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**Above seen the Eckerö Line ferry TRANSLANDIA at Tallinn in Estonia on 21 June 2011.**

**Photo : Maurice J. Napier ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SAFMARINE CAMEROUN** seen in Dar Es Salaam, the vessel is new employed in Maersk 28J Far East Service together with sisterships **Safmarine Nimba** and **Safmarine Kumaro** - Photo : Anton Klaassen ©

## Personal Submarines From U-Boat Worx Now Also Available for Global Charter

U-Boat Worx (UBW), the Dutch submersible manufacturer, now has two submersibles available for charter.



UBW is empowering individuals and scientists to discover what lies beneath the unexplored surface of the sea. Clients can go on their own personal quest or simply enjoy the underwater scenery and aquatic life. Several clients have already chartered the submersible together with their own yacht. "They feel like real explorers when they are diving on unexplored sites 100 meters below the surface," says Charlotte Schroot of UBW. Professional researchers and offshore companies are also amongst UBW's client portfolio. Submersibles can be a costly asset, therefore a flexible charter option is a valuable alternative.

The submersibles have advantages over SCUBA diving by



allowing the passengers to reach greater depths and stay underwater for extended time, in a dry, relaxed, comfortable, and spacious environment. Unlike SCUBA diving, the passengers will not experience any pressure inside the submersible nor do they require extensive training. UBW submersibles are powered by state-of-the-art Lithium-ion Batteries that are capable of packing more than three times the energy. This ensures the submersibles to perform diving operations up to six hours, emitting zero pollution into the ocean. UBW will arrange the crew, all necessary support equipment, transportation to the desired destination and also accessories like HD camera's, manipulator arms, lights and advanced tracking systems.

During consultation with UBW, the client will decide which submersible will fit the needs of the mission. The company also has several exclusive itineraries that can be suggested to clients who are unfamiliar with the underwater world.

The available models are the "**C-Quester 3**" and the "**C-Explorer 2**". The **C-Quester 3** is a 3 person submersible and the **C-Explorer 2** is a 2 person submersible based on a full 360-degree transparent pressure hull, giving occupants the best unobstructed view possible. Both vessels have a maximum operating depth of 100 meters and for comfort both models are equipped with a powerful air conditioning system. In the near future other models with extended depth capabilities will be added to the fleet.

For more information please visit <http://www.uboatworx.com> or click on this link <http://www.youtube.com/watch?v=SufW9NjuS00> to see the submersibles in action.



The **LARS MAERSK** seen at the anchorage off Mouille Point (Cape Town) Photo : Aad Noorland ©





The **TOISA SOLITAIRE** seen working alongside the **DEEPSEA METRO 1** –  
Photo : Capt Brendan Lally – Master/OIM DEEPSEA METRO 1 ©

## Sub Attacks

The Somali pirates, who now prowl most of the Indian Ocean (west of India) have not only interfered with merchant shipping, but with oceanographic research as well. For example, an international effort to distribute and maintain 3,000 instruments into the world's oceans is now under attack off Somalia. The scientists use these 3,000 buoys and robotic mini-submarines to assist in predicting the weather and gaining a better understanding of the oceans in general. But the scientists can no longer travel into the western Indian Ocean, because of the risk. The small research ships have already had a few close calls with pirates. So the task of dropping off (and sometimes picking up) these robotic research devices will be carried out by some of the warships operating off Somalia, and points east.

This global use of robotic sensors has been growing more extensive and important, over the last decade. Much of the progress was made possible by the development of highly efficient AUVs (Autonomous Underwater Vehicle). The U.S. Navy developed one of these nearly a decade ago for monitoring the underwater "weather". This SeaGlider is a two meter (six foot) long, 52 kg (114 pound) device that looks like a torpedo with wings. It can stay at sea for up to six months (before needing a battery recharge) and glides through the water at up to 20-25 kilometers a day. The AUV is propelled by a system of shifting weights (the battery pack) an air tank that is emptied and filled to adjust depth, and a pair of wings that provide lift, as wings do for an aircraft in the air. The SeaGlider moves forward by diving, and comes back up in a forward glide as well, collecting data all the way.

SeaGlider's main mission is to measure of the water, and use its built in satellite phone, every four hours or so, to send the information to anyone in the navy that needs it. SeaGlider also uses the satellite phone to get new orders, and has a built in GPS and other navigation sensors to enable it to find its way to areas it has been ordered to monitor. SeaGlider also collects information on currents, and uses that to help it glide from place to place.

SeaGlider was not built to help with weather prediction, but to improve American anti-submarine capability. The composition (temperature, salinity, oxygen content, quantities of biomatter, and so on) of the water in oceans changes slowly. Those characteristics influence the effectiveness of sonars (both active and passive.) If you can monitor the water composition more accurately, your sonars will be more accurate. SeaGlider can be dropped by aircraft or helicopter and spend days, weeks, or months collecting water information (at depths of up to 3,000 feet) before friendly subs show up for action.



At \$100,000 each, SeaGlider was a cheap way to keep an eye on large chunks of the ocean. SeaGlider works because its onboard electronics draw very little power, as does its movement mechanism. SeaGlider isn't fast, but it has that most prized UAV/AUV characteristic; persistence. SeaGlider can hang around for a long time, waiting for the enemy to show up. This was a mission submarines were originally designed for. But manned subs were too expensive to put enough of them out there to cover large areas of the ocean. SeaGlider is cheap, efficient, patient and never has to worry about crew morale. What the navy is not discussing is a future version of SeaGlider that wanders around an area looking for hostile submarines as well. Meanwhile, devices similar to SeaGlider are being used on an even larger scale to monitor a larger number of ocean characteristics. Apparently the Somali pirates have not captured and held for ransom one of these robotic subs, but they may have simply shot some to pieces as it surfaced near them (to transmit data). The scientists will continue to drop off and pick up their stationary and self-propelled sensors near pirate-infested waters. But in pirate territory, only warships will perform what is now a dangerous duty. **Source : ShipTalk**



The 1989 built **HILDA KNUTSEN** seen moored in IJmuiden – **Photo : H. Blomvliet ©**

## Russian captain denies guilt in Volga ship tragedy

The captain of a Russian ship who faces criminal charges for failing to come to the aid of the sinking riverboat **Bulgaria** said technical reasons combined with bad weather did not allow him to approach the stricken ship quickly, Russian daily Komsomolskaya Pravda said on Tuesday. The cruise ship **Bulgaria** sank during a storm in the Volga River in the Republic of Tatarstan on July 10, killing 122 people. Only 79 people on board the vessel were rescued by the crew of the ship **Arabella**.

Two cargo ships, the **Dunaisky 66** and the **Arbat**, reportedly passed by the sinking **Bulgaria** without giving it any assistance. Their captains, Alexander Yegorov and Yuri Tuchin, face up to two years behind bars if found guilty of deliberately ignoring a vessel in distress. In his letter sent to the newspaper, Yegorov said his crew was preparing a boat to come to the aid of the sinking **Bulgaria's** passengers when he saw the approaching **Arabella**. The two ships' captains agreed that the **Arabella** would rescue the passengers, after which the **Dunaisky 66** continued on its way, its captain said.

"It's wormwood to me if the public believes that I could consciously leave people in trouble," he said. "If there was nothing as useful as the **Arabella** around, I would have done everything I could to help those in distress," he said. The **Arabella's** captain said previously it would have taken the **Dunaisky 66** at least an hour to come to the aid of the **Bulgaria**, while his own ship needed just 15 minutes to get to the sinking vessel.

On Monday, rescuers recovered the last two bodies which were still missing after the tragedy. The wreck of the 80-meter cruiser, which was lying at a depth of some 20 meters, was lifted on Friday from thick silt on the river bottom.

A police investigation into the tragedy is under way and two people have already been charged over the sinking of the ship. Svetlana Inyakina, the general director of the company that rented the cruise boat, and river fleet inspector Yakov Ivashov, who certified that the **Bulgaria** was fit to sail, face prison terms if found guilty of providing unsafe services causing the deaths of two or more people. The ship, built in 1955 and last overhauled 30 years ago, had no license to carry passengers and was heavily overloaded when it left port on its fateful voyage with only one of its two engines working, media reported in the immediate aftermath of the sinking. **Source : PortNews**



The **BRO GOTHENBURG** seen approaching the IJmuiden locks – Photo : Marcel Coster ©



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## US regrets killing of Taiwan skipper in crossfire

Washington 'regrets' the killing of a Taiwan skipper who died in crossfire when the US Navy attacked Somali pirates who had seized his boat, a detailed report into the incident said. The report - delivered to Taiwan's foreign ministry late on Sunday night by the American Institute in Taiwan (AIT) - the de facto US embassy in Taipei - described how Wu Lai-yu, captain of the 80-tonne fishing vessel **Jih-Chun Tsai 68**, was killed by ammunition fired from a US ship.

'As a result of its investigation, the US Naval Forces Central Command concluded that Master Wu had been killed inadvertently by ordnance fired from the SWG,' the report said. The report referred to the **USS Stephen W Groves**, a US frigate operating under a Nato-led counter-piracy task force during an operation on May 10, against the fishing boat. 'For over a year, the **Jih-Chun Tsai 68** was used by Somali pirates to launch attacks against civilian vessels off the Horn of Africa,' it said. Members of the US operation found the body of Mr Wu in the cabin of the fishing boat and did a burial-at-sea for him on his ship which it said was 'unseaworthy after the exchange of fire and was sunk'. The report said 'the United States regrets that Master Wu was lost in the Nato effort to repress piracy off the Horn of Africa. We again express our condolences to the family of Master Wu Lai-yu.' Taiwan's foreign ministry, upset that it

was not immediately notified of the skipper's death and the sinking of his boat, had earlier requested a US explanation about the incident. The AIT has been authorised by the US government to handle civil exchanges with Taiwan after Washington switched its diplomatic recognition from Taipei to Beijing in 1979. **Source : AFP**



Above the seen the tug **BB HUNTER** arriving Kirkenes (Norway) for a job in the Barents Sea.

**Photo : Capt. Christian Schmidt - AfriShore Mosselbay ©**

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The **KWK LEGACY** seen outbound at the Westerscheldt River – **Photo : Henk de Winde ©**

## **CRUISE TRAVEL 25 JAAR**

Op 26 juli 2011, was het 25 jaar geleden dat de grootste Nederlandse cruisetouroperator, Cruise Travel, werd opgericht. Vanuit hun woonhuis in Putten begonnen Dave en Corrie Broere in 1986 met het aanbieden van cruises



met het kleine, gezellige cruiseschip **Aquarius** van de rederij Hellenic Mediterranean Lines. Vanwege de zeer scherp gecalculeerde prijs werd deze cruise direct een succes en werd een cruisevakantie betaalbaar voor een grote groep mensen. De succesvolle verkoop had tot gevolg dat steeds meer rederijen hun producten via Cruise Travel op de Nederlandse markt wilden aanbieden.

Door de snelle groei van het bedrijf werd in 1998 een nieuw kantoorpand betrokken in het centrum van Putten met een eigen reisbureau op de begane grond. In 2002 deden de Broere's een stapje terug en nam dochter Fleur het roer over, samen met haar man Norbert van der Glas. Zoon David, ook werkzaam in het familiebedrijf, werd eveneens aandeelhouder.



The **MSC ORCHESTRA** seen in the Baltic – Photo : Ralf Kroon ©

Er werken op dit moment zo'n 80 mensen bij Cruise Travel, deels fulltime, deels parttime. Samen verzorgen zij voor meer dan 20.000 klanten per jaar een cruisevakantie. Het bedrijf is nog steeds voorloper op het gebied van cruiseverkoop. Zij was de eerste in Europa met een online boekingsstelsel waarin klant en reisagent online de actuele beschikbaarheid en prijs van een groot aantal cruises kan zien en daadwerkelijk kan boeken.

Voor bestaande en toekomstige klanten biedt Cruise Travel vele extra's. Zo organiseert zij unieke scheepsbezoeken op grote schaal (de Cruise Dagen) en jaarlijks het grootste cruise-evenement van Nederland, de Cruise Beurs (1 en 2 okt. in Den Haag). Ook biedt zij haar klanten vele voordelen en extra's in de Cruise Travel Club en met het Air Miles programma.

Tijdens deze feestweek (t/m 1 aug.) profiteren Cruise Travel klanten van diverse voordelen zoals 2.500 Bonus Air Miles extra en tot € 200 per hut zakgeld aan boord cadeau! Voor meer informatie over Cruise Travel, zie : [hier](#)

## Bangladesh Supreme Court intervenes in ship recycling decision

Bangladesh's Supreme Court has recalled a lower court's ruling last week that allowed ship breaking yards to continue operating through October, and will conduct its own review of the case on Thursday, a senior industry official said. The lower court last week gave the \$1.5 billion ship recycling industry an additional three months to meet tougher safety and environmental rules on importing old ships to dismantle for scrap.

"The Supreme Court has recalled the file from the High Court for review on July 28," Captain Salah Uddin, an adviser of the Bangladesh Ship Breakers Association, told Reuters on Tuesday. "The government hopes the decision of the High Court will be upheld by the Supreme Court." Rights activists have urged the court to reinstate a year-long ban on the industry, saying its activities remained too dangerous for workers and too costly for the environment. The ban was lifted in March.

The High 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.

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. Scrapped ships are the main source of steel for the impoverished nation, which requires around 4 million tonnes each year. **Source: Reuters**



## CASUALTY REPORTING



### Ship runs aground in Ballito - crew rescued



Fifteen people were rescued by the SA Air Force after their ship ran aground in Ballito, north of Durban. "All fifteen crew were airlifted off the **Phoenix** after it ran aground and although the crew were reportedly in no immediate danger they were taken off the vessel for safety

precautions," said National Sea Rescue Institute spokesman Craig Lambinon. None of the crew was injured, he said. SA Air Force 15 Squadron was placed on high alert by the Transnet National Ports Authority following reports that the tanker was experiencing problems. It was believed that the 164-metre bulk tanker broke its anchor and drifted towards shore. It was reportedly en route to a scrap yard and was carrying a small skeleton crew. **Source :** [timeslive.co.za](http://timeslive.co.za)

## NAVY NEWS





Above seen the Chinese Navy missile frigate **Luoyang**, left, prepares to set sail in a harbor in Dalian, northeast China's Liaoning Province, Monday, July 25, 2011. A fleet formed by China's naval **Zheng He** training ship and **Luoyang** left Dalian on Monday for a visit to Russia and North Korea - **Photo : Xinhua**

## Bulgaria's Verni frigate certified at international military drill



Bulgaria's **Verni** frigate has been certified during the **Briz/Sertex 2011** international drill, said Navy Commander rear admiral Plamen Manushev, cited by FOCUS – Burgas Radio. The international drill was attended by the vessels and aircraft of Bulgaria, Romania, Turkey, Greece and the U.S.

According to the second level assessment, which evaluates the operative abilities of the vessel, the frigate is operatively ready. This will enable the Bulgarian Navy to declare a second frigate fit for NATO operations and missions. Thus Bulgaria fulfills its commitment to have two frigates – Drazki and Verni, he added. Rear admiral Plamen Manushev expressed hope Bulgaria's mine-sweeper Priboy and minehunter Tsibar will be certified at an upcoming international drill off the Turkish coast. In this way Bulgaria will have two anti-mine vessels and two frigates fit for NATO missions and permanent groups, he added.

Source : Focus-fen

## South Korea's Naval Buildup

Seoul wants a blue-water navy



A southern island with long-standing issues with the mainland; local residents up in arms over the construction of a new, large military base; environmentalists concerned that these plans will disrupt sensitive under sea coral formations. Another chapter in the unending Okinawa Marine base saga?

No. In this instance the island is Jeju-do off the southern coast of South Korea. The issue is Seoul's desire to build a major naval base in Gangjeong village on the southern part of the island to serve as a home port for South Korea's growing fleet of large and sophisticated warships. Much is made about China's rapidly expanding navy and ambition to create a fleet capable of projecting power globally. Not so well known is South Korea's decade-long project to build its own blue water navy. There is nothing particularly secret about South Korea's naval build up, it just doesn't get the kind of attention that China's gets.

This ocean-going force is built around an arsenal of sophisticated guided missile destroyers, including most recently, two 7,600-ton Aegis-equipped monster destroyers with one more under construction, half a dozen 4,500-ton destroyers, submarines and amphibious assault ships. The flagship of this new strategic fleet is an 18,000 ton, flat-topped amphibious assault ship with the pregnant name of Dokdo, after the tiny island in the Sea of Japan that is claimed by both Korea and Japan and which is a frequent source of tensions between the two countries.

The Dokdo is currently larger than anything in the Japanese navy or even the rapidly expanding Chinese navy – or at least until Beijing finally launches its much-talked about aircraft carrier. Indeed, it is the largest warship belonging to any Asian navy east of India. Although its main armament would be helicopters and marines, it would also be capable of supporting unmanned aircraft in some future conflict. The South Koreans are planning to build several more of this type of vessel, although probably not as large.

The official purpose of this naval buildup by South Korea is, much as in China, to project power beyond its coastline plus being able to participate in international peacekeeping operations and disaster recovery and relief efforts. Several South Korean destroyers participate in the anti-piracy patrols off Somalia's coast, along with warships from China and Japan. A more logical explanation would be that, as in China, the expansion and modernization of the fleet is a natural and inevitable growing process of a nation's armed forces proportional to the rapidly growing size of its economy. Rationales for the expansion are found later. A naval base on the south side of Jeju is an obvious step in South Korea's blue water ambitions, as it allows direct access to the open sea. But it is also located about as far away from the sensitive border with North Korea, supposedly South Korea's true enemy, as one can be and still be in the country. When completed in 2014, the base will accommodate about 20 of the country's most modern surface warships and submarines. There is also proposed space to dock two large cruise ships, an apparent sop to locals as it could be argued the new port boosts tourism.

Growing numbers of Chinese are visiting Jeju and would likely formed the bulk of the passengers on the tourist vessels. Seoul probably is not unhappy that thousands of ordinary Chinese will get a good look at Korea's growing naval might while enjoying beaches and sampling kimchi. South Korea's blue water naval strategy developed in the late 1990s, during a period of relatively relaxed relations with North Korea. This was the time of the Sunshine policy of President Kim Dae-jung and his successor.

But unlike China, which has few if any threats along its coastline, North Korea does pose a real menace. That was driven home last year when a North Korean submarine put a torpedo into the South Korean Corvette Choenan, sending her to the bottom along with more than 40 of her crew. While Seoul was dreaming of grandiose deep sea ambitions, it had taken its eye off the ball and become somewhat lackadaisical about protecting its sensitive northern coastline. And if the events of last year proved anything, it is that one cannot be lackadaisical about the dangerous provocations from the North.

This sobering experience has not immediately altered Seoul's naval procurement plans, which of course, were longstanding. But one hears less and less about blue water power projection. Last May the government withdrew "Ocean Navy Strategy" as an official rationale for the Jeju naval base (though work proceeds). Unlike Okinawa, which is mainly a three-cornered dispute between Tokyo, Washington and the people of Okinawa, the Jeju base dispute has attracted more attention from international peace groups, Catholic organizations and other NGOs. Unlike Okinawa, which bristles with military bases there are no major installations on Jeju. Indeed, it likes to bill itself as an "island of peace." But like Okinawa, which still harbors resentments toward the mainland, Jeju has its own issues. For Okinawans it was the way they were used as cannon fodder during the last battle of World War II. For Jeju people it is the "4.3 Incident". The date refers to a rebellion, probably stoked by the communist Workers' Party (now the rulers of North Korea but banned in the South, that broke out in April 3, 1948. The army put the rebellion down but it is estimated that 14,000 to 60,000 were killed. Since then South Korea's military has not been particularly welcome on Jeju. **Source : Asia Sentinel**

## ROYAL NAVY FLAGSHIP VISITS MALTA



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

**HMS Albion**, Flagship of the Royal Navy, visited Valetta, Malta, between 25 and 27 July 2011 for a short operational stand down following a period East of Suez. The 18,500 tonne assault ship has had a busy few months undertaking amphibious exercises in the Mediterranean in May, supporting NATO maritime operations off Libya in June and, most recently, strengthening the UK's relationships in the Middle East.

**HMS Albion** is the lead ship of the Royal Navy's Response Force Task Group, a maritime quick reaction force designed to provide a range of capabilities at short notice in response to unforeseen events. These tasks could include evacuating civilians from trouble spots, providing disaster relief and humanitarian aid, and undertaking amphibious operations.

Captain James Morley Royal Navy, Commanding Officer of **HMS Albion**, said: "**HMS Albion** is now the Flagship of the Royal Navy and is privileged to be the latest in a long line of famous naval vessels that have enjoyed the sanctuary and support of the George Cross Island". "We are grateful to the people of Malta for their hospitality and the use of their facilities during our visit to their beautiful and historic country".

"The Response Force Task Group is the UK's maritime quick reaction force and has a range of capabilities that make it ideally suited to the fast pace and unpredictable nature of world events". The Response Force Task Group also includes the helicopter carrier **HMS Ocean** which visited Malta earlier this month and has now resumed operations off Libya, where she is acting as floating airfield for Apache attack helicopters.

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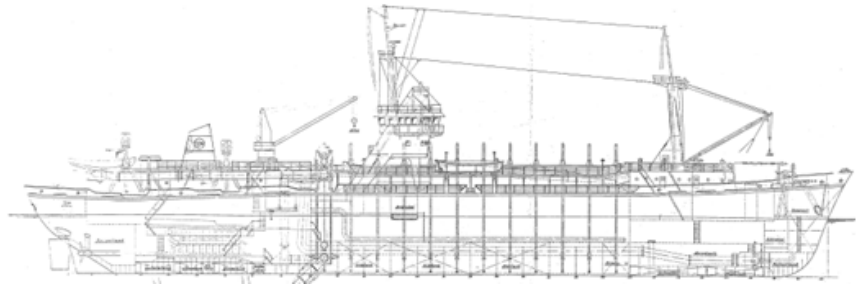


## SHIPYARD NEWS

### TSHD SANDERUS IN DRYDOCK IN GDYNIA



At the photo's seen Jan de Nul's 1968 built **TSHD SANDERUS** in drydock in Gdynia for general / large overhaul during which also the propellers were replaced.



The TSHD is having a length of 97.15 mtr and a beam of 18.3 mtr, she is powered by 2 MAN diesels with a total installed power of 6781 kW for a top speed of (loaded) 12.5 knots, the dredging depth is 22 mtr with a total hopper volume of 5338 m3

Photo's : Clemens Smits ©

## Iconic Polish shipyard cashes in on wind power

It plans to build 60 offshore wind towers this year

The Gdansk Shipyard, where the Solidarity movement that ended the communist era in Poland was born, is now trying to lead another Polish revolution ... in offshore wind power. The European Union has laid out clean energy targets to be reached by its 27-members by 2020. To hit those marks Poland must break its coal addiction, which currently provides some 90 per cent of the country's electrical power.

Environmental groups, energy experts and some politicians increasingly point to offshore wind farms as a viable alternative to coal, adding that it could have more economic upside than a planned investment in nuclear power.

Germany, the continent's largest economy, is looking to buy more clean energy, and with little space left to generate added wind power domestically, some in Poland believe they can capitalise on that opportunity as well. 'Germany closing down their nuclear facilities by 2022 will generate a big take-off for offshore wind energy,' said Thomas Gaardbo, vice-president of GSG Towers, an offshoot of the Gdansk Shipyard that is driving the wind power initiative.

Germany's onshore wind market is saturated, Mr Gaardbo argued, adding that he thinks 'the only real development that can happen' there is in offshore. 'We're trying to position ourselves for that offshore market,' he said. The GSG company, co-owned by Ukrainian investors and the Polish state, plans to build 60 wind towers this year and 300 by 2014. Conditions at Gdansk have changed since 1980, when anti-communist crusader Lech Walesa led a strike over price increases and job losses that culminated in the creation of Solidarity, the first independent trade union in the then-Soviet bloc.

With those days of unrest and heady protest behind it, many believe Gdansk is well-placed to cash in on wind power, given its easy access to shipping routes through the Baltic Sea port. Gdansk, shipyard officials say, also has the highly-skilled welders needed to build the 270-tonne, 100 metres turbines. Poland's Institute for Renewable Energy (IEO) recently urged the government to invest in offshore wind farms instead of forging ahead with plans to build the country's first nuclear power facility. The nuclear scheme, which aims to build an operational plant by 2020, requires a 25 billion euro (\$43.4 billion) investment. The IEO, in a study commissioned by the environmental advocacy group Greenpeace, argued that investing in a 5.7 gigawatt wind farm would be cheaper, safer and should create more jobs. IEO chief Grzegorz Wisniewski noted the plethora of wind farms in Germany, Denmark, the Netherlands, France and Spain, compared to just a handful of sites in Poland.

'In Poland, you just have a tiny smattering of onshore wind farms and none offshore,' said Mr Wisniewski, noting its entire installed wind capacity totals just 1.5 gigawatts. 'Now 90 per cent of our electrical energy is based on coal so we're looking for options ranging from the exotic like nuclear or shale gas, to proven renewable sources,' he said, pointing to wind energy as one of the best choices. 'It's a proven technology for immediate use and as a large country, Poland has huge untapped wind energy resources,' he added.

Tomasz Koprowiak, the mayor of Kisielice in northern Poland, said the wind power industry has been a blessing for the people in his poor, rural farming community. Kisielice's wind farm - whose 39 turbines with a 65 megawatt capacity account for five per cent of Poland's total wind energy production - generates more than enough power to service the town's 6,500 residents. 'We've never had any protests against turbines here,' he said, adding that local farmers are more than happy to lease land to windmill operators. Mr Koprowiak wants to expand to a 140-megawatt capacity, and argued that money designated for nuclear investment should be redirected to other areas, including wind, biogas and solar. **Source : AFP**

## ROUTE, PORTS & SERVICES



# Global leader in ocean towage

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The wreck of the 1977 built Italian flagged **JOLLY AMARANTO** as seen last week near the entrance channel to Alexandria Port Egypt, the vessel ran into troubles during a gale on December 11th 2010 and developed a list, and was later abandon by the 21 crew members – Photo : Kees Verheij ©

## DryShips Inc. and OceanFreight Inc. Announce Merger Agreement

DryShips Inc. and OceanFreight Inc. announced that the companies have entered into a definitive agreement for DryShips to acquire the outstanding shares of OceanFreight for consideration per share of \$19.85, consisting of \$11.25 in cash and 0.52326 of a share of common stock of Ocean Rig UDW Inc., a global provider of offshore ultra deepwater drilling services that is 78% owned by DryShips. The Ocean Rig shares that will be received by the OceanFreight shareholders will be from currently outstanding shares held by DryShips. Under the terms of the transaction, the Ocean Rig shares will be listed on the Nasdaq Global Select Market upon the closing of the merger.

Based on the July 25, 2011 closing price of 89.00 NOK (\$16.44) for the shares of Ocean Rig on the Norwegian OTC, the transaction consideration reflects a total equity value for OceanFreight of approximately \$118 million and a total enterprise value of approximately \$239 million, including the assumption of debt.

The transaction has been approved by the Boards of Directors of DryShips and OceanFreight, by the Audit Committee of the Board of Directors of DryShips, which negotiated the proposed transaction on behalf of DryShips, and by a Special Committee of independent directors of OceanFreight established to negotiate the proposed transaction on behalf of OceanFreight.

The transaction will allow DryShips to acquire high-quality, modern drybulk vessels with attractive long-term charters. OceanFreight owns a fleet of six vessels, including four Capesize and two Panamax vessels with a weighted average age of six years and combined deadweight tonnage of 859,622 tons and has contracted to purchase five newbuilding Very Large Ore Carriers (VLOC) with a combined deadweight tonnage of approximately one million tons scheduled to be delivered in 2012 and 2013. DryShips will also benefit by assuming OceanFreight's attractively-priced credit facilities. Those facilities have an aggregate principal amount of \$142.8 million, bear interest at Libor plus 250 basis points and have a final maturity of October 2015.

George Economou, Chairman and CEO of DryShips, commented: "We are pleased to announce the merger agreement with OceanFreight. This transaction provides DryShips with a unique opportunity to consolidate the fragmented drybulk sector by acquiring a high quality, modern fleet with long-term charters to solid charterers. As previously announced, we have a fleet renewal plan that is being implemented by selling our older vessels. Given current freight market conditions, our preference is to acquire younger vessels with medium to long-term charters with moderate financing in place. The merger with OceanFreight offers us a unique opportunity to renew DryShips fleet, increase our presence in the Capesize/VLOC sector and augment our fixed revenues, and to do so at a low point in the cycle at

what we consider to be an attractive valuation. We will achieve this through minimal use of cash and no issuance of additional DryShips equity while utilizing a mere 2.3% of our ownership stake in Ocean Rig in a manner that will also increase its public float. We will continue to monitor developments in the shipping industry selectively as the weak freight market may offer us further strategic acquisition opportunities. This merger is a testament to the strong position of DryShips and our belief in the long-term prospects of the drybulk freight market. Pro forma for the merger, Dryships will own a fleet of eighteen Capesize vessels, the largest among publicly traded shipping companies."

Professor John Liveris, Chairman of the Board of Directors and Special Committee of OceanFreight, commented: "OceanFreight's merger with DryShips enables our shareholders to realize the inherent value created from the significant repositioning of the company's fleet and employment profile that our management team implemented over the past two years. This value unfortunately was not reflected in our stock trading price. Additionally, we are pleased to provide our shareholders with the opportunity to participate in Ocean Rig, a growing company in the ultra deep water drilling sector. We believe that OceanFreight's four-year journey in the public markets has reached a worthy homeport."

The public shareholders of OceanFreight will receive the consideration for their shares pursuant to a merger of OceanFreight with a subsidiary of DryShips. The completion of the merger is subject to customary conditions, including clearance by the U.S. Securities and Exchange Commission of a registration statement to be filed by Ocean Rig to register the shares being paid by DryShips in the merger and the listing of those shares on the Nasdaq Global Select Market. The cash portion of the consideration is to be financed from DryShips' existing cash resources and is not subject to any financing contingency. The merger is expected to close in the fourth quarter of 2011.

Simultaneously with the execution of the definitive merger agreement, DryShips, entities controlled by Mr. Anthony Kandylidis and OceanFreight, entered into a separate purchase agreement. Under this agreement, DryShips will acquire from the entities controlled by Mr. Kandylidis all their OceanFreight shares, representing a majority of the outstanding shares of OceanFreight, for the same consideration per share that the OceanFreight stockholders will receive in the merger. This acquisition is scheduled to close four weeks from the execution of the merger agreement, subject to satisfaction of certain conditions. DryShips intends to vote the OceanFreight shares so acquired in favor of the merger, which requires approval by a majority vote. The Ocean Rig shares to be paid by DryShips to the entities controlled by Mr. Kandylidis will be subject to a 6-month lock-up.

Evercore Partners is serving as financial advisors to DryShips in connection with the transaction and Fried, Frank, Harris, Shriver & Jacobson LLP is serving as DryShips' legal counsel. Fearnley Fonds ASA is serving as financial advisors to the Special Committee of the OceanFreight Board of Directors and Seward & Kissel LLP is serving as the Committee's legal counsel.



The Eckero Line ferry **NORDLANDIA** at Tallinn in Estonia on 21 June 2011. - Photo : Maurice J. Napier ©

## **S Korea to invest nearly 39 bln USD to expand port infrastructure**



The South Korean government announced a plan to invest 41 trillion won (38.9 billion U.S. dollars) through 2020 to expand port infrastructure, news reports said. The Ministry of Land, Transport and Maritime Affairs said the investment will be used to build more piers at seaports in order to increase the country's annual cargo-processing capacity from 1.21 billion tons to 1.81 billion tons per year. The ministry expects the plan will raise the added value of the port industry from 20 trillion won to 40 trillion won a year by 2020, while boosting the number of seaport jobs from the current 480,000 to 1 million during the same period. **Source: Xinhua**



The **DONAU** seen moored in the « Mallegat » in Dordrecht (Netherlands) – **Photo – Cees de Bijl ©**

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## Goldenport Holdings announces delivery of the two final new-build vessels

**Goldenport Holdings Inc.** the international shipping company that owns and operates a fleet of container and dry bulk vessels announces that on 25 July 2011, the Company took delivery of the new-build geared container vessel with 2,500 TEU capacity from Yangzijiang Shipbuilding Co Ltd., in China. The vessel was named '**Erato**' and commenced its agreed one year time charter immediately following delivery, at a daily rate of US\$15,250. The charterer has the option to extend at the end of the initial time charter for one additional year at a daily rate of US\$20,000.

Additionally, on 14 July 2011 it took delivery of the fourth new-build geared bulk carrier vessel with 57,000 DWT capacity from the COSCO (Zhousan) Shipyard Co Ltd., in China. The vessel was named '**Sofia**' and commenced its initial short-term time charter.

Following the delivery of '**Erato**' and '**Sofia**', Goldenport completed the initial new building program that was initiated in 2007. The Company will be able to utilise forward an expanded fleet of 26 vessels with younger age profile



compared to the time of the IPO in April 2006. The pre-agreed time-charter employment for 'Erato' and the short term time charter arranged for 'Sofia' enables the Company to immediately benefit from accretive revenue and cash flow generation. **Source: Goldenport Holdings.**



After a relatively long building period and an intensive quality-control the Panyu Shipyard in Guangzhou, China, has delivered the brandnew twin screw tug "NEPTUN 11" to her new owners **Landfall Transport & Towage** and **Neptune Marine Services**. "Patience is a good thing" and the final result is of (almost) west-European quality. With a length of 36 metres and a bollard pull of 42 tons, the "Neptun 11" is in fact a sistership of the "Neptun 9" and she will commence her "maiden voyage" in the course of next week with a double to of two crane barges from Hong Kong to Borneo in the Indonesian archipel. The further sailing plan is not known yet, but after arrival in Holland, the "Neptun 11" will be equipped with a 170/ton metre hydraulic deckcrane, for which the pedestal is already integrated in the present ship's construction. Bij voorbaat dank voor het plaatsen en zodra we meer foto's hebben van de eerste reizen, dan meld ik me uiteraard weer. **Photo : LANDFALL Transport & Towage bv**

## MSC's north Europe port focus eyed as Le Havre returns to normal

REASONS for the good throughput numbers last year out of Antwerp, Rotterdam, Bremerhaven and Hamburg despite weak European demand have partly been attributed to labour troubles Le Havre and Marseilles last year causing cargo diversion to trouble-free ports. Now that troubles are over, not only is rebalancing in underway, there are also shifts in north European port preference are also expected. One keenly watched by London's Containerisation International are moves contemplated by Geneva's Mediterranean Shipping Company (MSC).

"MSC continues to keep its cards very close to its chest on its expansion plans in Antwerp, but rumours still abound that an agreement has been reached with PSA that allows traffic from MSC's Home Terminal (in which PSA is involved) to overflow into PSA's Europe terminal on the river side of the Delwaide lock," said CI. "On the other hand, MSC's involvement in ECT's deep-water Dedicated North Terminal in Rotterdam also appears to be growing, suggesting that some of the overflow is being diverted there. "This may be one of the reasons why Antwerp's container traffic only grew by 4.3 per cent in the first six months of the year compared to the same period of 2010, up to 4.4 million TEU, the report said.

There could be other reasons however, including the transfer of traffic back to Le Havre and Marseilles-Fos now that the French ports' labour problems are over, and that Europe's economic growth is slowing. Antwerp's first quarter traffic of 2.2 million TEU was the same as it was in the prior year corresponding quarter, despite the first three months

of the year normally being very quiet, CI said. Rotterdam's year-on-year growth is likely to be little different to the 11.5 per cent in as yet unreported second quarter results as it was in the first quarter. Le Havre container cargo measured in tonnes increased 21 per cent in the second quarter, marking a return to growth absent during the labour disruption days. **Source : Schednet**



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The **BOREAL** seen enroute Rotterdam – **Photo : Frits Janse ©**

## Japanese Ship Orders Sink 65.7 Percent

Japanese export ship orders fell for the second straight month in June on a year-on-year basis, plunging 65.7 percent to 545,770 gross tons, according to figures released by the Japan Ship Exporters' Association (JSEA). Until April, Japanese export ship orders had grown for 17 months in a row. The year-on-year pace of decline quickened in June from 41.0 percent in May. In June, Japanese shipbuilders received orders for 15 export ships, all of which are bulk carriers. The 15 ships total 257,553 compensated gross tons. Japan is one of the world's top shipbuilding nations, along with South Korea and China. The JSEA figures also showed that Japanese export ship orders in the first half of this year dropped 1.6 percent from a year earlier to 5,060,972 gross tons. Japanese shipbuilders received orders for 120 export ships — 109 bulk carriers, five tankers, four general cargo vessels and two marine resource research vessels — between January and June. The 120 ships total 2,302,832 compensated gross tons. Japan is now struggling to recover from the devastating earthquake and tsunami that hit the northeastern part of the country on March 11. Although some small shipyards in the disaster-hit areas were affected, major Japanese shipyards that build large vessels for exports are concentrated in western Japan and remain intact. But Kazuaki Kama, the Shipbuilders' Association of Japan (SAJ)'s new chairman, expressed concerns about the excessive ship building capacity in South Korea and China, higher prices for steel products and an appreciation of the yen, which erodes the Japanese shipbuilding industry's price competitiveness. **Source: Journal of Commerce**



The **SATURNUS** seen enroute in the Gulf of Finland – Photo : Ralf Kroon ©

## DP World adds new South American terminals with acquisitions in Suriname

DP World has acquired a controlling interest in both Integra Port Services, which holds a 15-year concession for a container and break-bulk terminal within Nieuwe Haven Port, Paramaribo; and in Suriname Port Services, which owns a private break-bulk facility upstream from Paramaribo on the northeast coast of South America.

Nieuwe Haven terminal handles origin and destination cargo for Suriname. The terminal currently has an annual container throughput capacity of 100,000 TEU, with the potential to double its capacity to meet demand as growth in the local economy, together with improved road links into French Guiana and off-shore oil exploration are expected to increase trade volumes, reports FeedBurner.

Suriname Port Services is a freehold break-bulk facility specialising in the handling of mining and logging equipment, off-shore supply and cement. DP World will have a management services agreement for both terminals. The transaction is expected to close in the third quarter for an undisclosed sum, the report said. Said DP World CEO Mohammed Sharaf: "We are very pleased to be adding ports in Suriname to our global portfolio underpinning our strategy of expansion into the faster growing markets of South America." **Source : Schednet**



The **HONG HING** seen in Rio Grande – Photo : Marcelo Vieira (c)

## EU backs bigger Dunkirk



IHS Fairplay reports that the Port of Dunkirk in France is to receive €1.85 million (US\$2.63 million) from the EU towards the €3.5 million cost of a study into an expansion including two new deepwater docks. The northern French port's docks would open directly to the Channel and be served by two multimodal terminals offering links to inland road, rail and inland waterway networks. IHS Fairplay said port officials hope to have the first dock and accompanying cargo terminals in service by 2015, with priority on building a facility to accommodate large bulkers transporting coal and ore for the French steel industry. The Trans-European Transport Network, which made the award following its 2010 call for projects, said: "The port of Dunkirk currently faces a lack of deepsea berths, and its current infrastructure impedes further vessel traffic development from being realised." The study would contribute towards making the port more effective and ensure that the project met best design and environmental requirements, TEN-T said. **Source :** Dredging News Online



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## ITALRORO TWO bound for its final destination in Turkey

The **ITALRORO TWO**, one of the three ro-ro ferries deployed by Italian-Turkish Puglia di Navigazione, was finally sold. Three years after the company's bankruptcy, the unit was finally purchased by Turkish scrappers for EUR 2 million. A similar fate is awaiting sister unit **ITALRORO THREE**, which is laid up at Genoa's breakwater. **Source :** shippax.se

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## MARITIME ARTIST CORNER



Schilderij in acryl op linnen gemaakt door **FRITS JANSE** van de loodsboot **MARKAB** op station voor Hoek van Holland

De "**Markab**" is gebouwd bij de scheepswerf A Vuyk & Zn, te Capelle a/d IJssel en in 1978 in de vaart genomen. Bouwnummer 880, 871 Brt, L.o.a 59.00 m, Br 10,69 m, Diepgang 3,71 m. Heeft een Diesel-electrische voortstuwing, een snelheid van 16 knots en zal binnenkort worden vervangen door nieuwbouw.

Zie ook : <http://ships-images.fritsjanse.nl> and <http://www.fritsjanse.nl>

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



The **SEVEN NAVICA** seen stern first, enroute OTP Walker along the Tyne - Photo : Kevin Blair ©