sunday said the condition of the crew on the **Samho Jasper** was fast deteriorating. Food and fuel supply on the ship can last only a week. Medicines have run out, while communication with the outside world has been cut.

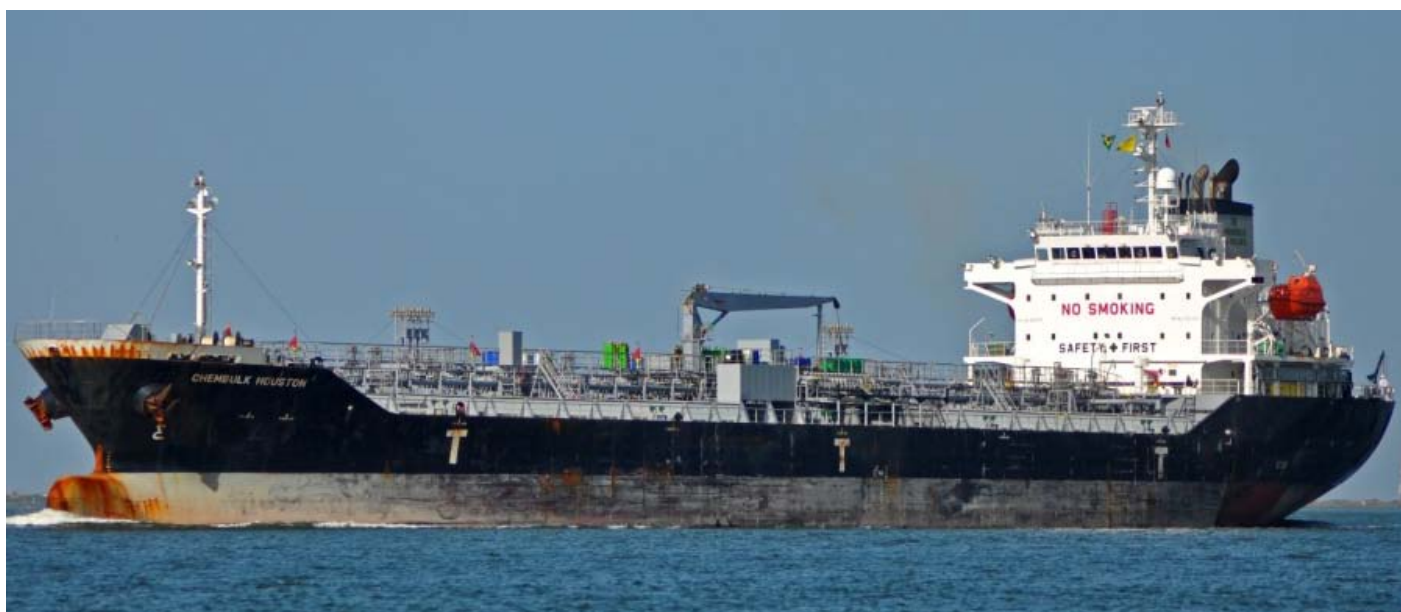
Khaleej Times received a call via satellite phone from the ship seeking urgent help. The man did not give his name before the line went dead. Several efforts to contact him were in vain. The condition of some of the 21 men on the Panamanian-flagged tanker was 'very appalling', said Captain Atta-ur-Rahman, of the distressed tanker's sister ship, the **Samho Crown**. **Samho Crown** was rescued last month, thanks to the efforts of this newspaper, which highlighted the plight of its crew. Sailors of a second ship, the Samho Dream, are also out of troubled waters.

Atta-ur-Rahman said some crew members of the Jasper are 'mentally disturbed' as they had not been not paid their salaries for six months. "Most of the crew members have completed their contracts and just want to go home," he said. Telephone and internet connections are down, and fuel for refrigeration to make their limited stocks of food last, is being burnt up fast. South Korean Consul-General Oh Yong-Jin, said he was aware of the harsh summer conditions the sailors had to deal with and added that he was in touch with the relevant authorities here in the UAE and also at Samho Shipping.

"We are holding a meeting with all stakeholders today and I hope the issue will be resolved within the week. It is a matter of releasing funds from the bank for which we need court approval." The **Samho Jasper's** crew of 21 comprises eight Myanmarese, seven South Koreans and six Indonesians. All three ships are anchored off Port Rashid in Dubai.

The ships are owned by the floundering Samho Shipping, which was forced to shell out \$9 million to pirates for the release of the Samho Crown last year. Commercial daily rates for Very Large Crude Carrier's (VLCC) tumbled to record lows, adding to the company's misfortunes. Moody's Investors Service said the outlook for the global shipping industry over the next 12 to 18 months is "negative" because of overcapacity. "Dry bulk may weaken the most as new supply sends freight rates lower," it said in a report last week. Court proceedings in South Korea have left the crew and their ships in a desperate situation for months.

The Dubai Maritime City Authority had coordinated with the Dubai Police to rescue and repatriate sailors of the Samho Dream and the Samho Crown following reports in Khaleej Times. A spokesman from International Tanker Management (ITM), which manages the Crown, told Khaleej Times last week that the six remaining sailors of the vessel would receive their pending salaries before being repatriated to their home countries by July 20. **Source : Khaleej Times**



The **CHEMBULK HOUSTON** seen in Rio Grande – Photo : Marcelo Vieira ©

Maritime Workers Raise Alarm Over Illegal Activities of Oil Firms

Maritime Workers Union of Nigeria (MWUN) at the weekend raised alarm over what it described as the illegal activities of some oil and shipping companies and private jetties in the nation. The union also said that contrary to government directive that Nigeria Ports Authority (NPA) appointed stevedore should be allowed into any vessel that berths midstream or offshore, some of the oil companies have been sneaking in, discharging vessels and sneaking out of the country with a lot of unwholesome activities.

MWUN's President-General, Anthony Nted, made the disclosures while briefing newsmen on how some of the oil companies, in connivance with some shipping firm had been undermining the nation's economy. Nted, who is also a Vice President of Nigeria Labour Congress, (NLC) said, "We call on President Goodluck Jonathan to order NPA to live up to expectations and enforce the rule that a stevedore must be allowed to into any vessel that berths midstream of private jetties to frustrate any illegality that may take place while in operations. "With a stevedore in the vessel, there will be dockworkers, tally clerk to take inventory and security to monitor what goes on and report back. If there arms and ammunition, they will be discovered.

"But today, these operations going on in the offshore and private sector because they operate in secret contrary to government directive, no tax is paid to government, dockworkers are not paid, tally clerks and onboard security men are also not paid", he further said. According him, the nation loses billions of naira annually to the unscrupulous oil companies and shipping companies as well as agents **Source : allafrika**



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Harwich Lifeboat station is one of the busiest in Britain and is just one of the 230 RNLI stations based about Britain 's coast. The RNLI is a charity that provides a 24-hour lifesaving service around the UK and Republic of Ireland . The RNLI operates solely from public donations and the crews & supporters are all volunteers.



Son of the editor **Alex** on the helm of the **Albert Brown** whilst sailing through the port of Harwich with on SB side seen **Coxswain Paul** talking to VTIS (Harwich Port Control)



The Harwich lifeboat station is located on the busy and historic England 's east coast, situated at the mouth of the River Stour & Orwell and opposite is Felixstowe the largest commercial port in the UK . The Harbour and surrounding area is very popular with the increasing leisure industry, from yachting, power-boating, jet skiers and popular tourist's beaches. Harwich has a lifeboat history dating from 1876 and has been home to the first steam lifeboat "Duke of Northumberland" in 1890 and in 1996 the first Severn class lifeboat to be stationed in England was at Harwich.

Left : Ships Mechanic Davy seen checking the 2x 1250 hp caterpillar main engines after arrival back at the station.

Today there are two lifeboats stationed at Harwich the off-shore Severn class lifeboat "**Albert Brown**" and the inshore Atlantic 75 lifeboat "**Sure and Steadfast**" (see yesterdays

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newsclippings) In 2002 saw the completion of a new boathouse that provides crew training facilities, houses the in-shore lifeboat, public viewing area and souvenir shop. The two lifeboats cover area from Walton-on-the-Naze to Aldeburgh and 50 miles off-shore, this includes the various different rivers such as the Deben, Ore and Walton-back-waters. This all leads to a very busy lifeboat station with an average of 100 services every year, this keeps the crews and lifeboats very busy.



The editor of the newsclippings with wife **Elizabeth** and son **Alex** with a part of the crew of the RNLI lifeboat station

At 17 metres (55 ft 9 in) long, the **Severn class lifeboat** is the largest lifeboat operated by the Royal National Lifeboat Institution (RNLI). Introduced to service in 1996, the class is named after the River Severn,



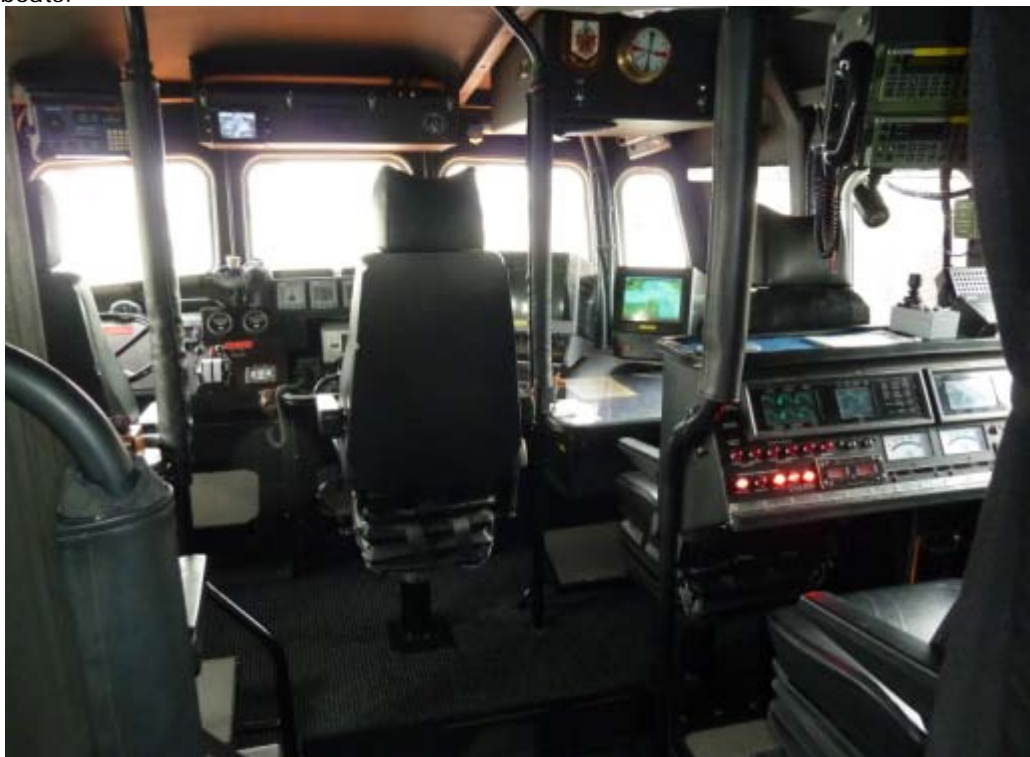
the longest river in Great Britain. They are stationed at 35 locations around the coasts of the United Kingdom and Ireland to provide coverage up to 50 miles (80 km) out to sea.

In the 1980s the RNLI's fast **Arun** and **Waveney** all-weather lifeboats provided coverage 30 miles (48 km) out to sea, operating at up to 18 knots (33 km/h) to cover the distance in



two hours in good weather. However the RNLI felt that they needed the capability to extend their coverage to 50 miles (80 km) radius which would require lifeboats with a top speed of 25 knots (46 km/h). This resulted in the 17m Severn and 14 metres (46 ft) Trent lifeboats.

The prototype Severn was launched in 1991 and was named **Maurice and Joyce Hardy**. Trials started the following year and lasted until 1998. Problems were encountered during these with the 'skegs' that protected the propellers but were designed to protect the hull by breaking off if the boat hit rocks, as the first ones were too easily broken. Crashing through heavy seas at full speed caused damage to the hull too. It was transferred to training work when it carried operational number TR02, but was withdrawn in 1998 by which time its name had been changed to **Peter & Marion Fulton**. It was sold in 2005;



in 2008 it was in use as a dive boat at Buckie, carrying the name **Gemini Storm**.

The first production Severn was **The Will**. It had been built in 1995 for Stornoway but had to undergo several modifications before it was fit for service. It was eventually placed in the relief fleet in 1996 and shown to many lifeboat stations where the class was expected to be deployed. **In total 46 Severn class boats were built.**

*Herewith I would like to thank Coxswain **Paul** of the **17-03 Albert Brown** and the rest of the crew (**Davy, Elliott, and Andrew**) and the other volunteers of the **Harwich RNLI station** for their hospitality during our visit, as can be seen below the station is having an open day soon, take this opportunity to see the boats and meet the crews / volunteers*

Harwich RNLI Lifeboat Fun Day - Sunday 31st July 2011

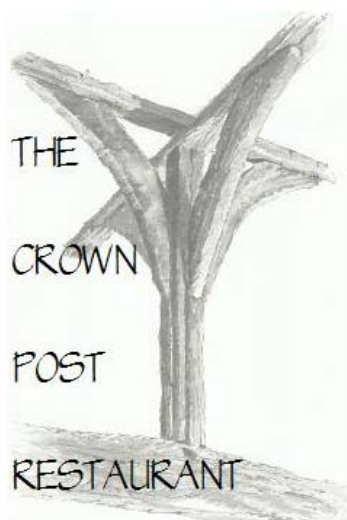
- 11.00am Display off Ha'Penny Pier by the Dockyard Tugs
- Live Music From the LV18
- Dream 100 radio Stations Roadrunners
- Lifeboat Station and Boats open to the public
- HHA Pilot boat and two Cabin Cruisers open on the pontoons
- Take a 10 minute trip around the town in 1 of 10 vintage and new Rolls Royce Motor cars
- 12.00pm Rescue Display off the pier by the RNLI Beach Lifeguards with their Water bikes and Scooby Doo's
- 12.30pm – 1.30pm Live Music from the heli-deck of LV18 with "The Curves"
- 1.45pm- 2.30pm Harwich Towns Brass Band
- 2.30pm- 3.30pm return of "The Curves"
- 3.30pm *** AIR SEA RESCUE DISPLAY *** WITH BOTH LIFEBOATS AND LIFEGUARDS OFF HA'PENNY PIER

On the quay and inside the Lifeboat Station

- Face Painting, Raffles, Tombola's
- Film show of actual rescue footage take from the Inshore / All Weather Lifeboats video cameras
- RNLI Sea safety tent
- HM Coastguard Mobile Unit
- Boys Brigade handing out leaflets
- Street collections

- All demonstrations are subject to operational commitments

See also : <http://www.harwich.org.uk/>



After visiting the **Harwich Lifeboat station**, we visited the **The Crown Post restaurant** in 57 Church Street in Old Harwich for our diner, just 10 minutes walk from the lifeboat station, this medieval Harwich building was opened to the public after five years of renovation. Around a quarter of a million pounds have been spent to restore it, including building a new roof and rebuilding almost all of the back. In July 2010 **Adam & Frances Coleby**, with over 30 years of culinary experience between them, took the reigns of the restaurant with great excitement.

The combination of a beautiful 600 year old building and good honest tasty food, all locally sourced as much as possible is a sure fire hit with locals and out-of-towners alike. **The Crown Post** gets its name from the " CROWN POST " supports inside the building, It is thought to have been the magistrates office hundreds of years ago, also a tobacconists, a Barbers, a private house and now a restaurant.

Recommended for good food, friendly service and cosy atmosphere

See for more information and bookings :
<http://thecrownpost.com/default.aspx>



The **NILE RIVER** seen anchored off Singapore – **Source : Jonathan Lee ©**

Unieke zeereis Zeekadetten



De **Bulgia** van het **Zeekadetkorpsschip Alkmaar** bij een eerder bezoek aan Londen.

Met drie korpsschepen en meer dan 100 opvarenden maken zeekadetten van 22 tot 30 juli een zeereis naar Engeland. Dit is voor het eerst dat zeekadetten op deze schaal de zee op gaan. Bij de zeekadetkorpsschepen in Nederland maken jongeren vanaf 9 jaar kennis met het leven en werken op het water. Dat begint met wekelijkse activiteiten met kleine vaartuigen zoals kano's, roeivletten en zeilvletten. Al snel raken de jonge zeekadetten onder leiding van getrainde en zeer ervaren jeugdleiders – vaak zelf beroepsvarend – vertrouwd met alles wat op een groot schip is te doen. Om de eigen vaardigheden in de praktijk te brengen en vertrouwd te raken met het scheepsleven zijn de jongens en meisjes elke zomer een week lang aan boord van hun korpsschip.

Dit jaar steken drie korpsschepen – de **Bulgia** (uit Alkmaar), **Freyr** (Gouda) en **Sittard** (Harlingen) – gezamenlijk de Noordzee over. Deze drie zeewaardige schepen (voorheen marineschepen) vetrekken vanuit hun thuishavens naar IJmuiden en beginnen daar op vrijdag 22 juli om 19.00 uur de oversteek. In Engeland doen zij de havens van Ipswich en Chatham aan. Voor de meeste jongens en meisjes aan boord is dit hun eerste grote zeereis. Zij zijn tijdens de reis geen passagier maar zullen de eigen vaardigheden in de praktijk brengen.

Aan de overzijde van de Noordzee kunnen de zeekadetten, die deel uitmaken van zeven Nederlandse zeekadetkorpsschepen, kennis maken met Engeland en met de Engelse Sea Cadets. Tijdens de reis zijn er meer internationale contacten. Canadese en Duitse zeekadetten nemen aan boord van de Nederlandse schepen deel aan de zeereis. Internationale contacten staan jaarlijks op het programma van het Nederlandse Zeekadetkorpsschip. Vaak gaan die uitwisselingen per vliegtuig. Een bezoek per schip – meestal aan een Britse haven - komt een enkele keer voor. Zo'n omvangrijk bezoek met drie schepen heeft niet eerder plaatsgevonden. Ook de zeekadetkorpsschepen in andere landen kennen zulke gezamenlijke zeereizen niet.

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The patrol SWATH **P 05 SKRUNDA** seen at the Zeebrugge Naval Base – Photo : Jasper van Raemdonck (c)

Maersk wins \$126 million Navy contract

Maersk Line, Ltd., won a multi-year contract valued at up to \$126 million to operate and maintain five container and roll-on, roll-off ships for the U.S. Navy, Journal of Commerce reports. Norfolk-based Maersk Line Ltd., the U.S.-flag unit of A.P. Moller Group, will handle Bobo Class vessels for the U.S. Navy Military Sealift Command's prepositioning program. The ships, crewed by civilian mariners, are stowed with military equipment and supplies and kept prepared for rapid availability during military and humanitarian relief operations.

This contract, which begins September, consists of a base period of 30 days with four one-year options. If all options are exercised, the total contract value will reach about \$126 million, excluding reimbursable expenses and performance incentives.

Earlier this month, Maersk Line Ltd. won an up to \$71.5 million, nearly five-year contract to charter an ice-strengthened tanker to support the command, and it won a \$66 million contract to operate and maintain two command ships in April. Source : PortNews

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The banner features the Mammoet Salvage logo on the left, which includes a stylized elephant icon. The background is a composite image: the top half shows a large red and white salvage vessel with a crane on a body of water, and the bottom half shows two orcas breaching the surface. Text on the right side of the banner includes the slogan "Smart solutions, united experience", the phone number "+31 (0)10 2042 445", and the email "salvage@mammoet.com" and website "www.mammoetsalvage.com". A large red box on the left contains the text "24/7" in white.

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Dredger **AL Jarraf** testing her cutter at ASL Shipyard seen on 17-July-2011 – Photo : Jonathan Lee ©

Vinashin inks Blystad car carrier duo

Struggling Vietnamese state shipbuilder Vietnam Shipbuilding Industry Group (Vinashin) has inked a contract to build a pair of car carriers for Norway's Blystad Group. Vinashin's Nam Trieu Shipbuilding Industry Corp is to build two 6,900 capacity car carriers. The vessels are due to be delivered in October 2013 and April 2014. The shipyard previously signed a contract with Hoegh Autoliners to build two car carriers but the contract was cancelled due to difficulties experienced by Vinashin. **Source : Seatrade Asia**

JB 117 LAUNCHED IN BATAM



At the Drydocks World shipyard at Batam (Indonesia) the **JB 117** was launched



SPECTACULAR SIDE LAUNCHING IN HOOGEZAND ON THURSDAY

On the 21st of July at 10:30 the launching of the first of a new series 8.300 tdw cargo vessels will take place at the Bodewes Shipyards in Hoogezand (the Netherlands). **Yard number 760 UAL AFRICA** is special because of the

application of the Groot Cross-Bow® an innovative bow shape with wave piercing abilities. The advantage to apply this design on a ship is that it will have less slamming and will easier maintain it's speed comparing to more conventional bow shapes with bow flare. Because of this energy will be saved and therefore less fuel oil will be burned. Groot Cross-Bow has been tested in the icetank of HSVA in Hamburg and it proved to be suitable for sailing in ice. Optimized hull lines below the waterline results in less installed propulsion power in relation to vessels with conventional bow shapes. This solution will be an answer to ship-owners requests for more economical designs to reduce the cost of each cargo ton mile. Groot Ship Design is a design and engineering company in Leek near the city of Groningen.

To attend the launching, visit Bodewes Shipyards, Industrieweg 17, Hoogezand. Do not forget your camera (and may be rubber boots). Source : Marius Esman

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Greenpeace **ESPERANZA** seen arriving in Willemstad (Curacao)

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

Vietsovpetro to build largest drilling platform

The Vietnam-Russia petroleum joint venture Vietsovpetro will start building soon the country's largest drilling platform for offshore oil and gas exploration able to operate at a water depth of 2,280 meters, an executive said. Le Minh Tuan,

deputy general director of Vietsovpetro, said last Friday that the drilling platform, expected to cost US\$600 million, would be a 'haft floating - haft sinking' facility, and construction would complete in 30 months.

"This will be the most modern and largest drilling platform in the country. At the moment, Vietsovpetro is selecting some international contractors to build the platform," Tuan told a press meeting on the occasion of its 30th anniversary. Current drilling facilities in the country are able to operate at a maximum water depth of 90 meters only, he said.

Beside its core business of prospecting and exploiting oil and gas, Vietsovpetro is also expanding operation to building drilling platforms to supply other companies at home and abroad. The joint venture said building platforms locally will help local oil and gas companies to save on 30% of budget compared to the purchase of platforms from other countries. At the moment, Vietsovpetro exploits around five million tons of crude oil each year, but the joint venture expects to raise the annual exploitation capacity to seven million tons by 2015. After 30 years of operation, Vietsovpetro has already exploited a cumulative 193 million tons of crude oil, equivalent to 76% of the total crude oil output of the whole country. Throughout its history, the joint venture has attained total revenue of US\$55 billion, and paid some US\$35 billion in taxes to the State coffer and US\$8.8 billion in profits to the Russian partner. Vietsovpetro is the joint venture between Vietnam National Oil and Gas Group, or PetroVietnam, and Russia's Zarubezhneft Company. The joint venture has a work force of 7,000 people, including some 700 engineers from Russia.

* Vietnam Petroleum Institute (VPI) last Saturday started construction of a center for analyzing and researching oil and gas at Saigon Hi-Tech Park in HCMC's District 9. The center with total investment capital of VND1.1 trillion will include a nine-story office for VPI, a four-floor building for analysis and research facilities, and other auxiliary works. The construction of the whole center will be completed within 24 months. The center will help improve the effectiveness in oil and gas exploration, exploitation and processing of the country, as well as reduce the negative impacts on the environment in the oil and gas industry. **Source : The Saigon Times**



The **STAR FIRST** seen approaching the tiny port of PORT VENDRES to discharge fruits for **Africa Express Line** – Photo : David Moreau (c)

Wyndham becomes an iron ore port



The first shipment of iron ore from Western Australia's newest mine left Wyndham over the weekend, bound for China. The shipment of more than 50,000 tonnes makes Wyndham Australia's newest port for iron ore exports. The project has created around 150 jobs and Wyndham locals, such as electrical contractor Harry Ciccotosto, say it's brought the tiny town back to life.

"The businesses around here are reaping it, productivity is high and employment is up there," he said. "So it's been a very good thing for Wyndham and I've heard nothing but positive comments from local contractors and businesses."

For audio, pictures and feature article click [here](#). Source : ABC.net.au



Above seen the launching of the third salvage tug build by Song Thu Company for the Vietnamese Marine Police. The design is of Damen Shipyards and the building has been guided by Damen supervisors in cooperation with Song Thu Company in Da Nang.

Photo : Damen Shipyards building team Da Nang (c)

MISC Chennai office to tap seafarers

MISC Bhd, the world's leading shipping company, has anchored itself in this south Indian city to tap skilled maritime staff from India, presently the world's largest seafarers supplying nation. India supplies nearly 8% of seafarers for the world's maritime industry with about 100,000 Indian nationals working on international merchant vessels.

"Currently, we have more than 8,000 sea-going professionals of whom about 25% are Indian nationals while the others consist of Malaysians, Filipinos and other nationalities," said Capt Rajalingam Subramaniam, vice-president of Fleet Management Services of MISC in a statement. On July 11, the shipping conglomerate opened its new office in India. Its other offices are in Mumbai and New Delhi. "There is definitely a lot of scope for both new and experienced seafarers to grow and develop their profession in MISC," added Rajalingam. The Chennai office is operated by a three-

way partnership between MISC, MISC Agencies India Pte Ltd and AET Shipmanagement (India) Pte Ltd. The third office in Chennai was expected to bolster MISC's liner business in India and also serve as a maritime staff recruitment centre, the statement said. **Source : Bernama**

.... PHOTO OF THE DAY



The **FAIRPLAY 33** seen conducting bollard pull tests in Stavanger – **Photo : Albert Quak (c)**

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