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**SWIRE's brandnew 57.5 mtr long (delivered June 14<sup>th</sup>) PACIFIC PHOENIX seen at the Kim Heng facilities in Singapore last Monday**  
**Photo : Piet Sinke ©**

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The **FRANCISCA** ( ex CELTIC MONARCH ) seen enroute Rotterdam – Photo : Harry van den Berg ©

# KNRM medevac brandwondenpatiënt





Zondagavond 24 juli, 18.10 uur pageralarm voor een medevac (medische evacuatie). Na telefonisch contact met de kustwacht bleek het te gaan om een 43-jarige Filippijnse machinist met ernstige 2e graad brandwonden. Het schip '**Mignon**' was onderweg naar Zweden toen voor de Hollandse kust de machinist gewond raakte tijdens werkzaamheden aan de warmwaterleidingen.



De KNRM reddingboot '**Jeanine Parqui**' uit Hoek van Holland voer om 18.20 uur de haven uit richting de '**Mignon**', deze voer met 17 mijl Noordwaarts. Met windkracht 6-7 Beaufort en een behoorlijke zeegang met golven van 1-2 meter voer de reddingboot naar het zuidwesten. Om 19.50 uur langsij van de 227 meter lange '**Mignon**' in positie 51°53.60 en 003°20.30 Oost.

De 43-jarige Filippijnse patiënt stond al klaar en kon snel en eenvoudig in de heftige zee worden overgenomen. Aan boord van de reddingboot bleek dat de man behoorlijke pijn had door de brandwonden. De man was verbrand aan zijn buik, onderarmen en onderbenen. Op de reddingboot is de man opgevangen en gerustgesteld. Om 20.30 uur was de reddingboot weer afgemeerd in de Berghaven en is de man per ambulance naar het ziekenhuis vervoerd voor verdere behandeling.



The inward **CMA CGM CHRISTOPHE COLOMB** seen enroute Rotterdam-Europoort passing the outbound **CMA CGM UTRILLO** – Photo : Bert Heeselaars ©

## Tanker owners looking to ease oversupply problems

A recent report from CRWeber suggests that the long-term crude tanker outlook could improve, if the latest trend of orderbook cancellation and conversions' acceleration is spread even more. The analysis said that "in stark contrast to 2010, when ship owners sought investment opportunities and aggressively sought to capitalize on potential asset value gains by ordering tankers en mass, 2011 has seen a number of tanker order exits. The shift of interest to the LNG sector and with the physical market for large crude carriers showing little sign of an imminent meaning full recovery,

the recent tanker orderbook reversal is unsurprising—if not entirely expected. Although it will remain to be seen if the number of tanker cancellations and conversions (and a continuation thereof) will be sufficient to hasten a meaningful recovery, what is certain is that it will not hurt the physical market. With fresh deliveries slowing and demand at peak levels, there is reason to believe that crude tanker fundamentals reached their bottom during 2Q11. Present fundamentals imply that a true recovery is unlikely before 2013, meaning that among other potential drivers like a shift from single hull phase outs to double hull phase outs, the recently observed levels of orderbook cancellations and conversions could potentially alter the supply fundamentals sufficiently to bring a recovery to a closer stage” said CRWeber.

Meanwhile, this past week proved no different for tanker owners. In its weekly report, shipbroker Barry Rogliano Salles said that “despite fair activity registered for VLCC tonnage from the Middle East Gulf for loading in the first decade of August, this activity has not had any significant impact on rates. After owners tried to push rates above the ‘magical’ figure of WS50 for voyages to the East ... one must confess that tonnage availability remains such that this figure might remain a ceiling more than anything else. At such a level with current expensive bunkers, daily returns are hardly above US\$2,000 which obviously will keep owners’ results in the red for a while. With a net increase in the VLCC fleet of about 9 M. Tdwt over first 6 months of the year, one would need a ‘revolution’ to change the negative spiral. In the western hemisphere where tonnage is also abundant, the short improvement obtained by Suezmax tonnage did not last long enough to impact rates, which ended the week stable at WS50 for Wafr/USG and WS47.5 for Wafr to the East” said BRS.

Similarly, “it has been a quiet week on the Suezmax market. As expected the pressure started to slow down as from Monday morning. Only a couple of cargoes remaining from the week before were fixed at high numbers. For all incoming cargoes the trend was clearly negative as the tonnage list remains too large. The Wafr/Usac route has been traded as low as WS70 basis 130,000t giving a return on a round voyage of about US\$7,500 per day. With a slow start of August stems from Black Sea, the Med market faced a negative trend too. Charterers didn’t find it difficult to cover the few remaining cross-Med cargoes with July dates at competitive rates. The feeling is that August will not bring any positive influence to this market due to a comfortable position list. Present market of max WS80 for a Black Sea/Med voyage basis 135,000t gives a return on a round voyage of about US\$7,500/day” the report said.

Also, the north European Aframax markets experienced another flat week. According to BRS “with a limited number of cross-Cont enquiries, rates even came off another couple of points to WS102.5 basis 80,000t, with the same kind of scenario ex Baltic where 100,000t currently pays about WS80. The Med and Black Sea markets plunged again with far too low a demand. There is no doubt that as long as the Libyan situation is not resolved owners cannot expect any decent improvement in this zone. At present dull levels, daily returns hardly reach US\$1,000 ... While voyages from the Middle East Gulf to the East remain subdued and stable at about WS115, the only positive news for this category of tankers came this week from the Caribbean where rates ‘jumped’ to WS115, although this was still not enough to put a smile on owners’ faces...” concluded BRS. In the clean tanker segments, it mentioned that “the MEG cpp market was two-tiered this week as LRs were fairly active and MRs lost momentum. Indeed 75,000t of naphtha was on subs at WS127.5 by end week for the MEG/Japan run, a few points more than last done. 55,000t was fixing at WS125 for the same run, with owners looking to push up rates during the next round of fixtures. The MRs looked busy at the start of the week, but rates dropped on practically all routes as their short burst of activity was not sustained. Cross-MEG cargoes fixed at US\$260,000 lumpsum, and 35,000t naphtha MEG/Japan was concluded at WS142.5, cementing a 5 points drop on last done. The only solid route for MRs looks like the MEG/UK Cont run with owners reluctant to leave a “relatively” good paying market for a depressed west market. Owners have been talking US\$1.75 million for 40,000t jet fuel for that run. Next week will determine whether the LRs will consolidate their steady rise, and whether the MRs will sink into the abyss, a steady flow of cargo necessary to fulfil both prophecies” said the report.

Nikos Roussanoglou, Hellenic Shipping News Worldwide







The 2011 delivered 350 mtr long 7200 TEU **HANJIN UNITED KINGDOM** seen approaching the Pasir Panjang container terminal in Singapore, the 117.000 dwt vessel is built at the Samsung Shipbuilding & Heavy industries Co. Ltd, South Korea and powered by 1 B&W 12K98ME-C engine with an output of 69.900 kW for a top speed of 25,7 knots - **Photo : Piet Sinke ©**

## More orders for ultra-large containerships raise questions

German firm Peter Döhle has become the latest shipowner to order ultra-large containerships. The company signed a letter of intent for eight 10,000teu vessels from China's Yangzijiang Shipbuilding. The Singapore-listed shipbuilder has joined with Döhle in a three-way agreement with China Development Bank to provide \$1 billion to finance the order. Ren Yuanlin, CEO of Yangzijiang, said in a statement: "This co-operation agreement is not only important to Yangzijiang and our customer Peter Döhle, but also important for stronger bilateral economic ties between China and Germany." Döhle's order comes only a few weeks after Seaspan signed a contract with the shipbuilder for seven 10,000teu vessels, valued at \$700 million, with options for a further 18. However, analyst Alphaliner recently warned that larger vessels with lower unit costs could distort the market. "Pressure to match the unit slot costs of competing carriers which already operate larger ships could soon force the remaining carriers to upgrade their fleets, leading to further rate competition as they strive to fill these ultra-large containerships," it said. **Source: The Bulletin Panama**



The tug **CRAMOND** controlling the swing of the cruise ship **MARINA** in the Houndpoint Anchorage on July 17<sup>th</sup> as the tide changes direction. **Photo : Iain Forsyth ©**

## Stornoway emergency tug 'may win reprieve'

An emergency tug based in Stornoway may continue to operate for a short time after the current contract expires. The emergency towing vessel (ETV) is one of four funded by the government, which believes they should be replaced by commercial ship salvage vessels.

UK Transport Secretary Philip Hammond said he would consider funding the Minches service beyond September. But he insisted that would only happen if a long-term funding proposal was put forward. The apparent compromise emerged as representatives of the UK Emergency Towing Vessel Task Group met Shipping Minister Mike Penning in Inverness. They discussed a written response from Mr Hammond to a plea from the task group for all four tugs to continue operating for six months beyond the current September deadline.

The transport secretary said the UK government's position remained that state provision of ETVs did not represent the correct use of taxpayers' money. In the government's view, ship salvage should be a commercial matter between a ship's operator and the salvor. But he indicated he would be willing to consider a short extension to the contract for the ETV service in the Minches, if he could satisfy himself that a credible proposal to secure funding from parties outside of his department existed. Task Group Chairman Councillor Michael Foxley, of Highland Council, said: "I remain optimistic that we can retain an ETV service in the Highlands and Islands. "It is vital that we retain this crucial service, to safeguard our shipping and coastline." **Source : BBC**

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The 2011 delivered bulker **W-EAGLE** seen enroute Amsterdam – **Photo : Marcel Coster ©**



## China Academy of Sciences predicts slowdown in world container cargo growth

CHINESE Academy of Sciences' (CAS) Centre For Forecasting Science of recently estimated that container cargo will continue to grow this year, but at a slower rate than in 2010. The report also said that despite substantial growth in world economy, the shadow of financial crisis still lingers. Europe's debt crisis and natural disasters have brought in economic uncertainty to container shipping, in which China is expected to remain the world's biggest player.

CAS's Centre For Forecasting Science director Wang Shouyang said the slow recovery of US economy and lack of reviving vitality in Europe will hinder container shipping market growth. Overcapacity will also have negative impact on freight rates and result in harsher competition. The centre also predicted that Shanghai will continue to be No 1 in the world, and that the number of Chinese ports on the world's top 20 ports list will increase from nine to 10. The institution also expects to see faster growth in Bohai Rim region and Yangtze River Delta than in Pearl River Delta.

According to Xinhua's report, the Centre For Forecasting Science is one of the world's earliest institutions in forecasting container throughput. It had a precision rate of 99.32 per cent in last year's prediction, said Xinhua. **Source :** Schednet



Hamburg-Sud chartered **CAP GABRIEL** seen sailing from Tilbury Container Terminal on 25th July

**Photo : Krispen Atkinson ©**

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## NAVY NEWS

### Aircraft carrier in LA harbor for Navy Week

The aircraft carrier **USS Abraham Lincoln** has docked in Los Angeles harbor for the city's first Navy Week celebration. The huge carrier arrived in port Monday morning for events continuing through Sunday. It's the first time Navy Week is being held in Los Angeles. There are 21 Navy Weeks nationwide this year. The public is invited to tour four vessels scheduled to be in port at various times during the week. Besides the 1,092-foot carrier, the cruiser **USS Princeton**, the destroyer **USS Chafee** and the minesweeper **USS Champion** will visit Los Angeles this week. The

Coast Guard says it will be strictly enforcing safety zones around the Navy ships. All vessels must maintain a 100-yard distance from Navy vessels. **Source : Fresnobee**

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U.S. Coast Guard members aboard the Coast Guard Cutter **Eagle** transit through Boston Harbor during their 2011 Summer Training Cruise, July 22, 2011. This cruise commemorates the 75th anniversary of the ship.



## Navy sea boat incident off Darwin

An investigation has begun following an incident involving a Royal Australian Navy sea boat off Darwin. The rigid hull inflatable boat (RHIB) overturned as it was offloading passengers alongside the frigate **HMAS Darwin**. The RHIB was in the process of transferring members of the Defence Force Remuneration Tribunal, support staff and Defence Force personnel from the patrol boat **HMAS Maitland**. All personnel were recovered from the water and some minor injuries were sustained. Four of them were taken to **HMAS Darwin** with the remaining six being returned to **HMAS Maitland**. Both ships have returned alongside to Darwin. Two people were transferred to hospital as a precaution to be assessed by civilian medical authorities. A RHIB is used widely across Navy to transfer personnel. In this instance, the RHIB was capable of carrying up to 20 people **Source : Garry Luxton**

## SHIPYARD NEWS



A most recent shot of the 1903 built 3 masted topsail schooner **Alma Doepel**, under restoration at 3 Victoria Dock Melbourne - **Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com)** ©

## Del Mar signs up five shipyards

Del Mar Marine Corporation (Miami, Florida, USA) announced that they was recently appointed by CRM Tunisia Ship Repair (Tunisia), Zhoushan Nanyang Star Shipbuilding Co. Ltd (China), Repnaval Shipyard (Canary Islands) and Sefine Shipyard (Turkey), also her branch Del Mar Panama S.A. was appointed by Malaysia Marine and Heavy Engineering Sdn Bhd (Malaysia) as their sales agents. Working under Christian values Del Mar offer ship owners better conditions for drydocking, ship repair, conversions and shipbuilding. Focused on attend small, medium and large sized ships through our network of premier shipyards with experience in all kind of oceangoing vessels, workboats and floating structures. Also as marine equipment manufacturer's agent, Del Mar Marine Corp. was recently appointed by Kwang Woon Co.,Ltd (Korea) for export marine windows, doors and hatches.

## Grand Isle Shipyard purchased by NANA Development Corporation

Galliano, La., headquartered oilfield services contractor Grand Isle Shipyard, Inc. (GIS) has been purchased by NANA Development Corporation. Founded in 1948, GIS has 1,400 employees and provides a variety of contract services, primarily focused on maintenance and repair of more than 700 offshore platforms off the Louisiana Gulf Coast. Its primary customers are both large and small oil and gas producers. NANA Development Corporation (NDC) is the business arm of NANA Regional Corporation, Inc. (NRC). Owned by more than 12,500 Inupiat shareholders, NRC is one of Alaska's Native Corporations. NDC provides paychecks to more than 13,000 people around the world. Its industries include mining, oil and gas, engineering and construction, and facilities management. NDC Chairman Luke Sampson said, "Purchasing GIS brings together NANA's three decades of expertise in the oil and gas industry in Alaska with GIS' broad knowledge of that industry in the Lower 48 and internationally. GIS has an outstanding history of

delivering oil industry services, both onshore and offshore, with an incredibly strong presence across the Gulf States. We are very excited about the future opportunities that will come to our combined company."

GIS President and CEO Mark Pregeant, Sr., along with his entire management team, will stay on in the same capacity. The transition to NANA ownership will be seamless and operations will continue as usual. Mr. Pregeant said, "This agreement is good for Louisiana and good for Alaska, because two stable, respected companies that value doing things the right way - safety and employees first - will grow and expand, creating jobs and economic development."

NDC President Helvi Sandvik said, "This is about leveraging the expertise of two successful companies to create growth and opportunity around the globe. We both have a long-term vision and intend to continue to build off of the strengths of our past, while creating new opportunities for the future." **Source : MarineLog**

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Above seen Prisco's (S'pore) 45,999 Dwt Chemical Tanker "**MOSKALVO**" docking at Cernaual Shipyard in the port of Algeciras. **Photo : Enrique Pérez - Cernaual Shipyard ©**

## Yantar Shipyard to launch R/T vessel for Russian Navy

Baltic Shipyard "Yantar" will launch on July 29 the **Seliger**, a Research and Trials Vessel ordered by the Russian Ministry of Defense, the shipbuilding firm said Tuesday. The vessel specifications: LOA – 59,7 m, breadth overall – 10,8 m, displacement - about 1,117 tons, speed - 13 knots, cruising range - 1,000 miles, crew - 16 men and 9 members of the expedition. The **Seliger** is the lead ship of Project 11 982, developed by the Central Maritime Design Bureau "Almaz". The newbuild contract was signed by Yantar Shipyard and the Ministry of Defense in February 2009. Keel-laying was held on July 8, 2009. The vessel is scheduled for delivery by the end of this year. Kaliningrad-based Yantar Shipyard was founded on July 8, 1945 on the basis of Koenigsberg branch of German's Schichau Werft. The company specializes in construction and ship repair of warships and civil vessels. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. Currently, the major stakeholder of Baltiysky Shipyard Yantar is Western Center of Shipbuilding, a subsidiary of state-owned United Shipbuilding Corporation. **Source : PortNews**

## Nam Cheong gets \$38m order for AHTS

Nam Cheong, builder of offshore support vessels, has clinched new contracts worth some \$38m to construct and sell three units of anchor handling towing supply vessels (AHTS), Seatrade Asia online reports. Singapore-based Sentinel Marine, which provides ship management and chartering services, is acquiring the vessels of 5,150 bhp each. The vessels, currently being built for stock in one of three Chinese yards contracted by Nam Cheong, are slated for delivery to Sentinel Marine between the second and fourth quarters of 2012.

"Despite market concerns of an oversupply of smaller offshore support vessels, we continue to see a demand for AHTS and by securing these new contracts, it confirms again our market prediction for a continued demand for AHTS," said Leong Seng Keat, executive director of Nam Cheong. Including these latest contracts, Singapore-listed Nam Cheong's orderbook has increased to 11 vessels with total contract value of RM644m (\$217.5m). **Source : PortNews**

## ROUTE, PORTS & SERVICES



The barge **OSPREY CARRIER II** loaded with the **CP-G2 jacket** seen towed by the **MULTRATUG 12** and assisted by the **KARIN** as pusher tug at the Westerscheldt River – **Photo : Walter de Groot ©**





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## OFFSHORE SOLUTIONS LAUNCHES FREE STANDING OFFSHORE ACCESS SYSTEM

Offshore Solutions B.V. (OSBV), the joint venture between AMEC and Cofely Nederland N.V., has launched a free standing Offshore Access System (OAS) designed to significantly reduce installation time. OSBV has worked with



Lowestoft-based, AKD Engineering to convert an existing OAS into a free standing skid mounted unit. The new design will allow quayside installation to be completed in a day and eliminate the need for structural modifications to the vessel to accommodate the pedestal both above and below the deck. The 80m<sup>2</sup> skid-mounted Lloyds-approved unit will reduce the footprint on the vessel leaving more deck space free for storage and workshop facilities. The free standing unit is pre-commissioned and once installed on a suitable vessel with class two dynamic positioning capability\*, it is ready for immediate operation, making it extremely suitable and more cost effective for short term hires.

Since operations began, OSBV has successfully achieved more than 6,500

operational connections and safely transferred in excess of 85,000 personnel without any lost time incidents (LTIs). OSBV's managing director, Lindsay Young said: "We are delighted to have launched this new concept, which will offer both time and cost reductions for our customers. In response to market demand, we have recognised a need to effectively reduce customers' installation time, which will be particularly beneficial for short-term contracts. "Our OAS has a deservedly strong reputation for the safe and efficient transfer of personnel and we look forward to continuing to demonstrate its effectiveness and economic benefits to an ever widening range of customers."

\* Computer-controlled system to automatically maintain a vessel's position and heading.

## Gulmar newbuild diving/ROV support vessel heads for Brazil

Sharjah, UAE, headquartered Gulmar Offshore Limited reports that its diving/ROV support vessel **Gulmar Atlantis** is now on its maiden voyage from Singapore to start a minimum 6 months contract in Brazil. "Brazil is a very dynamic

market for Offshore Oil and Gas. This contract will be an opportunity to display the versatility and high-end capabilities of the vessel, in terms of SAT diving, ROV and construction support, both in shallow and deep water. We are delighted to be working with Petrobras, Fugro and Otto Candies" said Patrick Chapalain, Gulmar Offshore CEO.

Gulmar Offshore took delivery of **Gulmar Atlantis** in March. It is the first of its two newbuild vessels from the Hanjin shipyard in Busan, South Korea. These latest generation Diving/ROV Support Vessels each have an 18-man, 300 m-rated diving system with twin diving bells and twin 18-man self-propelled hyperbaric lifeboats. They are equipped with, a AHC crane with 2,500 m hook depth capacity with 70 t hook load and a crane with 600 m hook depth and have, a large free deck space and built-in gas storage. Additional capabilities include Fi-Fi II, high specification offices, cabins and workshops as well as an extensive IT network. Sister ship **Gulmar Da Vinci** is expected to be delivered in September and is currently uncommitted. **Source : MarineLog**



The **PROMETHEUS LEADER** seen moored in Singapore - **Photo : Piet Sinke ©**

## **Cargotec to establish a joint venture with Jiangsu Rainbow Heavy Industries Co., Ltd. to strengthen presence in China**

Cargotec is planning to establish a joint venture with Jiangsu Rainbow Heavy Industries Co., Ltd. (RHI) in China. The joint venture would provide leading heavy crane solutions globally, expand delivery capacity and grasp growth opportunities in the Chinese and global markets.

RHI is an important long-term supplier for Cargotec manufacturing hatch covers, cargo cranes and other products. The joint venture is planned to focus on ship-to-shore cranes, rubber-tyred gantry cranes, rail mounted gantry cranes and marine specialty cranes. At the start, majority of the production would be sold to global markets, but the share of the Chinese market is estimated to grow strongly. Cargotec's ownership in the joint venture would be 49 percent and the value of Cargotec's equity investment approximately EUR 30 million. "This joint venture between Cargotec and RHI would be a strategically important step for Cargotec to expand its presence and offering as well as to improve competitiveness in China. RHI's local presence, knowledge and experience, combined with Cargotec's technology competences, access to global markets and established brand, offer the joint venture an excellent position in the market and enable close cooperation with customers in Asia-Pacific", says Mikael Mäkinen, President and CEO, Cargotec. "A joint venture with Cargotec would provide us access to global markets and remarkable growth. By joining forces we create a company that is expected to be a significant player in the market with a globally competitive product portfolio", says Wu Jian, Chairman of RHI.

In connection with the establishment of the joint venture Cargotec plans to strengthen its strategic partnership with RHI by becoming an owner in the company. Cargotec will acquire a 49% interest in China Crane Investment Holdings Limited for approximately EUR 50 million. China Crane currently owns 18.75% of the shares of RHI. China Crane is a Hong Kong based company with the sole purpose of owning the RHI holding. Cargotec will acquire the 49% China Crane stake from Carlyle Asia Growth Partners IV, an investment fund managed by global private equity firm The

Carlyle Group. The transaction is subject to the relevant regulatory approvals, which are expected to be received in the coming 6-8 months. Hence, the joint venture is estimated to start operations in early 2012. This means that the joint venture is not expected to impact Cargotec's financial outlook for 2011. **Source: Cargotec**



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The **MSC ERMINIA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

## Hamburg Süd: “Santa Cruz” christened in Shanghai

On Saturday, 23 July 2011, as part of a customer event, Hamburg Süd christened the container ship “**Santa Cruz**” in Shanghai. Sponsor of the “**Santa Cruz**” was Heike Schmidt, wife of Dr Heino Schmidt, Member of the Executive Board of Hamburg Süd. The “**Santa Cruz**” is the fourth newbuilding of a series of ten identical container vessels each featuring a slot capacity of 7,100 TEU and fitted with 1,600 reefer container plugs. This makes her one of the largest ships ever built for Hamburg Süd. All ten vessels in this series are to be delivered by late 2012. Since her delivery at Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Korea in early May 2011, the “**Santa Cruz**” has been operating in Hamburg Süd's service between Asia and South Africa/South America East Coast (New Good Hope Express). The “**Santa Cruz**” is named after one of the four provinces in the Argentinian part of Patagonia. Argentina is one of Hamburg Süd's most important markets in South America. **Source: Hamburg Süd**

## Exxon Affiliate Orders New Tanker Ships

Irving-based Exxon Mobil Corp. announced Monday that its marine affiliate has signed a letter of intent for the construction of two new crude oil tankers. The affiliate, Houston-based SeaRiver Maritime Inc., made the agreement with Aker Philadelphia Shipyard, which is working with Samsung Heavy Industries on the project. Aker will build the



ships, which measure 820 feet long and weigh 150,000 tons, at its Philadelphia shipyard. Construction of the first vessel is expected to begin next year and both should be delivered in 2014, Aker said in a news release.

A SeaRiver spokesman declined to comment on the terms of the deal. The vessels will be used to transport oil from Prince William Sound in Alaska to the U.S. West Coast, Exxon Mobil said in a news release. Today's announcement is consistent with our long-term ongoing commitment to safe and reliable marine transportation in the United States and throughout the world, SeaRiver President Will Jenkins said in a news release. These new vessels will provide jobs for American shipyard workers and help support energy needs along the U.S. West Coast for decades to come. **Source :** American City Business Journals



Above seen the 7500 ton mono hull crane vessel **Lan Jing** in a dry dock in Shenzhen, China with in the background the **Eleonora Maersk** - **Photo : Coen Breeman ©**

## **Singapore feeder Bengal Tiger swaps Manila-Taiwan services with Wan Hai**

Singapore's intra-Asia feeder Bengal Tiger Lines has exchanged with Wan Hai-Evergreen its role on a loop between the Philippines and Taiwan, according to ComPair Data.

The line was part of the Wan Hai-Evergreen JTP service, linking Japan to Taiwan, the Philippines and south China, with Bengal Tiger providing one ship exclusively between Manila and Keelung. ComPair reports that Bengal Tiger's ship is now operated by Evergreen and Bengal Tiger, but still buys slots from Wan Hai on its TPS service. Yang Ming also takes slots on the TPS, which rotates through Subic Bay, Manila, Kaohsiung, Keelung and Subic Bay. **Source :** shippingonline



## EPZ: bijna 1.000 MegaWatt kern-, multifuel- en windenergie!

Wil jij bijdragen aan een veilige en grotendeels klimaatneutrale energievoorziening? EPZ biedt je inspirerende technologie in een informele maar ambitieuze werkomgeving. EPZ exploiteert een windpark, een kolencentrale met biomassa-installatie en een kerncentrale. Bij EPZ werken ruim 500 medewerkers en staat de veiligheid van de energiesystemen en met name die van de kerncentrale voorop. EPZ, één van de grootste werkgevers in Zeeland, een provincie waar strand en zee altijd binnen handbereik en files zeldzaam zijn.

Voor onze kerncentrale zijn wij o.a. op zoek naar:

### Hoofdwerktuigkundigen

Als Hoofdwerktuigkundige handhaaf je de actuele (nucleaire) veiligheid van onze centrale en werk je mee aan een economische bedrijfsvoering. Vanuit de regelzaal bedien je in continudienst op de meest veilige en efficiënte wijze in de kerncentrale. Heb jij je opleiding HBO Energietechniek, HBO AOT, Rewic B of C, Scheepswerktuigkundige B of C of gelijkwaardig succesvol afgerond? Dan zijn wij op zoek naar jou!

### Storingstechnici / Werktuigkundigen

Als Storingstechnicus / Werktuigkundige werk je in continudienst en ben je onderdeel van de Wachtploeg. Je richt je op het bedienen en beproeven van de EMRA-installaties en het uitvoeren van storingsonderhoud. Je loopt controlerondes en bij onderhoudswerkzaamheden schakel je de systemen vrij en je neemt ze naderhand weer in bedrijf. Heb jij je opleiding MBO Elektro (niveau 4) succesvol afgerond in combinatie met een opleiding MBO Maroff, MBO AOT of (Scheeps)werktuigkundige in centrales A? Dan zijn wij op zoek naar jou!

### Technici Spleijstofwissel

Als Technicus werk je in dagdienst en zorg je voor het beschikbaar houden van de installaties. Je bent verantwoordelijk voor de voorbereiding van de druktesten en persproeven aan leidingen en systemen en je plant deze in overleg met de planners. Gedurende de uitvoering van de perswerkzaamheden stuur je de persploeg aan. Heb jij je opleiding Scheepswerktuigkundige A, Werktuigkundige in centrales A, MBO AOT of gelijkwaardig succesvol afgerond? Dan zijn wij op zoek naar jou!

### Een Coördinator / Werkvoorbereider Spleijstofwissel

Als Coördinator / Werkvoorbereider zorg je in dagdienst voor het voorbereiden, inplannen en coördineren van alle nucleaire en conventionele (onderhouds)werkzaamheden tijdens de jaarlijkse spleijstofwisselperiode. Je stelt checklijsten en instructies op om werkzaamheden tijdens die periode uit te kunnen voeren. Heb jij je opleiding HBO Energietechniek, HBO AOT, REWIC B, Werktuigkundige in centrales B of gelijkwaardig succesvol afgerond? Dan zijn wij op zoek naar jou!

### Een Technisch Planner Spleijstofwissel

Als Technisch Planner werk je in dagdienst en zorg je in de uitvoeringsfase van technische projecten voor een goede planning van resources en middelen. Je maakt integraal-planningen en voortgangsrapportages voor werkzaamheden, voor zowel de korte- als de lange termijn, zoals revisies, stops, kwartaalwerk, lopend bedrijf. Heb jij een afgeronde technische MBO+ opleiding en goede kennis van en ervaring met Primavera projectmanagement software of een soortgelijk programma? Dan zijn wij op zoek naar jou!

### Meer info?

Kijk voor de volledige functieprofielen op [www.werkenbijepz.nl/vacatures](http://www.werkenbijepz.nl/vacatures) of neem contact op met EPZ's personeelsafdeling: Tim Brouwer (Recruiter), tel. 0113 – 3561 07.

### Wij bieden

EPZ heeft een goede verhuiskostenvergoeding en helpt ook je eventuele partner met het zoeken naar werk. Ben jij de nieuwe collega die wij zoeken? Dan bieden we je een arbeidsovereenkomst aan voor onbepaalde tijd in een mooie, filevrije woon- en werkomgeving in Zeeland. Je pakket van secundaire voorwaarden stel je zelf samen. Meer info over onze arbeidsvoorwaarden vind je op [www.werkenbijepz.nl](http://www.werkenbijepz.nl).



The **CONDOR BAY** seen arriving in Willemstad (Curacao)

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

## Rickmers Maritime reports second quarter results

Rickmers Maritime is a business trust constituted by the Trust Deed entered on 30 March 2007 by Rickmers Trust Management Pte. Ltd. as the trustee-manager of Rickmers Maritime. Rickmers Maritime was listed on the Singapore Exchange Securities Trading Limited on 4 May 2007. As at 30 June 2011, the Group owned 16 containerships, of which fifteen are chartered out on long term time charters and one is chartered out on a one year time charter. The group operates a fleet of sixteen containerships, of which fifteen are on long term fixed rate time charters and one on one-year time charter. Total revenue generated in 2nd quarter (2Q11) was US\$37.6 million, an increase of 3% over the corresponding quarter in 2010. The increase was mainly attributable to the vessel **Kaethe C. Rickmers** contracting a higher net charter rate of US\$23,888 per day that took effect on 25 March 2011 compared to the net charter rate of US\$8,288 in the corresponding period in 2Q10. Other income comprising mainly interest income and amortisation of deferred income from charter contracts (non-cash in nature) declined by 5% compared to 2Q10. The decline was attributable to the accelerated deployment of cash balances towards debt repayment as required under the debt restructuring terms in 2010. This resulted in a drop in interest income. Other gains in 2Q11 of US\$0.2 million comprises marked to market gains on cash flow hedges reflecting primarily movements in the forward curve for interest rates and fair value gain on the derivative component of the convertible loan.

A review for vessel and goodwill impairment was performed for the entire fleet for the 2nd quarter and half year ended 30 June 2011 (1H2011). For the period under review, a higher WACC of 7.52% (2010: 7.28%) was adopted as a result of changes in certain market base parameters and consequently, an impairment of goodwill of US\$4.1 million (2Q10: nil) was made for a subsidiary as its carrying value exceeded its recoverable amount. A write-back of vessel impairment of US\$2.9 million (2Q10: nil) was recorded in this quarter as the vessel **Kaethe C. Rickmers** started operating at a higher net charter rate of US\$23,888 per day since 25 March 2011. Vessel operating expenses which include fixed vessel operating expenses, lubricant oil expense, vessel management fees, increased by 6% to US\$8.1 million in 2Q11 from US\$7.7 million in 2Q10. The increase was due to a revision of fixed operating expenses and vessel management fees that took effect from 1 January 2011, as well as higher lubricant oil expense and additional insurance cover taken on the fleet.

Other trust expenses comprising professional fees and other administrative expenses decreased from US\$0.9m in 2Q10 to US\$0.2 million in 2Q11 as there were no major corporate events in the period under review. Consequently, no transaction fees were incurred in 2Q11. Finance expenses decreased from US\$15.3 million in 2Q10 to US\$11.0 million in 2Q11 due mainly to a one time loan restructuring fee incurred in 2Q10 for US\$5.4 million. The decrease was offset by higher interest expense due to interest service for the convertible loan as well as higher loan pricing that took effect in June 2010. Overall, the Trust recorded a net profit after tax of US\$8.6 million in 2Q11 compared to a profit of



US\$0.6 million in 2Q10. On a six-month basis, net profit after tax for 1H2011 was US\$17.9 million compared to US\$6.0 million for 1H2010. Commentary on the significant trends and competitive conditions of the industry in which the group operates and any known factors or events that may affect the group in the next reporting period and the next 12 months. Growth in containership capacity is currently estimated at 8.1%\* in 2011. Expected trade growth for the year 2011 is estimated to reach 9.4%\*. The trade growth could be negatively affected should there be an economic slowdown in Europe and the US.

Freight rates in the two main trade lanes, Asia to Europe and Asia to US, are under significant pressure, which combined with high bunker prices, are having a negative effect on the liner operators' earnings. However, southbound trade from Europe to Latin America and Sub Saharan Africa continue to generate strong year-on-year growth figures of 17.7%\* and 23.0%\* respectively. Rickmers Maritime's fleet of modern container vessels is fully employed throughout 2011 at an average daily time charter rate of US\$25,750 per vessel. The next open position is in March 2012 for one vessel, **Kaethe C. Rickmers**. Barring any unforeseen circumstances, we believe our existing long-term leases will continue to generate steady cash flow for the Trust. As part of the Trust's financial restructuring, distribution per unit is capped at 0.6 US Cents per quarter during the period of waiver of the value-to-loan covenants. The recommended distribution has not been provided for in these financial statements. This distribution will be accounted for in the statement of changes in unitholders' funds in the 3rd quarter of 2011. **Source: Rickmers Maritime**



The 1972 built tug **FELIS** towing the coaster **BIESBOSCH** up into Rotterdam, any reader have more information please send to [clmhel@aol.com](mailto:clmhel@aol.com) **Photo : Brian Climie ©**

## **Dredging of Sydney Harbour access channel to begin in October**

The Cape Breton Post says Sydney Ports Corp has released a progress report on the overall timing of the C\$37 million Sydney harbour project. More than 4 million cubic metres of seabed materials from the 9km access channel will be removed using a best-in-class jumbo suction hopper dredge to deepen the channel to a depth of 17m. It is expected the dredging will last nine weeks.

A deeper channel will provide an opportunity to market the port to some of the largest vessels in the world, the post-Panamax container ships, which are currently able to use Norfolk, Virginia., as the only port accessible on the U.S. eastern seaboard. The report quoted Jim Wooder, dredging project manager for Sydney Ports Corp, as saying that "there will be very few ports that can boast a harbour such as Sydney's, which is free of infrastructure obstacles for these massive vessels."

"This port, once dredged, will be the only one that has no obstructions whether it's bridges, draft, or rail connectivity, besides Virginia, which is considered the gold standard," Wooder said. A contract was signed with Dutch firm Royal Boskalis Westminster in May, which started the process of constructing an access road on a portion of land in Edwardsville adjacent to Sydport. The dredging contract with Boskalis is worth C\$22 million. An announcement by Prime Minister Stephen Harper in Sydney last December to provide \$19 million allowed proponents to move ahead with the project, which had already secured funding from the province, Cape Breton Regional Municipality and Nova Scotia Power. Removal of debris from the access channel has begun and is expected to take two to three weeks, Wooder

said. It will involve a barge, crane and tug operation and includes clearing the wreck of what is believed to be an old passenger ferry that sank in the channel adjacent to South Bar. Once the dredging is complete, Woeder said an aggressive marketing campaign will be needed to attract business to the port. "We have a great opportunity for break bulk cargos hopefully at the Sysco site. That's going to be the job of a new port administration once the new governance structure is put in place," he said. "They'll have to attract capital, and hopefully create jobs and some additional wealth in the community." **Source : Dredging News Online**



The **LADY HELENE** seen via the IJmuiden locks to the Mercurius Harbour (Amsterdam) - **Photo : Marcel Coster ©**



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## Celebrity Cruises CEO discusses new ship

Dan Hanrahan, president and CEO of Celebrity Cruises, has been busy lately introducing the company's newest ship. The 2,886-passenger **Celebrity Silhouette** is the fourth of five in the Solstice class, which debuted its first ship in 2008. So how to keep interest high when the product is already familiar to loyal customers? Hanrahan says. **Celebrity Silhouette**, which launched last week, and **Celebrity Reflection**, which arrives in 2012, will both include restaurants, areas and amenities that don't exist on the previous three ships in the group. Those new offerings include

the Lawn Club Grill, an interactive venue where guests can grill alongside chefs; the Art Studio, with classes on sculpting, painting and sketching; and the Hideaway, a quiet nook meant to evoke a treehouse. Customers who have never sailed on [Celebrity](#), which is part of Royal Caribbean Cruises, are also potential cruisers, Hanrahan said. Source : [miamiherald.com](#)



Above seen the DSV [Endeavour](#) (ex. [Poseidon Endeavour](#)) working in Nigeria , replacing anodes at a platform with air and saturation divers. Photo : [Capt. Bouke van Neutegem](#) - Master DSV Endeavour ©

## New direction for Kaohsiung

Once it becomes a corporation next year Kaohsiung Harbour is looking to tie up with others to invest in second-tier Chinese ports to drive transshipment volumes at Taiwan's premier port. Kaohsiung Harbour Bureau estimates that second-tier harbors in southern China, such as Humen, Chuanzhou, and Shantou, boast irregular shipping business of 5-6m teu a year.

The transportation committee of the Legislative Yuan has passed the draft "statute for the establishment of national harbour company," according to which the existing four major harbour bureaus of Kaohsiung, Keelung, Suao, and Hualien, will be integrated into a Taiwan harbour company, headquartered in Kaohsiung. Kaohsiung is looking to use two idled docks at its port, following the departure of Maersk across to Xiamen, as a contra with a leading global port operator to then jointly invest in mainland Chinese ports. Source : [Seatrade Asia](#)

## RINA attacks nickel ore bulker losses

GENOA-based classification society RINA has established rigorous design standards for the modification or newbuilding of dry bulk cargo carriers to enable them to carry fine ores safely at any moisture content. A number of recent bulker losses have been attributed to the liquefaction of wet nickel ore cargoes. Using RINA's standards ships would be safe even if the cargo liquefied and the vessels would no longer have to rely on unreliable moisture tests at the load port to determine if the cargo is safe to load or not. Paolo Salza, Head of Technical Department, RINA, says, "The mandatory application of the International Maritime Solid Bulk Cargoes (IMSBC) Code enhances the safety of bulk carriers through the setting of constructional and operative requirements. But they don't set out details of how to carry nickel ore and other unprocessed ores, which may liquefy during transportation, safely. Essentially, the rules say vessels may load these ores if the Transportable Moisture Limit is not exceeded. That is fine, but establishing that is difficult and the TML is easily affected by recent rain or other factors. It is much safer to design or convert the ship to withstand liquefaction of the cargo. That is what our new notation permits." According to the IMSBC Code, Group A cargoes are those cargoes which may liquefy if shipped at moisture content in excess of their Transportable Moisture Limit (TML). RINA's new notation IMSBC-A may be assigned to ships specially constructed or specially fitted for the carriage of Group A cargoes having actual moisture content in excess of their TML. RINA's new notation applies to a number of cargoes which may liquefy and a full list is available. Says Salza, "Fine ores cargoes such as nickel ore at any moisture content can be safely carried on ships specifically designed or modified to the RINA criteria. Cargo sampling and



testing for the purpose of verifying moisture content is not necessary when cargo is loaded on ships complying with RINA criteria. To meet RINA's new standards vessels may have to install additional longitudinal bulkheads in some holds. The estimated investment for converting a supramax bulk carrier is around US\$3m, but the vessel retains full deadweight capability and flexibility for other trades." RINA is also developing a service for certifying the actual moisture content of cargoes prior to loading for those ships which are not able to meet the standards set out in the RINA notation. RINA is one of the oldest classification societies and certification companies in the world. Established in Genoa in 1861 to serve the marine industry, today it spans the globe as a multinational and multi-faceted company, sharing its knowledge and experience through a wide range of services which help industries and the community to improve their businesses and quality of life. RINA's services cover the environment, energy, transportation, logistics, safety, quality and social responsibility. [www.rina.org](http://www.rina.org)

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The **NORKING** seen in Tilbury – Photo : Krispen Atkinson ©

## Port of Tanjung Pelepas H1 container throughput up 16% to 3.7mIn TEU

The Port of Tanjung Pelepas (PTP) saw a 16% growth in volumes in the first half of the year and has switched to paperless billing to the reduce the amount of paper the terminal uses, Seatrade Asia online reports. In the first six months of the year PTP handled 3.7m teu up 16% on 2010. The port will be switching to paperless billing from 1 September, which it described as "timely" given the growth in business. "We expect to handle about 7.5m teu of containers this year, a 16% increase from last year. Currently, we are generating somewhere around 4,000 invoices,

or about 9,000 sheets of paper every month. Our paperless billing will save more than 100,000 sheets of paper per year. If these 100,000 sheets of paper were laid as an extension to each other, it would be as high as Mount Kinabalu," said a PTP spokesperson. **Source : PortNews**

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



Above seen the semi-submersible heavy lift vessel **EAGLE** loaded with Rowan Drilling Jack Up Oil Rig **JP BUSSELL** 35 miles offshore Malta while underway from Cyprus to Singapore on Monday 25th July, 2011.

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

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