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The Belgian pilot SWATH WESTDIEP seen getting alongside the LOODSBOOT No 6 to transfer some pilots

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

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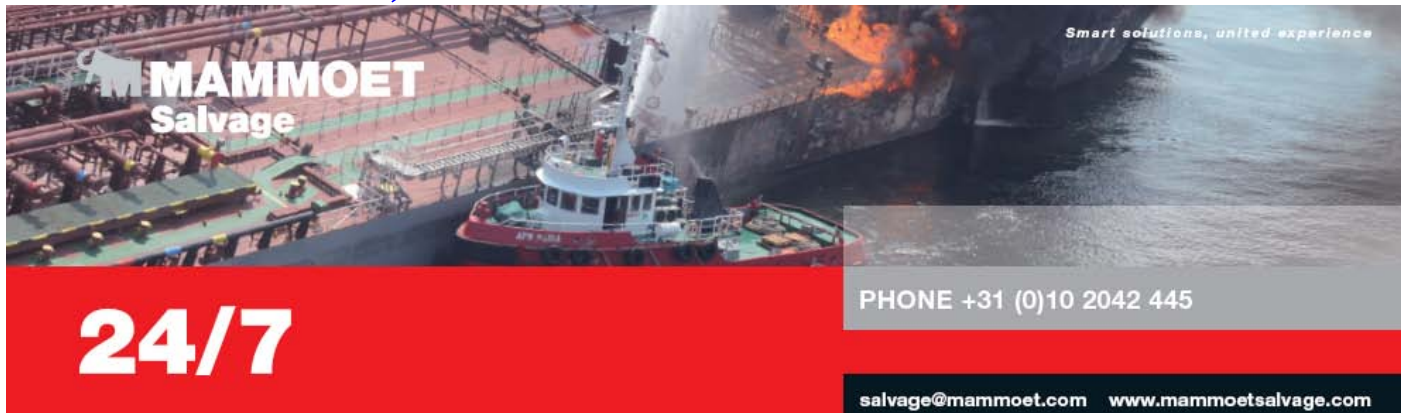
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HAL's **RYNDAM** seen moored in Stavanger – Photo : Tim Lodder ©

Shipowners' P&I Restructures its London Operation

As part of its on-going drive to increase both customer focus and operational efficiency, the Shipowners' Club, which specialises in the provision of P&I insurance cover for small and specialist vessels worldwide, has restructured the key departmental functions at its London branch. The claims and underwriting teams will now be organised according to three distinct areas of responsibility, called syndicates. Within each syndicate underwriters and claims handlers will work alongside each other, bringing a greater degree of synergy to the Club's service delivery to Members. One syndicate will handle European business; another will manage the "rest of the world" accounts, which fall within the

London branch's realm of responsibility* and a third syndicate will focus on the offshore sector. The latter is an area already prominent in the Club's portfolio and within which Shipowners plans to develop its service offering further. In announcing the changes Shipowners' CEO, Charles Hume, said, "We believe that the Club's new operational approach will provide Members and their brokers with a rounded overall service, more attuned to their needs and will help to develop customers' relations with a broader range of the Club's staff, putting a larger degree of their skills at the Members' disposal." The London branch's loss prevention team will sit alongside the syndicates and continue to assist Members in minimising their exposure to risk. The syndicate concept is one that the Club's managers believe will ensure that service levels are enhanced and in every case will confirm with Members and their brokers that they are comfortable with the arrangements going forward. The re-organisation at the London branch of the Club forms part of a continuing programme to re-energise customer relations, stabilise existing business and engender growth through closer links with all its customers, Members and brokers alike. This growth will be underpinned by a systematic, focussed development of simplified insurance products; this process of simplification is in specific response to customer demands.

Announcements by Shipowners covering expansion at its Singapore branch, the details of its new offshore syndicate in London and the terms of a number of simplified forms of cover aimed at specialised small vessel sectors will be made over the coming months. In addressing potential concerns of Members over the consequences of the changes, Hume concluded, "Inevitably there will be some re-allocation of responsibilities and as such it is possible that an individual underwriter or claims handler, who previously looked after a particular Member's affairs, may change. We plan to limit this disruption as we recognise the importance of existing relationships. Such potential changes will be discussed individually with Members." *The Club's other two branches in Singapore and Vancouver are responsible for the Asia-Pacific and the Americas regions respectively

NEDERLANDS TALL SHIP "EUROPA" VIERT 100e VERJAARDAG IN HARLINGEN

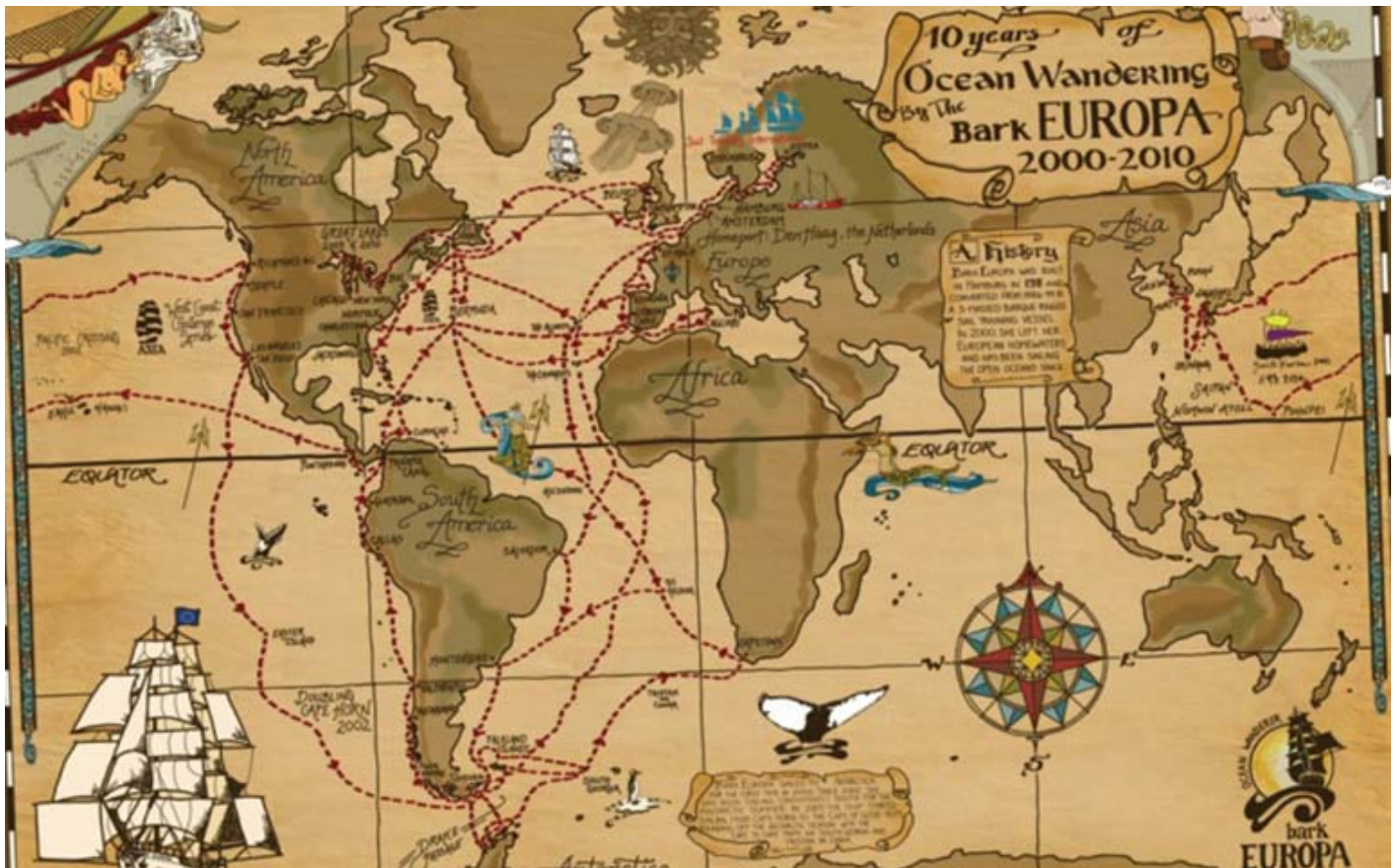


Het Nederlandse Tall Ship "**EUROPA**" is voor het eerst in twee jaar weer in Nederland. Deze driemast bark zal hier haar 100ste verjaardag vieren. Op vrijdag 19 en zaterdag 20 augustus is er gelegenheid deze "Ocean Wanderer" te bezichtigen in Harlingen. Afgelopen twee jaar heeft het schip vele omzwervingen gemaakt. Onder meer in Antarctica, een Kaap Hoorn-ronding met 8 Tall Ships, een bezoek aan de Amerikaanse "Grote Meren" en op dit moment deelname aan de Tall Ships Races tussen de Shetland Eilanden en Noorwegen.

Op 13 augustus brengt de Europa eerst een bezoek aan Hamburg. Hier is het schip in 1911 als lichtschip gebouwd. Daarna zal de bark "**EUROPA**" voor het eerst in twee jaar weer in Nederland zijn om de 100e verjaardag van het schip te vieren. Op vrijdag 19 augustus is het klassieke Tall Ship van 10:00 tot 16:00 uur te bezichtigen aan de Oude Buitenhaven te Harlingen, zaterdag 20 augustus is het schip van 12:00 tot 16:00 uur te bezoeken.

Ook de driemast topzeil schoener "**OOSTERSCHELDE**" (1918) komt naar Harlingen om de verjaardag van de "**EUROPA**" te vieren. Met het bezoek van de twee Tall Ships wordt dit een mooie

voorproef van "[Harlingen Sail 2014](http://www.harlingensail.com)", wanneer de Friese haven als start dient voor de Tall Ships Races 2014 (zie Harlingen Sail: www.harlingensail.com).



De "**EUROPA**" is een van de weinige grote zeilschepen die wereldwijd vaart en sinds 2000 te vinden is op vele bijzondere plekken. Jaarlijks maakt de "**EUROPA**" als enige Tall Ship expeditie-zeilreizen naar Antarctica. Vele Nederlanders hebben aan boord van de "**EUROPA**" een bezoek gebracht aan het Witte Continent. In het najaar van 2011 vertrekt het schip weer richting Zuid Amerika om vanuit de Falkland Eilanden verder naar het Zuidelijke continent af te zakken. Voor meer informatie: Rederij Bark Europa: www.barkeuropa.com tel.: 010-281 0990



Hurtigruten's **Trolldjord** alongside at Trondheim.
(Notice the Norwegian flag at halfmast because of the Oslo massacre). **Photo : Henk van der Lugt** ©

Star Reefers Reports \$11.3 Million Loss



The **STAR PRIMA** seen at the Westerscheldt River – Photo : Richard Wisse – www.richard-photography.nl (c)

Norway's Star Reefers swung to an \$11.3 million second quarter net loss from a year-earlier profit of \$3.8 million, as spot market rates fell, fuel costs rose and container carriers targeted the refrigerated shipping markets with "unsustainably low prices." The Oslo-listed carrier's net revenue after voyage expenses fell to \$45.8 million from \$48.6 million in the second quarter of 2010. This left a first half net loss of \$8.9 million against a \$7.6 million profit in the same period a year ago, while net revenue slipped to \$93.7 million from \$98 million. Relatively weak economic trends, which are dampening demand for fruit, and competition from container carriers has depressed rates for specialized reefer ships. Rising fuel prices have further reduced their earnings. Most recently, container carriers have targeted Ecuadorian banana exports to Russia and other European destinations, triggering a sharp decline in reefer charter rates at the end of April. Source: Journal of Commerce



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Container Corporation of India's Profit Up 21 Percent

State-owned Container Corporation of India boosted first quarter net profit 21 percent from a year earlier to \$52 million, driven by higher earnings from its core export-import operations, the company said Friday. Concor, the

country's largest intermodal logistics provider, reported overall revenue increased 3.5 percent to \$214 million in the three months to the end of June. Operating income from international freight hauling rose 7 percent to \$173 million from \$162 million in the year-ago quarter. Income from domestic intermodal operations dropped about 8 percent year-over-year to \$41 million from \$45 million. Operating expenses for the quarter totaled \$164 million, up from \$158 million a year earlier. Rail-haulage costs increased to \$122 million from \$119 million, representing about 55 percent of total sales. Concor, an offshoot of Indian Railways, operates a network of over 60 inland container terminals at various hinterland locations across the country. It had a monopoly of the container hauling market until the central government opened the sector to private players in 2006 and issued licenses to 14 new operators, including local logistics arms of major ocean carriers covering Indian trades. For fiscal 2010-11 ended March 31, 2011, it posted net profit of \$184 million, up 5.5 percent from \$175 million the previous year. **Source: Journal of Commerce**



Sighted off Portsea, 25-7-2011, inbound to Melbourne the latest for PO Shipping, the **XIANG SHUI WAN**, (Ex [Maritim Frankfurt](#), ex [MSC Boston](#) - came to Melbourne as MSC Boston) IMO 9057472, Gt 42323, Dwt 44510, 1993, 242 loa x 32 beam x 21 knots. Owner : Josco Yuansheng Shipping of China. Flag, Peoples Republic of China.

Photo : Andrew Mackinnon – www.aquamanships.com ©

Bangladesh court allows ship breaking industry to continue work

Bangladesh's High Court has agreed to allow ship breaking yards three more months to meet tougher safety and environmental rules on importing old ships to dismantle for scrap, a senior industry official said. Rights activists had urged the court to reinstate a year-long ban on Bangladesh's \$1.5 billion ship scrap industry, saying its activities remained too dangerous for workers and too costly for the environment. The ban was lifted in March.

Bangladesh, the top ship recycling nation from 2004 through 2008, hopes to bring in around 300 ships by the end of next year, up from 220 in 2009 before the ban, traders said. "The court allowed for importing and dismantling of old ships that ensures the safety and security of both workers and environment," Captain Salah Uddin, an adviser of the Bangladesh Ship Breakers Association told Reuters late Sunday. "Now the government has more time to do a draft and that has to be submitted to the court and the court will examine it."

The court ordered the Ministry of Industry to draft new regulations for importing old ships, and a government committee to monitor the industry to ensure compliance. Scrapped ships are the main source of steel for Bangladesh, which requires around 4 million tonnes each year. Maritime recycling yards in the Indian subcontinent and China could see a boom that could run until 2013 as shipowners rush to get rid of ageing vessels, driven by an oversupplied freight market, low shipping rates and high steel prices. Rights activists say the cost to the environment and the health and safety of Bangladesh workers has been too high, however, with more than 1,000 workers killed on the job since 1996.

A 2003 government study found nearly 90 percent of workers suffered some form of accidental injury -- from foot injuries to serious accidents -- while working in the country's biggest yards in the port city of Chittagong. The court lifted the ban after industry vowed to adopt strict rules to protect workers, such as an age limit of at least 18, training and proper safety gear, and cleansing of toxic material from ships prior to arrival. Yards have already taken adequate steps to reduce the level of environmental pollution and reduce accidents by implementing many of the safety measures, said M.A. Awal, former trade association president. **Source : Guardian**



Above seen the **Deepsea Metro I** arriving at STX Masan for loading of 3rd party equipment.

Photo : Brendan Lally - OIM/Master - Drillship Deepsea Metro I ©

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Fire put out on Panama-registered ship in Romania

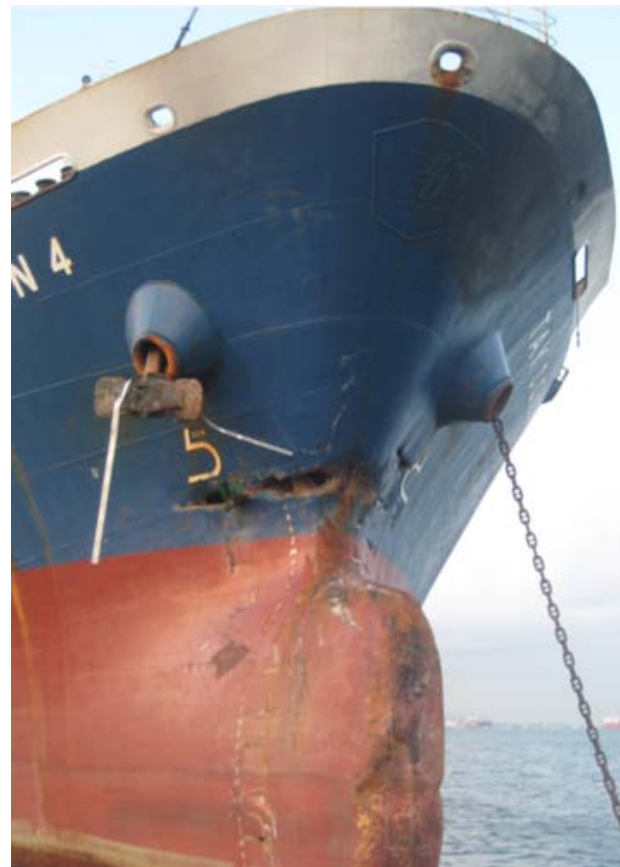
Romanian authorities say they have extinguished a raging fire on a ship docked near the Black Sea city of Constanta. The fire started early Monday on the Panama-registered vessel **FGM Europe** that has been undergoing repairs in Midia-Navodari, a small port just north of Constanta. Firefighters battled with the fire for six hours before it was put

out. Port spokesman Catalin Arteni has told Agerpres news agency that there are no victims. He says the cause of the fire has not been established. **Source : The State**

COLLISION OFF SINGAPORE



At the Singapore Eastern Anchorage the general cargo vessel **TAY SON 4** collided last Monday with the tanker **NAUTICA BATU PAHAT**, with the result as seen at the photos



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NAVY NEWS

Smith seeking US help to build 12 subs

DEFENCE Minister Stephen Smith will seek US help with Australia's plan to build 12 big conventional submarines to replace the navy's six troubled Collins-class boats. Mr Smith arrives in Washington today with Defence Department secretary Ian Watt, and the new chief of the Australian Defence Force, General David Hurley, for their first face-to-face talks with new US Secretary of Defence Leon Panetta and other senior officials. While the US Navy operates only nuclear-powered submarines and some defence analysts have suggested that Australia should buy or lease a nuclear fleet from the Americans, Mr Smith told The Australian before he left on Friday that nuclear submarines were not an option for Australia. The answer for Australia was a conventional fleet to be built in South Australia, he said. After initial problems with the Collins fleet a decade ago, the US provided a state-of-the-art combat system and the latest technology to improve the subs' propulsion systems and make them less noisy. The building of the so-called Future Submarine will be Australia's biggest-ever defence project. The 12 big, long-range boats are expected to cost about

\$36 billion. Talks will include progress in Afghanistan, the transition to Afghan-led security responsibility and prospects for reconciliation and political settlement.

Mr Smith will also seek an up-to-date report on the Joint Strike Fighter, which is being developed in the US and which is intended to replace the RAAF's F/A-18 Hornet fighter bombers and the recently retired F-111 bomber fleet. Concerns about the growing military power of China will be a key focus of discussions on closer bilateral co-operation on security matters in the Asia-Pacific region.

The two delegations will discuss the US global force posture review, which will help the Obama administration decide where US forces should be based, and how Australia's recently announced defence force posture review fits in with it. Those issues will be discussed in detail at the next round of annual Australian-US defence and foreign affairs talks in the US in September.

Mr Smith said he would also meet United Nations secretary-general Ban Ki-moon and other senior UN officials to discuss Australia's involvement in UN missions, including those in South Sudan, Afghanistan and East Timor. More than 500 ADF personnel are deployed on Security Council-mandated peacekeeping operations around the world.



Above seen the Royal Navy Type 23 Class Frigate **HMS SUTHERLAND F81** leaving Grand Harbour, Malta on Saturday 23rd July, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

HMAS Toowoomba leads multi-national exercise in Bab El Mandeb Strait

HMAS Toowoomba has successfully concluded command of a multi-national exercise with Turkish Navy vessels and French Mirage fighters, contributing to maritime security in the Bab El Mandeb Strait, in the Middle East. Exercise Scimitar Exocet was conducted between 22 and 23 July 2011 in the vicinity of the Gulf of Aden and involved Toowoomba, two Turkish Navy vessels and French Mirage fighter aircraft. Commanding Officer of **HMAS Toowoomba**, Commander Andrew Quinn, said the exercise proved the Royal Australian Navy's interoperability with the Turkish Navy against an air-borne attack. "The exercise demonstrated the Combined Maritime Force's resolve to

maintain safe and unfettered access for shipping through a vital international strait," Commander Quinn said. "The crew honed their skills just before kicking off the exercise by responding to a real world distress call from a vessel's crew which thought it was under attack." Just hours before the exercise began, Toowoomba received a call from a merchant vessel stating that it was under attack.

Toowoomba's Seahawk helicopter was launched and, along with the ship, provided surveillance and escort support to merchant traffic. On 23 July, Toowoomba was also afforded a unique opportunity when she engaged in advanced air warfare exercises with French Mirage fighter aircraft as part of Exercise Scimitar Exocet. "The Middle East can be a very demanding and volatile environment in which to operate," Commander Quinn said. "To date, the crew of HMAS Toowoomba have risen to every challenge in a professional and committed fashion, maintaining Australia's highly respected position as a coalition partner." HMAS Toowoomba is presently deployed in support of Operation SLIPPER in the Middle East Area of Operations (MEAO), operating as part of the Combined Maritime Force (CMF). The CMF mission includes maritime security operations in the Gulf region, the maritime environment around the Horn of Africa, and counter piracy/terrorism operations in the Gulf of Aden. As the 26th rotation of an RAN vessel to the MEAO, Toowoomba has been on patrol supporting the CMF mission since 2 June 2011. Source : Garry Luxton

Breach in dry dock could further delay Scorpene delivery



The Scorpene submarine project that is already three years behind schedule has received another setback after a massive breach and flooding in the Mazgaon Docks Limited (MDL) where the vessels are being constructed. Sources said the dry dock of the shipbuilding yard developed a breach, causing a massive flooding that submerged key components that were being manufactured. A detailed assessment is awaited but initial estimates by the Navy indicate that the project could be delayed by two—three months. While efforts are being made to clear the dock and restore the working area, sea water is still accumulated, hampering work. Several components of the

submarine were submerged by the intake of sea water, including sections of the hull that have already been fabricated. "It is not a major setback. There could be a slight delay but in the long run we can make up on time lost," an official familiar with the incident said. This is the latest in a series of setbacks for the submarine project that was inked in 2005 after a record Rs 18,000 crore deal with French firm DCNS to manufacture six vessels in India. According to the contract, the first submarine was to be delivered by December 2012, followed by one submarine a year so that the entire fleet would be inducted by 2017. However, the project underwent a major delay due to initial teething problems in absorbing the technology and creating of infrastructure at MDL. DCNS also came under flak by the CAG that said in a report that it was given undue favour and concession for the contract by the government. Source : Indian Express

Chinese onderzeeër duikt 5000 meter diep

Een Chinese bemande onderzeeër is dinsdag in de Grote Oceaan naar een diepte van ruim 5000 meter gedoken. Dat meldde staatspersbureau Xinhua. China hoopt met het vaartuig grondstoffen op de zeebodem te vinden en die te kunnen exploiteren. China is naarstig op zoek naar olie, mineralen en andere natuurlijke grondstoffen voor de groeiende economie van het land. China benadrukt dat de extreem diepe expedities puur voor wetenschappelijke en

vreedzame doeleinden zijn. Toch wordt er ook met argusogen gekeken naar de acties van China. Zo plantte China vorig jaar een vlag in de bodem van de Zuid-Chinese Zee. Dat werd als provocatie ervaren door andere landen die aan de zee liggen, zoals Taiwan en Maleisië. Ook vreest men dat onderzeeërs communicatiekabels kunnen af luisteren of beschadigen. Het vaartuig, dat is vernoemd naar de mythische zeedraak Jiaolong, kan 7000 meter diep duiken. Die diepte wil China in 2012 halen. De diepste duik ooit (11.000 meter) werd in 1960 gedaan door de Verenigde Staten.

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The Damen built **ESNAAD 712** seen passing the Breediep during yard trials – **Photo : Ruud Zegwaard ©**

Jinling Shipyard Launches Another Ship

Jinling Shipyard in Nanjing, China, launched four big ships in the space of five days starting from June 18 and 22 June, bringing the total number of ships launched by the shipyard to seven for the month of June. The spate of launches followed the end of a drought on the Yangtze River, reports the China Shipping News. The drought had lasted since April, bringing water flows on the Nanjing section of the Yangtze to a historical low level. This delayed the launch of seven ships built by Jinling Shipyard. They were two 57,000-tonne bulk carriers, two 30,000-tonne multi-purpose

heavy-lift vessels built for Germany, two 10,500-tonnes ro-ro vessels for Finland, and one car-carrier. The yard adjusted its production schedule to avert any impact on the progress of other ships under construction. It also took steps to ensure that the yard would be well prepared for the launch of vessels once the situation improved. On June 1, the first of the bulk carriers could be launched, as it was suitable for shallower water. This was followed on June 4 by one of the heavy-lift vessels. In mid-June, water levels rose to above seven metres, allowing the yard to launch one ship every two days till all the remaining vessels ships were launched. **Source: Baird Maritime**

Ustica Lines intends to establish its own yard for fast ferries

Ustica Lines intends to establish a shipyard. The company has applied for a 17,000m² area located nearby the Cantiere Navale Trapani drydock.



The **CLAUDIA M** (ex **STENA SEARIDER**) seen moored at the location where the new yard is planned

Photo : Rob de Visser ©

The ferry line owned by Capt. Vittorio Morace aims at creating a ship repair and hi-speed craft building yard. In 2010 Ustica ordered 12 high-speed craft to Torre Annunziata-based Air Naval, which was forced to suspend production after delivery of the five first units. One assumption is that the new shipyard could build the seven 'missing' craft. **Source : shippax.se**

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"K" Line to launch new direct service from Far East to India and Pakistan

"K" Line announces launching of a new dedicated service (called CIX-2) between the Far East and Indian Sub-Continent from 10th August 2011. The new CIX-2 service, currently operated by Evergreen Line and Simatech Shipping, will run with six 2500-2800 teu vessels and offer a fixed-day weekly sailing. "K" Line will deploy one vessel to this new service.

The port rotation will be as follows: Xingang - Qingdao - Shanghai - Ningbo - Singapore - Tanjung Pelepas - Port Kelang - Nhava Sheva - Karachi - Colombo - Port Kelang - Tanjung Pelapas - Singapore - Xingang.

"K" Line presently operates another weekly service (called INDFEX) calling at Nhava Sheva port. The new service will double sailing frequency for Nhava Sheva and newly add Xingang and Qingdao as direct calling ports.

"K" Line continues to provide high quality direct service to meet customer demands and enhance service coverage between the Far East and Indian Sub-Continent. **Source : PortNews**



The **ESVAGT SUPPORTER** seen enroute Zeebrugge, the stand-by vessel operating at the wind turbine park at the Thorntonbank. **Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/>** ©

Shipping firm Keppel delists shares

Listed shipping firm Keppel Philippines Marine Inc. (KPMI) will voluntarily delist its shares from the Philippine Stock Exchange (PSE) by the end of October this year after failing to meet public float requirements for locally listed firms. The company was earlier ordered by the PSE to have at least 10 percent of its shares listed and traded on the open market.

"Under the rules, non-compliance with the minimum public float shall subject the issuer to monetary penalties and could be a ground for involuntary delisting," KPMI said in a disclosure. Instead of complying, the local subsidiary of Singapore's KS Investments Pte. Ltd. (KSI), said it would give up its status as a publicly listed firm. "The Board of Directors of KPMI hereby resolves to delist the shares of the corporation from the PSE effective October 28," the company told the PSE on Friday. Only 4.17 percent of the company's shares are held by minority shareholders, below the 10-percent required by the Philippine Stock Exchange (PSE). "In this connection, KPMI has received... a letter from Nelson Yeo Chien Sheng, Director of KS Investments Pte. Ltd. (KSI)... of its intention to make a tender offer to the stockholders of KPMI holding the remaining 83.7 million minority shares which comprise 4.17 percent of KPMI's outstanding capital stock," the company said in a previous disclosure. KSI said it would make a tender offer for the shares still held by minority investors for P3 each. "KPMI does not foresee capital-raising activities by offering shares to

the public in the near future,” the company said. The tender offer period will be from Aug. 1 to Sept. 9 this year. Last January, the PSE issued an order to all listed firms to comply with existing rules that require public companies to have at least 10 percent of their shares held by public investors. Several firms have signified their intention to comply with this rule, including San Miguel Corp., and Metro Pacific Tollways Corp. KPMI posted a 71-percent drop in earnings in the first quarter of the year to P52.93 million due to lower demand for the company's ship-repair services. This makes up about 87 percent of the company's total revenue. **Source: Business Inquirer**

Acta Marine upgrades another shallow water support vessel

Acta Marine in The Netherlands has recently upgraded the its ultra-shallow water support vessel **Coastal Enterprise** with a dynamic positioning (DP) system. This allows **Coastal Enterprise** to automatically maintain its position and heading by using only its own propellers and thrusters.

Coastal Enterprise is the second Acta Marine vessel equipped with DP. Last month, the vessel successfully completed a vibrocoring project in the North Sea, taking full advantage of the newly installed DP technology. The DP system will also enhance the vessel's ability to support dredging operations and offshore windfarm construction work.

Source : Dredging News Online



Above seen the **RRS James Clark Ross**, in King George 5th Docks in Glasgow, prior to departure for a scientific cruise up to the Arctic. **Photo : Richard Turner - www.richardturnerphotographs.co.uk**



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Mermaid Maritime inks Indonesia tender rig contract

Mermaid Maritime has bagged a contract in Indonesia for its tender drilling rig MTR-2, Seatrade Asia online reports. Thoresen Thai Agencies offshore marine arm said the nine month contract with an undisclosed international oil and gas company was worth around \$26.5m. The contract has received approval by Indonesia's Executive Agency for Upstream Oil and Gas Activity and the company said work under the contract had already started. **Source :** PortNews



The **PACIFIC CHALLENGER** seen moored at the Kim Heng yard in Singapore – Pandang – **Photo : Piet Sinke ©**

SAL Heavy Lift Shipping places order for Amarcon's OCTOPUS-Onboard



In the last months **Amarcon** noticed an increasing interest from the German market for her decision support solutions. A few days after the order from Harren & Partner, SAL Heavy lift signed an order for a tailor made Crane Motion Monitoring solution for her Multipurpose Heavy Lift vessel SAL Type 183/MV **Lone**. This installation will be expanded with an OCTOPUS-Onboard system for motion monitoring and advice during weather sensitive operations.

The history of the full service Heavy Lift provider Sal Heavy Lift Shipping goes way back in time. In 1865 the delivery of the first vessel was celebrated. Currently SAL operates a fleet of 16 heavy lift vessels that provide sea transportation of broad variety of project cargoes. SAL is well-known for the high crane capacity and unequalled speed of her vessels, both guaranteeing flawless execution of complex and time-sensitive heavy cargo transports. The recent order for the MV **Lone** can be seen as very complete and customized installation. The installed system shall be compliant with the requirements of Germanischer Lloyd for use of cranes offshore. The Crane Monitoring System shall be placed in order to monitor the forces and accelerations in the two cranes of the vessels. One of the motion sensors is suitable for underwater measurements in the crane hook. As a result of measured critical conditions, warnings will be displayed on the bridge and warnings will be generated in the form of a warning light and –horn. The OCTOPUS-Onboard expansion provides the **MV Lone** with an advice on safe speed and heading, heading optimization, and planning of operational windows. In 2010 the OCTOPUS-DP capability forecast for efficient offshore DP operations was brought to the market. This functionality is also included in the order from SAL. The demand for the OCTOPUS-DP forecast is rapidly expanding. In the last months several Heavy Lift companies and offshore contractors purchased the DP capability forecast functionality as a part of the offered OCTOPUS-Onboard functionality.



The **LONE** seen at the Westerscheldt River – **Photo : Willem Kruit ©**

Amarcon's Managing director Leon Adegeest shows his appreciation with the appointed order from the German Heavy Lift shipping company: "SAL has been using our hydrodynamic analysis software, OCTOPUS-Office, for quite a few years now. This recent order for an onboard customized installation of OCTOPUS-Onboard is confirmation for us that SAL has faith in our ongoing relation and believes in the added value that our systems have to offer in their day to day operations. Furthermore, this order clears the path to more opportunities in the German Heavy lift shipping industry, something we can only be thankful for."

For more information about specified decision support and motion monitoring solutions for Heavy Lift Shipping, please visit: www.amarcon.com



Port of Tampa spends \$12.9 mln on expansion

The Tampa Port Authority's board this week agreed to spend \$12.9 million to expand the port's container-handling capacity and inland connectors, Journal of Commerce reports. The board approved investing more than \$2 million in a \$6 million joint project with the Florida Department of Transportation to expand the rail terminal and related improvements at Hooker's Point, where the port's container terminal is located. It also approved spending \$2.3 million for remediation of the former Tampa Scrap site, a 17-acre tract of land that will be available to serve port development needs and possibly support growth of the Hooker's Point container terminal. In 2010, the container terminal was expanded from 25 to 40 acres, and most recently, an additional 700 feet of berth length was added.

The board approved a one-year contract worth more than \$7.5 million with Orion Dredging Services to support ongoing maintenance dredging of port berths. It also approved nearly \$1.1 million for engineering and consultant services for the design and permitting of petroleum piping systems, a component of a complete modernization of the port's REK petroleum terminal complex.

The nearly \$50 million terminal is a gateway for petroleum imports for 8 million consumers in west and central Florida, as well as providing aviation fuel for the Orlando International Airport. Petroleum and related products comprise the single-largest commodity sector at the Port of Tampa. **Source : PortNews**

Dhamra port receives first cape-size vessel

The Dhamra Port, which became commercially operational in May, has received its first cape-size vessel with the arrival of a Chinese ship from Australia, Business-standard reports. The ship, named "**China Steel Responsibility**", carried around 1.5 lakh tonnes of coal from Australia for Tata Steel. The ship has a capacity of 1,80,000 dead weight tonnage and its length is around 290 metres, port sources said. This is the largest vessel that Orissa, as well as neighbouring West Bengal, have received so far, they claimed. The ship, which berthed at the Dhamra Port jetty last evening, has 19 Chinese crew members on board.

The Dhamra Port, located in Bhadrak district, has two berths of 350 metres each and has a handling capacity of 25 million tonne per annum. The 18-km channel of the port has a depth of 18 metres, capable of handling vessels up to 1,80,000 dead weight tonnage. The first cargo ship had berthed at the Dhamra Port jetty on September 18, 2010. The ship, named "YIN PU", had carried around 23,000 tonne of coal from Australia. So far, 20 ships have berthed at the Dhamra Port, including the latest cape-size vessel.

Since the commencement of commercial operations at the port, a total of 94 full rakes (each rake consists of 59 wagons) of cargo have been sent from the port to various locations by rail. The 62 km Dhamra-Bhadrak rail link from the port is connected to the main Howrah-Chennai line. **Source : PortNews**



The **BEAUTRADER** seen enroute Rotterdam – Photo : Harry van den Berg ©

First Contract for Dockwise's Type 0 Vessel Now Firm

Dockwise confirms its first contract for the new Type 0 vessel. By the end of 2012 and immediately upon delivery of the vessel by Hyundai Heavy Industries, the vessel will transport the **Jack St. Malo** platform hull from Korea to the US Gulf of Mexico. While initially in the form of an intent, the selection of the Type 0 vessel now has been confirmed by Chevron, the operator of the **Jack St. Malo** floating production platform.

"We are pleased with the trust Chevron places in the capabilities of the new vessel and the commitment of Dockwise's management and staff to make this first assignment of the vessel a success. Also, this commitment is a very clear sign that this vessel will rapidly earn its place in the market and, as indicated earlier, has the potential to create a new market of its own", comments André Goedée, Dockwise's CEO.

Alaska to build new ferry

Alaska this year took a step towards getting a new state ferry with a \$60 million appropriation into the Alaska Marine Highway System's vessel replacement fund. Combined with the \$60 million already there, ferry officials now believe they have the \$120 million it will cost to design and build a new Alaska-class ferry. The vessel replacement fund is now assumed to be fully funded, said Mike Neussl, the Department of Transportation and Public Facilities' deputy commissioner for marine operations.

"Of course, none of us really know what an Alaska-class ferry is going to cost," Neussl told the Marine Transportation Advisory Board on Tuesday. The design process on the new class of vessels has already begun, with at least some of the \$120 million already spent, he said. The final cost won't be known until the contract to build the new ferries goes out to bid and is completed. MTAB Chair Mike Korsmo of Skagway urged AMHS staff to keep the process moving as quickly as possible.

"We are really anxious to see this get moving forward," Korsmo said. The ferry funding had been a top priority for Southeast legislators, who were happy to see Gov. Sean Parnell approve it when he signed the state's budgets last month. With many of the ships in Alaska's ferry fleet nearing what is thought to be the end of their useful lives, the state has been seeking to design a new class of vessels that will be fuel-efficient and cheaper to operate than the fleet's aging mainline vessels.

One area of savings is by making the new vessels "day boats," meaning they won't have overnight accommodations. That provides a substantial savings in construction and crew needs, ferry officials say. One possible route for the Alaska-class ferries might be in Lynn Canal, between Juneau, Haines and Skagway, ferry officials say. The larger mainline vessels would continue to handle the longer, overnight runs.

The Alaska-class ferries would be 350 feet, somewhat smaller than the Columbia's 418 feet, but would only carry 50 vehicles, compared to 134 for the Columbia. While funding for only a single vessel is now available, ferry officials say they hope to use the same design for future vessels as well, lowering the overall cost. Several of the vessels they're likely to replace were built in 1963. The next step for building a new ferry is establishment of a procurement process. The state is pondering a system of streamlining construction oversight new to Alaska but used in Utah and a few other places. Neussl told the board he recently briefed Parnell's staff on what he wanted to do, but hadn't heard yet whether that will be approved. "We don't have clear marching orders as to what procurement process we are going to use," he said. **Source: JUNEAU EMPIRE**

Sweden signs Rotterdam Rules

Sweden has signed the 'Rotterdam Rules' as 24th country. Spain has ratified as well. The UN convention will take effect one year after 20 countries have ratified, Portofrotterdam reports. So far did sign: Armenia, Cameroon, Congo, Denmark, France, Gabon, Ghana, Greece, Guinea, Luxembourg, Madagascar, Mali, Netherlands, Niger, Nigeria, Norway, Poland, Senegal, Spain, Switzerland, Sweden, Togo and United States of America. Together they represent over 25% of world trade volume. This new Convention extends and modernizes the existing international rules relating to the contract of maritime carriage of goods. The aim is that the Convention will replace the Hague Rules, the Hague-Visby Rules and the Hamburg Rules and that it will achieve uniformity of law in the field of maritime carriage, as well as provide for modern industry needs in terms of door-to-door carriage. **Source : PortNews**



The **MAERSK ESSEN** seen moored at the Pasir Panjang Terminal in Singapore – **Photo : Piet Sinke ©**

Berge Bulk to charter mega bulk carriers to Vale

Privately held shipping firm Berge Bulk will receive four 388,000-tonne mega ore carriers over the next year and will charter them out to Brazilian mining giant Vale, its chief executive told Reuters on Friday. China's Bohai Shipbuilding Heavy Industry is expected to deliver the first of Berge Bulk's huge vessels at the end of August, adding more tonnage to an ever expanding global fleet which has led to plummeting freight rates. "Delivery is at the end of next month. The other three will be delivered in intervals of about four months thereafter," said Singapore-based chief executive James Marshall. **Berge Everest** and three other very large ore carriers (VLOCs) are expected to eventually be operated by Vale, which is seeking to build an unprecedented fleet of dry bulk carriers to meet China's demand for iron ore. Vale seeks to operate as many as 35 VLOCs before the end of 2013, owning at least 19 of them with the rest chartered from other companies, like Berge Bulk.

The **Vale Brasil**, built by Korean shipbuilder Daewoo Shipbuilding & Marine Engineering in May, has already completed its maiden voyage delivering iron ore to Italy **Source : The Star**

SSA welcomes Singapore's ratification of ILO's Maritime Labor Convention 2006

The Singapore Shipping Association (SSA) has welcomed Singapore's ratification of the International Labor Organization's (ILO) Maritime Labor Convention 2006 (MLC 2006). Singapore's ratification is a measure of its commitment, as a flag state and port state, towards ensuring decent conditions of work for seafarers on board ships.

SSA president Mr. S S Teo said: "We welcome the early ratification of the MLC 2006 - as responsible operators, Singapore owners are ready and prepared to meet our obligations under the Convention." The SSA, representing ship owners and ship managers, has actively engaged in close dialogue and discussion with its tripartite partners on the MLC over the years since the Convention was first envisioned in 2001.

The tripartite partners comprise the Maritime & Port Authority of Singapore and the Ministry of Manpower representing the government, the Singapore Maritime Officers' Union and the Singapore Organization of Seamen representing the unions and the Singapore Maritime Employers Federation and the Singapore Shipping Association representing the employers. Teo said the SSA, together with its sister organization the Singapore Maritime Employers Federation (SMEF), has been following the discussions on the MLC at the ILO very closely.

"We have also participated in many Working Group meetings chaired by the Maritime and Port Authority (MPA) of Singapore and engaged in very close discussion with our tripartite partners during the development stage of the MLC," he added. Following the adoption of the MLC in 2006, the SSA has continued active discussion with the tripartite partners with a view towards securing Singapore's ratification of the Convention. In anticipation of the eventual entry into force of the Convention, the SSA has also launched a MLC course. First launched in April this year, this ongoing 1-day course is conducted by ILO-certified trainers with the intention to provide ship owners, ship managers and agents with useful insights into the need to safeguard the well-being of seafarers within the framework of the Maritime Labor Convention.

.... PHOTO OF THE DAY



The crew of the drillship **Deepsea Metro I** seen connecting up a harbour tug for shifting at Masan, Korea.

Photo : Brendan Lally - IOM/Master ©

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