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**The RORO LADY MARIANNE seen outbound from Willemstad (Curacao)**  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**

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The **CMA CGM STRAUSS** seen arriving in Rotterdam-Europoort last Tuesday morning – Photo : Piet Sinke (c)

## Newbuilding orders increase by 6% in first half of 2011, as 901 vessels were contracted

A total of 901 vessels were ordered worldwide during the first half of 2011, according to a new report from Golden Destiny. These vessels have a total deadweight of about 58 million tons and represent an increase of 6% compared to the relative period of the previous year, while orders in the second quarter of 2011 were 46% higher than the first quarter. Although the ordering interest in the bulk carrier segment is down by 32% from 2010 levels, bulk carriers are holding the lion share, 38% of the total volume of newbuilding transactions, while containers follow by grasping 25% and tankers only 7.4%.

"Newbuilding prices are still very alluring encouraging owners to proceed with the placement of new orders in segments where the ratio "orderbook to existing fleet" is lower and the demand prospects in relation to the overflow of

ships is more positive. In the tanker segment, expectations for more robust clean products and chemicals' demand encourages the placement of new contracts more in the MR segment rather in the crude, while expectations for a firmer coal / grain demand make smaller size vessels, supramaxes and handysizes, more flexible type of newbuilding investment" said the Piraeus-based shipbroker.

It went on to mention that "despite the drop of the newbuilding activity witnessed in the bulk carrier segment during 2011, the total number of dry newbuilding orders placed since the recovery of the 2008 financial crisis is massive, taken into consideration the excessive number of orderbook, near to 50% of the existing fleet. The total number of dry newbuilding orders during 2009-2010-2011 is estimated to be 1,646 units with the 2010 being a "record" year, as 1,054 new transactions were recorded, 276 units had been reported in the kamsarmax segment, 174 units in the supramax and 231 units in the handysize. During the period January-June 2011, only 71 units were reported in the kamsarmax segment, while the supramax and handysize segment seems still popular with 71 and 45 transactions reported respectively. Thus, it is clear evident that the kamsarmax ordering trend has faded, but there is still a large appetite for dry bulk newbuilding business" said the report.

In the container segment there has been a 976% increase in ordering business from a similar period in 2010 due to a massive post panamax ordering trend from major liner operators. "They feel that now is the time to invest in newbuilding units so as to explore the low levels that the yards are now offering. As we move towards the second half of the year, we feel that this shift in investors' interest towards to more specialized units, gas tankers and container will persist, while ordering business in the dry and wet segment will follow a negative trend. What is worth to emphasize is the strength of Chinese players in the newbuilding market versus the secondhand investments. Greek players are behind Chinese in terms of ordering business as Chinese have placed 144 new contracts during the first half of the year comparing to only 88 of Greek owners. Their strength is attributable to their confidence in the bulk carrier segment with 110 units ordered, up by 206% from the newbuilding activity of Greek owners who have proceeded in the ordering of only 36 units. The strength of the ordering business by Chinese players can be explained by their target to control its massive raw materials by their own fleet in the future and their easy accessibility to the shipping finance from state owned Chinese Banks as a support to their domestic shipbuilding industry. In contrast with Chinese players, Greek owners have gained more confidence in the container segment by posting a 90% increase from the first quarter of 2011, while at a similar period in 2010 not even one order had been reported in this segment by Greeks" said Golden Destiny.

Meanwhile, in its latest weekly report, Clarksons said that "with summer holidays for both owners and yards now fast approaching - the market is poised to take a brief respite and take stock of what has certainly been an interesting and active 1H of the year. With the Major Korean yards now having, in most cases, fulfilled their sales quotas for the year, leveraging heavily from the Offshore, Container and LNG sectors, they have now positioned themselves with a comfortable forward cushion as we move into a potentially more challenging 2H of the year.

The newbuilding story this year, has very much been dominated by a higher value than volume dynamic - and it remains to be seen whether such high value and arguably niche demand, has now reached saturation point. For the moment the outlook is still relatively positive - LNG demand continues to push forward, with further reports of new business and declared options this week - and with a continued level of interest from the speculators - this may well continue into the second portion of the year. The Chinese yards are also now starting to press the Dry market again - both commercially and in terms of a new wave of high efficient eco designs - and as a result - the latter part of the year may well throw forth some further opportunity for owners to take advantage of competitively priced new technology.

In terms of reported business Shipping Corporation of India are reported to have order a single 3,500 TEU Vessel at Shenfei Rongsheng. There has been some good news for European Yards with Brodosplit in Croatia taking an order for one 14,000 dwt Heavylift Vessel for Jumbo Shipping" said Clarksons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## BFC tugs Svetlyak guard boat from St. Petersburg Port to Rostov-on-Don Port

The border guard boat Svetlyak, having come through Russian riverways from St.Petersburg to the BeglitskayaSpit sea port of Rostov-on-Don, was accompanied by two tug-boats under the contract between BFC and the Russian Federation Ministry of Defence with assistance of BFC's partner, Neva-Project Company.

The boat was constructed on the shipbuilding yard Almaz according to the order of the Russian Ministry of Defence.



The guard boat Svetlyak has 49.5m top length, 9.2m top breadth, 4.63m amidships depth, 2.5m deepest draught, 30 knot top speed.

Vessel purpose: not to allow state frontier violation; to control observance of special economic zone by foreign vessels, to ensure protection of natural resources within it; to protect coastal service lines and structures, to protect vessels against subversive terrorists' attacks; to repel armed attacks from air and underwater enemies, submarines and swimmers. **Source : PortNews**



Above seen the 1997 built ATG flag general cargo ship **FAS DAMMAM** entering Grand Harbour, Malta on Monday 18th July, 2011 to berth at Magazine Wharf.

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**



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## Pirate attacks — what Pakistan should do

According to a report dated July 15, the International Maritime Bureau has warned shipowners and captains to be on their guard as pirates are now using new methods and even carrying out attacks in bad weather. From January to June this year, there were 266 attacks by pirates, compared with 196 incidents over the same period last year. Around three-fifths of all attacks are carried out by pirates from Somalia. Last year, the MV Suez, a ship belong to an Egyptian company, was hijacked by Somali pirates. Of its 22 crew members, four were Pakistani and six Indian. And they were released after almost 10 months in captivity, after a ransom of \$2.1 million had been paid by Pakistani authorities.

Cargo vessels and oil tankers are generally targeted for hijacking by pirates because of their slow speed, and because their crew is not as large in number compared to that of cruise liners. Besides, cargo vessels often carry valuable loads which are an attraction in themselves for pirates.

Although the Pakistan Navy and the navies of six other countries contribute to the Combined Task Force (CTF)-151, an international task force to counter the menace of piracy in the Gulf of Aden around the Horn of Africa, pirate attacks still happen. The reason is that crews on merchant vessels are unarmed since shipping companies are reluctant to arm

them because guns could increase liability from accidents. Moreover, carrying weapons is usually banned on commercial vessels in several international ports.

In March 2010, pirates tried to hijack a Panamanian-flagged cargo ship in the waters off the coast of Somalia. This ship, however, had private armed guards on it and they returned fire and managed to kill one of the pirates. The hijack attempt was unsuccessful and the incident showed the efficacy of using private guards. Most Pakistani merchant vessels use the Gulf of Aden route, which also takes them around the Horn of Africa, and hence they are quite vulnerable to attack by pirates. What they need to do is to hire private security guards on board their vessels because this can be an effected deterrent against pirate attacks. Cameras are also available in the market which allow images to be captured of vessels up to 16 kilometres away. This allows captains of ships enough time to mount a response in case of an impending attack.

In addition to this, the UN's International Maritime Organisation has recently endorsed the use of private armed guards to protect ships from piracy. Pakistani's ministry of ports and shipping and the Pakistan National Shipping Corporation should consider making this mandatory for all Pakistani merchant vessels. **Source: Express Tribune**



The **BW BOSS** – Photo : Harry Stott (c)

## Tema Fishermen angry over dumping of vessels along coast

Fishermen in Tema and its environs are unhappy with authorities at the Tema Ports for what they say is the dumping of vessels along the coast. This they claim is having an adverse effect on their fishing activities. The Ghanaian Times reports that the Chief of Tema is equally unhappy about the development and is asking the Ghana Port and Harbours Authority to find a suitable way of disposing off vessels that are not seaworthy.

Richter Nii Amarh Amarfiio who works with an NGO said the practice has adverse effects on the activities of fishermen.

He said his outfit, the Corporate Social Responsibility Movement has written to the Ghana Ports and Harbours Authority complaining about the inconvenience the dumping of the vessels along the coast of Tema to Kpone is having on the residents and the fishermen. He said the vessels are sometimes dumped at fishing ground adding, "What it means is that when you dump them at fishing ground, fishermen may not know. So they cast their net and their nets are entangled. They lose their nets and that is a whole lot of investment," he lamented.

But the The Ghana Ports and Habours Authority in a response insisted there is very little it can do about the situation.

Its Public Affairs Manager Oscar Cudjoe told Joy News the GPHA has only two choices- dump the vessels close to the West Africa Pipeline-Project or the shores. "In an emergency situation like this if the vessel should sink near the West Africa Gas Pipeline or on it that will be the worst scenario for the country. So between the two devils, [leaving] the vessels at the coast is the best option," he said. Meanwhile, the Ghana Maritime Authority said it has not been formally notified about the situation and can only take action based on a comprehensive report. **Source; Joy News**





Above seen in the harbour of Harlingen (The Netherlands) the 28,68 m. twin screw motor tug **CUMBRAE** owned by Osprey Maritime Ltd. delivered as **ALSATIAN** in 1961 (50 years ago) by Henry Scarr Ltd., Hessele, U.K. Powered by two Blackstone diesel engines with a total output of 970 kW (1.320 HP).

Photo : Marius Esman (c)



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## Pirates seize tanker off Somali coast

Pirates have seized a tanker ship in the Indian Ocean and appear to be taking it to Somalia, the European Union Naval Force Somalia said Monday. Pirates boarded the **MV Jubba XX** on July 16 as the ship traveled between the United Arab Emirates and Berbera, Somalia, according to a task force statement.

A patrol plane spotted the ship on Sunday headed for northern Somalia. The task force said it believes nine pirates are aboard the ship, which has a crew of 16. No information about their condition was available. The ship was not registered with the Maritime Security Centre - Horn of Africa, which provides 24-hour tracking of vessels traveling through the pirate-infested area, the agency said. Somali pirates have attacked merchant vessels 163 times in the first

six months of 2011, up 63 percent over the same period in 2010, according to the International Maritime Bureau's Piracy Reporting Centre. Twenty-one of those attacks resulted in successful hijackings, the organization said.

Somali pirates were holding 20 vessels and 420 crew members as of June 30, the group said. **Source : PortNews**



The **SAFRAN 1** seen approaching the IJmuiden locks – **Photo : H.Blomvliet (c)**

## Setting Sail

Dozens of youngsters are taking to the seas to develop vital skills. A 72ft yacht is setting sail from Hartlepool with 48 young people on board as part of a National Citizen Service 2011 pilot. The boat is provided by the Tall Ship Youth Trust and will be the seafarers' home for four nights while they take part in various activities, including hoisting and setting the sails, taking the helm, cooking and cleaning. The aim is for those taking part to develop skills such as teamwork, leadership, communication and problem-solving.

The National Citizen Service 2011 is providing 10,000 16-year-olds the chance to take part in a range of projects nationally, with 1,000 in the Cleveland area. The Government scheme is a Big Society initiative supporting young people from all backgrounds to work together, take on new challenges and make a difference.

Tim Law, marketing and operations director of the Tall Ships Youth Trust, said: "This is a great opportunity for young people to learn to sail whilst developing skills that will benefit all aspects of their lives. These voyages can be life changing and I'm sure that the experience will have a great impact on the overall effect of the National Citizen Service scheme." Christine Davidson, from Cleveland Police, added: "One of the major draws on the initiative has been the chance for young people to set sail with such an experienced and knowledgeable crew as those involved with the Tall Ships. I think this is a fantastic opportunity for the young people of Cleveland which enables them to spend their spare time doing something worthwhile, informative and fun."

A second National Citizen Service voyage will begin on Monday, July 25, from Hartlepool. There are also still places available for adults to join the Challenger Yachts on a day's sail from Hartlepool on Saturday, July 23, when members of the public can get on board one of the yachts to get a taste of life at sea. The day sail costs £99 per person and is available to 16 to 80-year-olds, under 18's must be accompanied by an adult.

The four 72ft Challenger Yachts will also be open to the public from 11am-4pm on Sunday, July 24, at Hartlepool Marina. Contact Tall Ships Adventures on (02392) 832055 for more information. **Source : ShipTalk**



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The **RIO MADEIRA** seen leaving Tilbury bound for Hamburg - Photo : Krispen Atkinson ©

## Mauritius gets 3 mln euros for pirate trials

Mauritius has secured 3 million euros (\$4.25 million) from the European Union for the trial and detention of suspected Somali pirates, the Indian ocean island nation said, Reuters reports. Rampant piracy off the coast of Somalia has made



it the world's most dangerous shipping lane, earned Somali sea bandits tens of millions of dollars in ransoms and raised insurance premiums for shipping firms.

"If it (piracy) is allowed to grow at the pace it has in recent years, it could cause considerable damage to our fishing industry, to shipping, to the tourism industry and indeed to our ambition of developing the potential of our exclusive maritime zone," Finance Minister Pravind Jugnauth told reporters.

International navies trying to counter piracy off Somalia are often reluctant to take suspects to their own countries either because they lack the jurisdiction to put them on trial there or they fear the pirates may seek asylum.

Pirates arrested on the high seas are frequently returned to Somalia's lawless shores. "Mauritius has to pass a law on piracy and ... to start implementing the assistance which will come from the United Nations Office on Drugs and Crimes (UNODC)," Alessandro Mariani, the European Union's ambassador to Mauritius, told Reuters. Mariani said a mission from UNODC was expected in Mauritius in mid-August and by the end of September all the elements should be in place for Mauritius to be able to hold trials of suspected pirates and to jail those convicted. **Source : PortNews**



The **BANGKOK EXPRESS** seen outbound from Hamburg - **Photo : Hans Schaefer ©**

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## NAVY NEWS



The polar research vessel **A 173 PROTECTOR** seen anchored off Portsmouth last week – **Photo : Piet Sinke (c)**

### Submarine building is strategic: Brazil

Building of submarines in Brazil is a strategic issue and a guarantee of sovereignty, said Brazilian President Dilma Rousseff in a weekly radio talk Monday. Brazil has started building four diesel-powered submarines under an agreement with France which entails technological transfers.

President Dilma Rousseff attended the commencement ceremony last week at the shipyard where four submarines will be built. The first vessel is expected to be ready for delivery by 2016. "Brazil is becoming part of a small group of countries which have the knowledge and technology to build submarines. The capacity to produce submarines is a strategy for both defense and economic growth," said the president. She noted that each submarine consists of more than 36,000 components which will be produced by 30 Brazilian companies. Building the four submarines will help create, both directly and indirectly, some 46,000 jobs, said government sources. **Source : ChinaDaily**

### Germany willing to fund 6th Dolphin-class sub for Israel

Germany will underwrite a third of the cost of Israel's sixth Dolphin-class submarine, Der Spiegel reported overnight Sunday. According to the report, Germany will contribute 135 million euros to the deal, which will provide Israel with an impressive boost to its strategic submarine fleet, reported to be capable of firing cruise missiles with nuclear warheads.



German Defense Minister Tomas de Maiziere met in Israel last week with Prime Minister Binyamin Netanyahu and Defense Minister Ehud Barak and discussed details of the deal. Der Spiegel said that the subsidy was being offered to Israel as part of reparations for the Holocaust. Talks on the deal for the sub stalled last year after the Germans declined to underwrite it, as they had done with previous such purchases. The vessel will cost between \$500m. and \$700m. The submarines are considered Israel's most sophisticated and strategic weapon.

Israel already has three Dolphin- class subs; another two are under construction in Germany with expected delivery dates of 2012 and 2013. Germany donated Israel's first two



submarines after the First Gulf War and, according to the German press, split the cost of the third with Israel. The new submarines – called the U212 – will be fitted with a new German technology in which the propulsion system allows for silent cruising and longer stays underwater **Source : The Jerusalem Post**



Royal Navy Aircraft Carrier **HMS Illustrious** is escorted by tugs as she returns to Portsmouth following her refit in Scotland. HMS Illustrious returned to her Portsmouth home July 7 after completing a £40m maintenance and upgrade programme in Scotland. The 22,000 tonne ship, affectionately known as Lusty, was in the Rosyth dockyard in Fife for 16 months where she underwent modifications to turn her into a helicopter and commando carrier capable of carrying a force of up to 20 helicopters and 600 fully kitted out personnel. Since leaving Rosyth on June 18 Illustrious has been undergoing sea trials off the UK coast. She will carry out further tests off the south coast before returning to the RN fleet at the end of this month. **Photo :Nicky Wilson - Ministry of Defence**

## SHIPYARD NEWS



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## Hudong-Zhonghua wins \$1b ship orders

Shanghai's Hudong-Zhonghua Shipbuilding has signed orders to build four liquefied natural gas (LNG) carriers worth about \$1 billion from joint ventures of Japan's Mitsui OSK Lines (MOL), its first major LNG export orders, a newspaper reported on Monday. Ship brokers said the ships, which can carry 172,000 cubic metres of LNG each, were expected to cost about \$200-250 million apiece, the South China Morning Post reported.

Hudong-Zhonghua is controlled by China State Shipbuilding Corp, one of the two largest shipbuilding conglomerates in the country. Two of the ships will be operated by MOL and East China LNG Shipping Investment, while the other two will be operated by MOL and North China LNG Shipping Investment, it said. North China LNG Shipping and East China LNG Shipping are joint ventures established by China Shipping Group with China National Petroleum Corp (CNPC) and Sinopec Group respectively. **Source : ChinaDaily**



The **P 730 LA COMBATTANTE** was decommissioned September 1996, as seen last week in Cherbourg at CMN

**Photo : Piet Sinke ©**

## **Renewed Service Contract Boosts Austal's Presence in the Middle East**

Austal is pleased to announce the award of a third-year contract option for the maintenance of five large high speed craft for Oman's National Ferries Company (NFC), bolstering the Company's service credentials in the Middle East. The extension is part of an initial contract announced in 2010 for the delivery of vessel maintenance services for NFC's fleet of high-speed ferries and two Royal Omani Police Coast Guard rescue boats for a period of up to five years under the Vessel Maintenance Service Agreement. The third-year contract covers the period from 1 August 2011 to 31 July 2012. The NFC contract includes the performance of scheduled and unscheduled maintenance for the five vessels, two of which are Austal-built 65 metre high speed vehicle ferries "Shinas" and "Hormuz", which were delivered to the Sultanate of Oman in 2008.

Austal Chief Executive Officer, Andrew Bellamy, commented that the NFC contract renewal cements Austal's position as a major provider of worldwide vessel maintenance and management services, and boosts the Western Australian company's presence in the Middle East. "Having built over 220 vessels for defence and commercial operators worldwide, including 20 vessels currently operating in the Middle East, we have developed good relationships with many operators throughout the region, and in June 2011, opened a regional sales office in the United Arab Emirates,"



said Mr Bellamy. With established Service Centres in Oman, Spain, Trinidad & Tobago, Australia and the USA, Austal has completed an extensive range of service jobs, with many notable contracts being for non Austal-built vessels.

The NFC maintenance contract will be performed at Austal's Middle East Service Centre in Muscat, Oman, which has been in operation since August 2008. Austal employs highly skilled tradespeople from all over the Middle East who are supplemented with experts from Austal's Henderson shipyard, in order to achieve the underlying goal of the Vessel Maintenance Service Agreement, which is to establish a high speed vessel maintenance industry in Oman. Over 50% of Austal's staff at the Middle East Service Centre are Omani nationals and each staff member participates in an extensive training program aimed to allow them to take over and ultimately manage the complete vessel maintenance program by the end of the five year frame work contract term. This training program has included courses in Spain, Oman and Australia, which are all aimed at producing world-class high speed maintenance personnel.

## **Hanjin to build 56 vessels at Subic Bay, Philippines**

Hanjin Heavy Industries and Construction Philippines (HHIC-Phil) has received orders worth US\$4.8 billion for 56 ships that will be built inside its Subic shipyard in Redondo Peninsula, reported Manila bulletin. Hanjin general manager for external business, Tae Kyun Yoo, said most of the 56 vessels will be bulk carriers. The order comprises 36 bulk carriers, 14 container ships and six tankers. He added that seven of the bulk carriers will be of 175,000 deadweight tones, 18 of 180,000 dwt and 11 of 205,000 dwt. He also said that four of the container vessels have a capacity of 3,600 TEUs, two of 3,800 TEUs and remaining eight 12,800 TEUs. The shipyard is also building two 320,000 dwt crude oil tankers (COT) and four 160,000 dwt cot vessels, making the shipyard fully booked until 2016 **Source : PortNews**

## **Tsuji Heavy Industries gets order for a pair of 37,500 dwt bulkers**

Tsuji Heavy Industries (Jiangsu) has bagged an order for a pair of 37,500 dwt bulkers. Bahamas owner Campbell Shipping ordered the two vessels at the Chinese yard with options for two more vessels. "We consider this an excellent fuel efficient futuristic design, complying with most up-to-date rules and regulations and meeting anticipated commercial requirements," said Lowell Mortimer, chairman and ceo of Campbell Shipping. The vessels will be classed by ABS and flagged in the Bahamas **Source : PortNews**

## **ROUTE, PORTS & SERVICES**



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## **North Sea breakthrough for Hamworthy pumps**

Hamworthy has made a breakthrough in the North Sea, following an order covering its deepwell cargo offloading pumps and fire water pump system for a floating production storage and offloading (FPSO) vessel ordered by Teekay Corporation. The company has secured the contract from Samsung Heavy Industries, where the newbuild FPSO will be

constructed. Its CKL deepwell cargo offloading pumps will be delivered from Hamworthy's Svanehøj plant in Denmark, with the scope including 12 cargo, two slop, one skimming and two ballast pumps, electric motors and switchboards. The CKL pump is a single stage pump with a pipe stack consisting of a cargo pipe and an oil-filled drive shaft column. It has an electric motor as its driving unit fitted on the weather deck, connected to the pumps unit via long driving shafts. The fire water pump system will be delivered from Hamworthy's Singapore plant and will include two direct diesel driven fire water pump skids and two diesel-hydraulic fire water pump skids.

With capacity to store 800,000 barrels of crude oil, the newbuilding FPSO will be operated under an agreement with BG Norge Limited and will enter operation during the first quarter of 2014 in the North Sea's Knarr oil and gas field (previously known as Jordbaer) located in the Tampen area. "This contract confirms the strong showing we have established in the offshore sector" said Lars Fischer, Hamworthy Svanehøj Sales Director, Offshore. "We continue to invest in developing our technologies and solutions for offshore applications and have recently launched an entirely new range of combined sea water lift and fire pumps that meet the requirements of the offshore market." The contract follows on from a further breakthrough order earlier this year in Brazil, where Hamworthy will be delivering electrically-driven cargo pump systems for eight FPSOs. **Source: Hamworthy**



Stena / TK's **STENA ALEXITA** seen departing from Rotterdam-Europoort – Photo : Piet Sinke (c)

## OSD to design seismic support/chase vessel series for Bourbon

**Offshore Ship Designers** has been chosen to design a series of six new fuel-efficient seismic support/chase vessels ordered by French offshore major Bourbon to be built at Dubai's Grandweld Shipyards. The 53 m vessels will have a fuel efficient hybrid propulsion system delivering a flexible economic solution for the varied conditions required to support seismic survey vessels including transit speed, slow speed escort and support work and a high degree of manoeuvrability. Neil Patterson, managing director of OSD-IMT, the UK arm of Offshore Ship Designers says, "We worked closely with Grandweld during the tender period and following their selection as one of the short-listed bidders, we assisted them technically during the successful contract negotiation process, and are pleased to have been entrusted with the design of these new vessels." The vessels will be chartered by Bourbon to CGGVeritas with delivery of the first vessels set for the end of 2012. They will be used to support the fleet of CGGVeritas seismic survey vessels operating all over the world, providing them with services including crew change, fuel delivery, storage, assistance and support during at-sea maintenance operations.

### Operational requirements of the design include:-

- Cargo runs from port to the mother ship.
- Transfer of fuel, potable water, dry and refrigerated stores and general cargo to the mother ship.
- Transfer of crew to and from the mother ship.
- Accompanying the mother ship when conducting seismic operations.



- Towing of the mother ship when conducting seismic operations.
- Retrieval of streamer cables

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- Diesel-electrical mode with main engines declutched using PTI propulsion motors powered by the gensets for chase and slow speed operation.
- Boost mode with main engines and PTI propulsion motors (powered by the gensets) engaged used for towing operation.
- Automatic push button selection between the different propulsion modes.

Service speed in transit mode with only main engines in operation – 11.0 knots

Service speed in diesel-electric mode without main engines – up to 6.0 knots

Service speed in boost mode with main engines and PTI motors – 11.3 knots

Bollard pull in boost mode with main engines and PTI motors – 50 tonnes



Main particulars are length 53.8 m, beam 13.0 m, depth 5.8 m, load draft 4.8 m, cargo fuel capacity 850 cu m, marine gas oil fuel 260 cu m, potable water 100cu m, refrigerated and dry storage capability as well as space on deck for stowage of stores containers. Offshore Ship Designers Group (OSD) is a global one-stop resource delivering naval architecture and marine engineering skills to the shipping and offshore energy industries. It draws on an experienced global workforce to provide high quality feasibility studies, conceptual and detailed designs for tugs and offshore support vessels of all types. OSD is based in IJmuiden, The Netherlands, and has offices in Montrose, York, Appledore, Shanghai and Singapore. [www.offshoreshipdesigners.com](http://www.offshoreshipdesigners.com)

## Essar Ports' Vadinar terminal on stream

Essar Ports, a part of the Essar Group, has commissioned the 12 million tonnes per annum expansion at its Vadinar terminal in Gujarat at a total cost of Rs.1,065 crore. This additional capacity is in the form of a new jetty handling petroleum products, storage tanks and a road gantry.

With this commissioning, the total handling capacity of the Vadinar Port is now 58 million tonnes annually. This expansion is in line with the Essar Oil's refinery expansion to 18 million tonnes in phase one expansion and further to

20 million tonnes by September 2012. The commissioning of this project is in line with the company's expansion plans at Salaya, Paradip and Hazira, doubling the capacity to 158 million tonnes by 2013. The total capital expenditure planned by the company is Rs.9,300 crore, of which the company has already spent more than Rs.6,300 crore.

Commenting on the additional capacity, Essar Ports Managing Director Rajiv Agarwal said, "The company expects to see revenue growth of over 35 per cent every year for the next few years based on increased realisation and incremental traffic." Essar Ports has now two ports in operation and three under construction. The two operating ports are at Hazira and Vadinar. The cargo handling capacity at Hazira is 30 million tonnes and will be ramped up to 50 million tonnes while at Vadinar the capacity now stands at 58 million tonnes. Besides, the company is developing a 16 million tonnes iron ore berth and 14 million tonnes coal terminals at Paradip and developing a 20 million tonnes dry bulk terminal at Salaya taking the total port capacity to 158 million tonnes by 2013. **Source : The Hindu**



The **AIDAvera** seen in Lisbon – **Photo : Jacob Versteeg (c)**

## Wärtsilä to supply main engines for 25 new Russian tankers

Wärtsilä, the marine industry's leading systems integrator, has been awarded the contract to supply the main engines for a series of 25 tankers being built for Volga Shipping Co., Russia's oldest shipping company. Fifteen of the ships are to be constructed at the Oskaya yard in Navashino for ship owner Volga Flot Tanker, and the other ten at the Krasnoe Sormovo yard in Nizhny Novgorod, five for Bash Volga Tanker and five for Volgotrans. All these three ship owners are part of Volga Shipping Co. The scope of the supply includes two 6-cylinder Wärtsilä 20 main engines to be supplied for each vessel. Delivery of the machinery will commence in the autumn 2011, and should be completed by mid 2013. The first vessel is scheduled to be fully operational by the end of 2012.

"We have previously supplied Volga Shipping with Wärtsilä engines, and have established a constructive relationship with the company over the years. When these tankers were being planned, and the need arose for reliable and economical shipsets, Wärtsilä engines were the obvious choice. We are very pleased and proud to announce that this is the single largest order for Wärtsilä 20 marine engines that Wärtsilä has been awarded in Russia," says Johan Hansten, Director Business Sales, Wärtsilä Ship Power.

The 6-cylinder in-line Wärtsilä 20 is part of the Wärtsilä 20 series, and is a four-stroke diesel engine that can be run on either marine diesel oil (MDO) or heavy fuel oil (HFO). It can be switched from MDO to HFO and vice versa without power interruption at any engine operation load.

This engine has proven its robustness and reliability over the years, with more than 4000 Wärtsilä 20 engines having been delivered since being introduced to the market in the early 1990s. The Wärtsilä 20 covers the lower power range in the Wärtsilä diesel engine family.

This tanker type has a length of 140 m, a 4.2 m draught, and a deadweight of 6979 tons. It can carry crude oil and petroleum products, including gasoline, without restrictions for flash-point, and is allowed to transport two types of cargo simultaneously. When launched, all 25 of these tankers will operate on Russia's inland waterways during the summer months, and on the Black and Mediterranean Seas in winter. **Source : gCaptain**





The **OOCL FINLAND** seen arriving in Rotterdam-Europoort – Photo : Piet Sinke (c)

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## 17 vessels of Latvijas kugnieciba still hired out under charter contracts signed by company's previous management

Charter agreements for 17 vessels of the joint-stock shipping company Latvijas kugnieciba (LK) are still in force that were signed by the company's previous management, but they will expire in the near future and the new charter agreements will be more profitable for the company, LK CEO Paul Thomas says in an interview with the business portal Nozare.lv.

The new management at LK will hire the ships out for more advantageous prices that will be in line with the current market situation, stresses Thomas. Asked if the new charter contracts could actually improve the financial situation for LK, Thomas notes that much depends on charter rates on the global market. The rates have remained low the past few years. Now, however, the rates are growing, and Thomas hopes that they will increase enough to help LK earn more money.

Thomas notes that when the new LK management took office, the first priority was to stabilize the situation at the company, which has now been done. The other priority was to optimize management of LK. Now, for instance, the company has just one office, on Elizabetes Street, whereas the other office on Ganibu dambis Street has been reorganized, Thomas informs. LK previously announced that the group's losses in the first quarter reached USD 3.15 million – a 70 percent decrease on the first quarter of 2010 when the company's losses amounted to USD 10.58 million. **Source: Baltic Course**



The **SMIT BARRACUDA** seen conducting a load test on her crane - Photo : Willem Kruit (c)

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## Sri Lanka Dockyard builds test facility in eastern port

Colombo Dockyard has commissioned a 'bollard pull' test facility in Sri Lanka's eastern port of Trincomalee for use by its own vessels and others such as in planned oil exploration work. "The test facility is built mainly to check and confirm the pulling capacity of ships including tugs and Anchor Handling Tug Supply Vessels up to 250 tonnes," the yard said in a statement, Lanka Business Online reports.

Bollard pull indicates the maximum pulling force a ship such as a tug can exert on another ship or object. The facility, built in collaboration with the Sri Lanka Ports Authority which operates ports, is the first of such high capacity in Sri Lanka, Colombo Dockyard said. "Although this facility will be used mainly for ships under construction at Colombo Dockyard, the facility could also be hired by other ship owners or shipyards at a nominal fee."

It said the test facility would be "a requirement and a great asset" when Sri Lanka commences offshore oil and gas exploration activities in the Mannar basin off the north-west coast. Cairn India is set to drill the first offshore test well in August. Colombo Dockyard said vessels deployed in the exploration work could be subjected to various tests and trials using the Trincomalee facility. Source : PortNews

## NOBLE GLOBE TROTTER ARRIVED IN ROTTERDAM



The **NOBLE GLOBE TROTTER** enroute the Wilton harbour in Schiedam – Photo : [Jacco van Nieuwenhuizen \(c\)](#)



Escorted by the **SD STINGRAY** – Photo : [Frits Janse \(c\)](#)





Above seen POSH Semco tugs **SALVIGILANT** taking over the tow from the **SALVICEROY** off Walvis Bay.  
Photo : master Salviscount (c)

## Subsea 7 Gets \$80M Subsea Umbilicals Pact Offshore Australia

Norwegian seabed-to-surface engineering and construction contractor Subsea 7 S.A. (SUBC.OS) announced Monday the award of a \$80 million contract from Chevron Australia Pty Ltd (CVX) for the Chevron-operated Gorgon Project, offshore Western Australia.

### MAIN FACTS:

- The work involves the transportation and installation of subsea umbilicals and structures from Barrow Island – 56km off the north-west coast of Western Australia, to the Gorgon and Jansz Fields.
- The Gorgon and Jansz umbilicals are 59km and 135km in length respectively.
- These will be transported from Europe to Australia onboard the Seven Seas, and then installed from the vessel.
- A major trenching scope of work, of up to 70km, will also be undertaken from the Rockwater 2, to stabilise and protect the main umbilicals.
- Project management and engineering will commence immediately from Subsea 7's office in Perth, Australia, with offshore operations scheduled to commence in early 2013.
- The Gorgon Project is one of the world's largest natural gas projects and the largest single-resource project in Australia's history. It is operated by Chevron and is a joint venture of the Australian subsidiaries of Chevron (approximately 47%), ExxonMobil (XOM) (25%) and Shell (RDSA) (25%), Osaka Gas (9532.TO) (1.25%), Tokyo Gas (9531.TO) (1%) and Chubu Electric Power (9502.TO) (0.417%). **Source : gCaptain**



Royal Thailand Navy Escort **HTMS Klaeng** seen on anti-piracy duties, escorting tug **Husky** and her tow to the Bongkot Field - **Photo : Capt. Jan Berghuis – Master Husky (c)**

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## OLDIE – FROM THE SHOEBOX



The **T.H. WATERMEYER** was one of a series of nine coal fired harbour/salvage tugs ordered by the South African Railways and Harbours administration between 1934 and 1939. World War II intervened and delivery of the last two was delayed by about 2 years. The T.H. WATERMEYER arrived in Table Bay, Cape Town, where it spent most of its working life, before being moved to Walvis Bay. A credit to her builders, Inglis of Glasgow, the tug was only retired from service in 1980. **Photo: Robert Pabst (c)**

## BOEKBESPREKING

Door : Frank NEYTS

### "Sailing, a beginner's guide".

Bij Adlard Coles Nautical verscheen de tweede editie van "[Sailing, a beginner's guide](#)" samengesteld door David Seidman. Wil je leren hoe je moet zeilen? Wil je iets verder gaan dan de basisprincipes, en wil je de 'real magic' en het avontuur van het zeilen ontdekken? Dan zal het aanschaffen van het boek "Sailing, a beginner's guide" u op het juiste spoor zetten. Leren werken met de wind, uw boot leren kennen, het gebruik van de zeilen, varen onder motor, regels van de weg, ankeren, touwwerk, veiligheid en navigatie, dat en nog veel meer biedt deze zeilgids voor beginners aan. Het werk is geschreven in heldere, stap-voor-stap taal en prachtig geïllustreerd met honderden tekeningen. Deze recentste uitgave werd geactualiseerd, ondermeer met een hoofdstuk over GPS-navigatie. Een aanrader voor wie nu nog van zeilen droomt, en deze droom wil realiseren.

"[Sailing, a beginner's guide](#)" (ISBN 978-1-4081-5379-6) kost £16.99 en telt 240 pagina's.. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. [www.adlardcoles.com](http://www.adlardcoles.com)

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



Above seen the [Alphonse Letzer](#) alongside the Heerema Yard at Porto Amboim/Angola.

Photo : Geert Dijkema - master "[Alphonse Letzer](#)" ©