



Number 213 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 01-08-2011**

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The JUMBO JAVELIN seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

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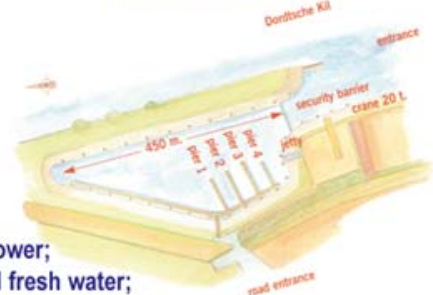
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Again a pontoon with windfarm-stuff, collected in Rostock Germany, enroute Harwich (England) this week after a parking-stop in the IJmuiden-area. [Ginger's](#) wheelhouse can be seen looking through one of the pipes.

Photo : [Joop Marechal](#) ©

FACTBOX-Ships held by Somali pirates

28 July : A small United Arab Emirates-owned oil tanker hijacked by Somali pirates off the Yemen coast on July 17 was released, UAE's state news agency WAM said on Thursday. The 4,831 dwt flagged oil tanker was captured in the northern Indian Ocean and had 17 crew on board, the report said. The tanker was captured while loaded with oil on a regular route from UAE to the Somali port of Berbera.

Below are details of ships still held by Somali pirates :

* **SOCOTRA 1**: Seized on Dec. 25, 2009, in the Gulf of Aden. The Yemeni-owned ship had six Yemeni crew.

* **ICEBERG 1**: Seized on March 29, 2010. Roll-on roll-off vessel captured 10 miles (16 km) from Aden. Crew of 24.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 213

- * Three Thai fishing vessels -- **PRANTALAY 11**, **12** and **14** -- hijacked on April 17-18. Total of 77 crew. Only **Prantalay 12** is left in captivity. Prantalay 11 and 14 were freed by the Indian navy.
- * **OLIB G**: Seized on Sept. 8. Maltese-flagged merchant vessel with 18 crew -- 15 Georgians, three Turks.
- * **CHOIZIL**: Seized on Oct. 26. South African-owned yacht hijacked after leaving Dar es Salaam. European Union anti-piracy task force rescued one South African but two other crew members were taken ashore and held as hostages.
- * **POLAR**: Seized on Oct. 30. Liberian-owned Panama-flagged 72,825-tonne tanker seized 580 miles east of Socotra. Crew of 24 -- one Romanian, three Greeks, four Montenegrins, 16 Filipinos.
- * **ALBEDO**: Seized on Nov. 26. Malaysian-owned cargo vessel was taken 900 miles off Somalia as it headed for Mombasa from UAE. Crew of 23 from Pakistan, Bangladesh, Sri Lanka and Iran.
- * **PANAMA**: Seized on Dec. 10. Liberian-flagged container ship en route from Tanzania to Beira. Crew of 23 from Myanmar.
- * **ORNA**: Seized on Dec. 20. The Panama-flagged bulk cargo vessel, 27,915 dwt, owned by the United Arab Emirates, was seized 400 miles northeast of the Seychelles.
- * **SHIUH FU NO 1**: Seized Dec. 25. Somali pirates appeared to have seized the Taiwanese-owned fishing vessel near the northeast tip of Madagascar in the Indian Ocean. The vessel had a crew of 26 Taiwanese, Chinese and Vietnamese nationals.
- * **BLIDA**: Seized on Jan. 1, 2011. The 20,586-tonne Algerian-flagged bulk carrier was seized about 150 miles southeast of Salalah, Oman. The ship, with 27 crew from Algeria, Ukraine and the Philippines, was heading to Dar es Salaam, Tanzania, from Salalah with a cargo of clinker.
- * **HOANG SON SUN**: Seized on Jan. 19. The 22,835-tonne bulk carrier, which is Mongolian flagged and Vietnamese-owned and has a crew of 24 Vietnamese nationals, was seized about 520 nautical miles southeast of the port of Muscat.
- * **SAVINA CAYLYN**: Seized on Feb. 8. The 104,255-dwt tanker, Italian-flagged and owned, was on passage to Malaysia from Sudan when it was attacked 670 miles east of Socotra Island. It had five Italians and 17 Indians on board.
- * **SININ**: Seized on Feb. 12. The Maltese owned and registered bulk carrier was seized with a crew of 13 Iranian and 10 Indian nationals in the North Arabian Sea. The 53,000 dwt vessel was on route to Singapore from Fujairah in the United Arab Emirates.
- * **ALFARDOUS**: Seized on Feb. 13. The Yemeni fishing vessel was believed to have been pirated close to Socotra Island in the Gulf of Aden and has a crew of eight.
- * **DOVER**: Seized on Feb. 28. It was taken about 260 nautical miles northeast of Salalah in Oman. The Panamanian flagged, Greek owned vessel was on its way to Saleef (Yemen) from Port Quasim (Pakistan) when it was attacked. The crew consists of three Romanians, one Russian and 19 Filipinos.
- * **SINAR KINDUS**: Seized on March 16. The Indonesian flagged and owned bulk cargo carrier was taken approximately 320 miles northeast of Socotra in the Somali Basin. The ship, with 20 crew, was quickly used to launch further attacks.
- * **ROSALIA D'AMATO**: Seized on April 21. The Italian-owned bulk carrier was captured 350 miles (560 km) off the coast of Oman. The 74,500 tonne bulk carrier was on its way to Bandar Imam Khomeini in Iran from Brazil with a cargo of soya. The 21 crew consisted of six Italians and 15 Filipinos.
- * **GEMINI**: Seized on April 30. The Singapore-flagged chemical tanker was seized off the Tanzanian coast, 115 miles east of Zanzibar. The 29,871 dwt vessel carried 28,000 metric tonnes of crude palm oil from Kuala Tanjung in Indonesia to Mombasa in Kenya. The 25 crew consist of four from South Korea, 13 from Indonesia, three from Myanmar and five from China.

Sources: Reuters/ECOTERRA International/International Maritime Bureau Piracy Reporting Centre/Lloyds List/Inquirer.net/www.eunavfor.eu/

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The Yacht **BASMALINA II**, built at **Icon Yachts** in Harlingen (The Netherlands), seen arriving in Brest
Photo : Jacques Carney ©

Product tanker market outlook positive says ship owner

In its outlook on the product tanker market, provided during the release of its first half results this week, Italian tanker owner d'Amico Shipping International said that "while the beginning of the first half has been characterized by the continuing product dislocation, the high cost of Oil and its products arbitrage and refinery margins are being squeezed, partially reducing trade opportunities. The United States exported more distillates than they imported gasoline within June. Latin America and the African sub-continent are still supporting imports from the United States and Europe. Any stronger and marked improvement in freight rates depends on the pick-up in demand. The IEA have reduced their forecast for the increase in oil product demand for 2011 down to 1.2 million barrels per day (a reduction of 200,000 barrels per day). Stocks are basically in line with the five year average. The supply of ships is also being effectively reduced by the prolonged high price of bunker fuels. The longer term view is positive. The oil and commodity prices could moderate growth" said the publicly-traded company.

According to its analysis the key drivers that should affect the product tanker freight markets are global oil demand and worldwide GDP growth and the large modern fleet delivered in recent years. In terms of supply, it noted that despite the fact that a large modern fleet has been delivered in recent years better utilization today is having a positive effect on supply. Petroleum products are travelling greater distances thus reducing the available supply of tonnage. "The large order book that has characterized recent years is clearly no longer an issue and the growth rate in new supply of product tankers within this segment is being eroded. Due to cancellations, conversions and deferrals the net forward growth is considerably reduced. Slippage, cancellations and conversions in 2009/2010 ran at 25-30% based on current projections could be closer to 40% this year. Scrapping is still a factor in supply as the phase out of single hull and older ships continues, almost 1.1 million deadweight has been permanently removed from the fleet within the 25-55,000 deadweight segments" said d'Amico. It also mentioned that the long lack of substantial investments in Port infrastructures will keep on causing port congestions, which in turn has a negative effect on the supply of tonnage, while slow steaming coupled with extended port times (delays) has positively affected the supply of Tankers.

Demand-wise, it stated that "product dislocation is and will continue to be a factor in the Product tanker trade and help improve demand. Europe currently exports around 1.2 million barrels per day of gasoline and imports around 750,000 barrels of jet fuel / Gasoil. By 2016 they will reduce exports of Gasoline but will increase imports of jet fuel / gasoil to close to 1.3 million barrels per day. Additional Refinery capacity of 9.1 million barrels per day with refining capacity coming on-line by 2016. Close to 2 million barrels per day capacity will be removed primarily with OECD countries. Whilst the expected growth within Asia should exceed projected demand growth in the region it will allow a certain amount of excess capacity for exports. Indian projects are heavily skewed to the export market. Reliance has been exporting products to the United States, South America and the African sub-continent from its Jamnagar refinery since

it opened in 2009. The additional capacity, led by Asia Pacific, Middle East, South and Central America. This increased low-cost refinery capacity within Asia should structurally favour more long haul products trade. So as tonne mile demand increases this should have a positive effect on product tanker demand” concluded the ship owner.

In terms of oil demand it highlighted IEA's (International Energy Agency) estimates that product demand is to increase from 88 million barrels per day to 95.3 million barrels per day in 2016 (averaging +1.3% or 1.2 million barrels per day per year). Demand growth is driven exclusively by non-OECD countries, while non-OECD oil demand should reach 45.3 million barrels per day in 2012 (+3.6% or +1.6 million barrels per day year-on-year) given GDP growth of 6.5%.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **VOS PRECIOUS** seen operating alongside the **CASTORO SEI**

Photo : Capt. Dean Spekman – Master VOS Precious ©



Iranian Navy frees Hoda cargo ship in successful anti-piracy operation

The Iranian Navy fleet have saved Iranian Hoda cargo ship against a pirate attack in the Bab-el-Mandeb Strait. In the 18th such successful anti-piracy operation this year, designated as the 'Year of Economic Jihad' by Supreme Leader of Islamic Revolution Ayatollah Seyed Ali Khamenei, the Iranian naval forces managed to kill one of the pirates, forcing others to flee.

The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, MV Delight, off the coast of Yemen. According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an

important energy corridor, particularly because Persian Gulf oil is shipped to the West via the Suez Canal. **Source :** IRNA



The **DELTA HAMBURG** seen outbound from Rotterdam – **Photo : Harry van den Berg ©**

Shipping Caught in Price Doldrums

By Peter G. Hall, Vice-President and Chief Economist

There's a lot of talk about inflation these days. Too much, perhaps. But there's at least one place that prices don't seem to be flexing their muscles: ocean freight rates. That might make some sense from a global demand perspective, but not when sky-high fuel prices are considered. What's going on?

A key barometer of global ocean shipping is the Baltic Dry Index (BDI). It is a trusted compilation of the price of moving key raw materials by sea, tracking major sea routes and various vessel sizes on a daily basis. The Index reflects the state of balance between the demand for bulk shipping capacity and the supply of available ships. Another key indicator is the HARPEX, an index that performs the same function for the ocean-going container freight industry. What are these indexes saying?

Strong economic growth pushed the BDI up sharply toward the end of 2004, but those heights were nothing compared with the surge in 2008. Voracious demand pushed commodity prices to record heights, and shipping costs soared, pushing the BDI to a dizzying level, just shy of 12,000 by mid-year. Recession felled commodity prices by the end of 2008, and sent the BDI crashing to 1,000. In 2009-10, the Index fluctuated erratically between 2,000 and 4,000, but in 2011 has settled in at the comparatively tame 1,500 level. Hard to believe, given the intensity of commodity markets.

The path of the HARPEX is somewhat different. Faced with a shortage of shipping capacity and clogged ports, container freight rates rose sharply for two straight years to a recent record in late 2004. Conditions eased somewhat over the following two years, but global growth again threatened capacity in 2007, and the HARPEX headed north. This time, the peak was well shy of the 2004 apex, and it only held until global demand plunged in 2008. International trade's late-2009 rebound brought the HARPEX back up, but even so, it remains at less than half of the late-2004 summit.

Why are maritime freight costs bucking the general trend? Because like many other sectors, they too were inflicted with pre-recession excesses. Back then, shortages of shipping capacity led to price spikes, which resulted in a torrent of orders. Consider the market for capesize bulk freighters as an example: to keep pace with demand at the time, orders rose steadily to just under 200 vessels by 2006. Tight capacity then sent orders skyward: by 2008, they reached almost 900 units. From there, orders have tumbled, although they still remain relatively high. The same trends are true for Handy and Panamax bulk carriers; container ship orders have fallen further, now well below 2005 levels.

How did the industry get into this fix? First, it operates on long lead-times, so today's surplus is a result of demand projections made years ago. Second, based on trend activity at the time, those projections estimated capacity constraints well into the medium-term period, resulting in the very unusual buildup of orders. Third, capacity has increased further as the size of shipping units has increased, as seen in the massive 18,000 TEU Triple-E class

container ships Maersk has on order. Fourth, competition in East Asia for dominance in shipbuilding has intensified total throughput.

The bottom line? A glut of ships on the market is keeping the lid on ocean-going freight rates. This is good news for supply chains and for trade flows in general, as they await a true global recovery. And as that recovery kicks in, freight rates, stable as they are, will be one less thing to worry about. **Source : Export Development Canada**



The **MSC MARINA** seen at the North Sea – **Photo : Henk van der Linden ©**

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Coast Guard inquiry into oil pollution

THE IRISH Coast Guard and its Canadian counterparts are investigating a pollution incident in Irish waters that may be linked to a ship on a transatlantic passage. A large bulk carrier believed to be discharging oil from its bilges was detected by satellite imagery some 100 miles off the southwest coast late last week.

The suspect ship is due to berth in a Canadian port this week, where it is expected the authorities will carry out a port state inspection. Irish Coast Guard director Chris Reynolds said the discharge did not constitute a serious pollution risk, but it was against the law. "As ships are leaving Europe, which is heavily regulated, it is sometimes very tempting to pump bilges in the Atlantic to save on costs in port," Mr Reynolds said. "This practice is illegal anywhere, but it is against Irish law within our 200-mile exclusive economic zone," he said.

The incident was spotted during Irish Coast Guard monitoring of a separate authorised ship-to-ship fuel transfer on the Porcupine Basin. A three-dimensional seismic survey is being undertaken on the north Porcupine Basin by Providence Resources plc. The legal transfer of fuel was permitted by the Irish Coast Guard to save the survey ship having to return to shore for fuel, missing four to five days of seismic work.

"As a general principle this activity is not encouraged but given the particular difficulties faced, a permit was granted by the Irish Coast Guard with strict environmental, safety and weather conditions," Mr Reynolds said. "A specialist ship-to-ship inspector was embarked for the duration, and all costs for monitoring the operation by inspector and by satellite were paid for by the operator."

The Irish Coast Guard works closely with the European Maritime Safety Agency on reducing maritime accidents and pollution risks. Two years ago, the Russian navy admitted responsibility for accidental discharge of fuel off the south Irish coast, during a ship-to-ship refuelling exercise.

The Russian navy's flagship, the 46,000-tonne Russian aircraft carrier **Admiral Kuznetsov**, was accompanied by a tanker and tug, and was en route home via the north Irish coast when about 300 tonnes of oil waste was discharged. Due to good weather, the light oil slick dispersed at sea. A €250,000 bill incurred by Ireland to monitor the spill was never met by the Russian Federation.



"MY **Oasis** (2006 built 60m Lurssen) seen anchored in the bay of Portofino, Italy, next to MY **Vicky** (2008 built 58m Baglietto)" **Photo : Barend Novak, Chief Engineer MY Oasis ©**



Van Oord's **JAN STEEN** surveying at Fisherman's Gat, 12 miles off Clacton UK, as seen from DEME's TSHD **CONGO RIVER**. **Photo : Dennis van der Hoek ©**

Investigators unveil major cause of MV Bulgaria sinking

The Investigative Committee has established preliminary results of investigation into the MV Bulgaria accident and a possible cause of the disaster, the Committee head said. Alexander Bastrykin has informed Russian President Dmitry Medvedev during a meeting with heads of law enforcement agencies, the Kremlin press service reported.

As it was expected, the immediate cause of the accident was poor technical condition of the vessel. The double-decked river boat with 201 people on board capsized and sank on July 10 on the Volga river near the village of Syukeevo of Kama-Ust'insky region of Tatarstan resulting in the deaths of 122 passengers, crew and the captain. **Source :** PortNews



168 people rescued from troubled Philippine ship

The Philippine coast guard and fishermen rescued 168 people who were on board a passenger ship that tilted for three hours before sinking early Sunday in the central Philippines, officials said. The steel-hulled **M/V Asia Malaysia** was heading from the central Cebu region to Iloilo province on an overnight trip when it began to tilt to its right, or starboard side, at dawn Sunday, coast guard chief Admiral Ramon Liwag said. The cause of the problem was not immediately clear.

The ship's captain sent a distress call to the coast guard and ordered all passengers and his crewmen to abandon the 2,400-ton vessel, which tilted about six kilometres from its destination before sinking amid rain, coast guard spokesman Lt. Commander Algier Ricafrente said. Coast guard vessels, fishermen and two passenger ships saved 168 passengers and crewmen from the ship, which had a capacity of 550 people, Mr. Ricafrente said. It was unclear how many people the **M/V Asia Malaysia** was carrying. Coast guard helicopter was scouring the area for other possible survivors and to check whether there was an oil slick from the ship, he said. Although the weather has improved, rains were still battering the area, Mr. Ricafrente said.

Tropical Storm Nock-ten lashed the central and northeastern Philippines last week, leaving 52 people dead and 27 others missing. Another storm, Muifa, blew in from the Pacific Ocean on Thursday but did not hit land. Muifa later strengthened into a powerful typhoon. It was packing sustained winds of 108 miles (175 kilometres) per hour and gusts of 130 mph (210 kph) as it blew toward southern Japan and South Korea on Sunday. The slow-moving typhoon was swirling over the Pacific Ocean about 609 miles (980 kilometres) off the northeastern Philippine province of Aurora, according to forecasters. **Source :** The Hindu

23 crewmen in sinking ship saved



Twenty-three crewmen were rescued after their vessel sank following a collision with another boat off the coast of Pulau Pisang. Malaysian Maritime Enforcement Agency (MMEA) southern region commander First Admiral Zulkifli Abu Bakar said the MMEA had yet to determine the cause of the collision involving the Malta-registered **MV Oceania** and Panama-registered **MV Xin Tai Hai**. The incident occurred at around 10.45pm on Friday.

Damaged: The **MV Xin Tai Hai** which was involved in a mid-sea collision with another vessel off Pulau Pisang on Friday.

"The **MV Oceania** eventually sank at around 12.30am Saturday while the other damaged vessel is currently located about 1.5 nautical miles off Tanjung Piai," he said. The crewmen of the sunken cargo boat were saved by a passing vessel. "We received information that the 23 men had been brought by the vessel to Singapore but we still have not received any information from the authorities there on the condition of the men," he said. Admiral Zulkifli said the authorities were still determining the type of cargo carried by the vessel, adding, however, there was no oil spill. "As a precautionary measure, our officials have been placed there to monitor the area and to ensure the safety of passing vessels," he said. Source : The Star

NAVY NEWS



The Philippine navy's newest multi-mission surface combatant ship, **BRP GREGORIO DEL PILAR (PF 15)**, arrives at Joint Base Pearl Harbor-Hickam during a scheduled port visit. **Gregorio del Pilar**, the former U.S. Coast Guard cutter **WHEC 715 HAMILTON**, is on its maiden voyage to the Republic of the Philippines to join the Philippine Navy fleet. **Gregorio del Pilar** is the first gas-turbine jet engine-powered vessel in the Philippine Navy fleet. Photo : U.S. Navy



Above seen the 1969 built former German GBK Patrol Craft **UCKERMUNDE G411/GS 01** and then transferred to Malta as the **AFM P30** in July 1992 of which in 2005 she was decommissioned and bought by a Marine rental company of which used it in several movies such as here seen leaving Grand Harbour on the 18th October 2005 as **PENN TRADER C17** for filming purposes. Vessel is for sale from **Malta Maritime Services** – maltamaritimeservices@gmail.com or 00356 79468637 of which she'll be broken up soon if a buyer is not found. Dimensions are - 51.9m x 7.1m x 2.2m; Displacement - 377ts full load and has 2 Engines with 21 knots and range - 1,800 miles at 15 knots. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

Russian Black Sea Fleet to be beefed up with new subs

Russia's Black Sea Fleet will be strengthened with six Kilo class diesel-electric submarines in the next few years, Navy Commander Adm. Vladimir Vysotsky said on Friday. "Six diesel-electric submarines of Project 636 [Kilo class] will be built for the Black Sea Fleet in the next few years," Vysotsky said in an exclusive interview with RIA Novosti.

The Black Sea Fleet, based in Sevastopol, has only one submarine, the Project 877 **Alosa**, which is undergoing scheduled repairs in Kaliningrad. Vysotsky said a year ago that the construction of three Kilo class submarines for the Black Sea Fleet had already started and one more would be laid down every year starting in 2010. The fleet would receive a total of 15 new frigates and diesel-electric submarines by 2020, he said in July 2010.

The admiral reiterated on Friday that the operational zone of the Black Sea Fleet includes the Mediterranean, and its combat ships must be capable of carrying out anti-piracy missions in the Gulf of Aden. **Source: en.rian.ru**

SEE THE FIRST CATAPULT LAUNCH OF THE F-35C

http://www.youtube.com/watch?v=NkNZfu3EdvA&feature=player_embedded

Navy test pilot Lt. Christopher Tabert takes to the sky July 27 in an **F-35C** test aircraft launched by a steam catapult for the first time. CF-3 is the designated carrier suitability testing aircraft, and is in Lakehurst for catapult and jet blast deflector testing. The F-35C is the carrier variant of the F-35 Joint Strike Fighter, and is distinct from the F-35A and F-35B variants. It has larger wing surfaces and reinforced landing gear for slower catapult launch and landing approach speeds and deck impacts associated with the demanding carrier take-off and landing environment. The F-35C is undergoing test and evaluation at NAS Patuxent River prior to eventual delivery to the fleet.



The 1998 commissioned 54.4 mtr long German Type 332 (FRANKENTHAL Class) minehunter **M 1058 FULDA** seen in Kiel (Germany), All 10 active ships of this class are currently stationed in Kiel at the Baltic Sea. M1058, M1059, M1062, M1065 and M1069 are part of the 3. Minensuchgeschwader (3. mine sweeper squadron). The others belong to 5. Minensuchgeschwader. **M 1060 WEIDEN** and **M 1066 FRANKENTHAL** were sold to United Arab Emirates and renamed **M01 AL HASBAH** and **M02 AL MURJAN**. As the German Navy closed the naval base at Olpenitz, all ships were relocated to Kiel and their squadrons incorporated into the Einsatzflottille 1 (Flotilla 1) - **Photo : Henk van der Lugt ©**

Submarine towed through Hamilton en route to wreckers

After training generations of Canadian submariners, a proud warrior is on her way to a new life as car parts or razor blades. **HMCS Olympus**, one of Canada's four retired submarines, was floated by special barge into Hamilton Harbour Thursday morning on her way to a "ship breaking" yard on Lake Erie to be turned into scrap metal.

The sub's journey from Halifax to Hamilton and on to Port Maitland was accomplished by two Hamilton companies, McKeil Marine and Heddle Marine Services Inc. Heddle provided a floating dry dock on which the sub was loaded while

McKeil provided the tugboats that pushed and pulled the warship up the St. Lawrence River and across Lake Ontario.



Moving the sub called for some careful engineering work to ensure the 2,500-ton cargo remained stable during the 10-day voyage, explained Heddle Marine president Rick Heddle. "We used enough cables and ridges and supports that it could never topple over," he said. "It was a case of loading it, securing it and then watching our weather." **Olympus** is the first of three subs the companies are to move. Her sister ships, **Okanagan** and **Ojibwa**, will make the same voyage — **Okanagan** heading for the scrap yard and **Ojibwa** possibly to a new life as a museum in Port Burwell on Lake Erie.

Onondaga became a museum in Quebec in 2008.

Every stage of the 1,200-nautical mile voyage was carefully planned to ensure the vessel and cargo were never too far from a safe port — a refuge they'd need whenever waves on the lake got higher than two metres or the wind blew faster than 25 knots. The sub was moved in a process called dry towing — a Heddle-designed dry dock was

submerged under the **Olympus**, then it lifted the boat out of the water. The alternative, a wet tow in which a tug simply hooks onto the retired vessels and pulls it along was rejected by the St. Lawrence Seaway.

"After sitting idle for almost 10 years these boats are in pretty rough shape," Heddle said. "If one was to sink in a lock that could plug up the whole seaway system." Paulo Pessoa, McKeil's vice-president for business development, said moving the submarines is only the latest in a number of challenges undertaken by the Hamilton company. In past efforts, it has been hired to recover a Second World War-era B-17 bomber that crashed in Greenland and to salvage the remains of a British aircraft that crashed into Lake Ontario during the CNE air show.

Pessoa said while foreign companies could have been hired to move and cut up the boats at lower costs, hiring Canadian firms ensured the work is done with the smallest environmental footprint. "The (defence department) has a lot at stake here," he said. "If they hired a company to recycle the submarine and then have it sink in the river, that would be a PR disaster. "Paying the extra cost associated with doing it in the safest way possible is a no-brainer," he added. "For us, redundancy was the name of the game." The actual destruction of the subs will be handled by Marine Recovery Corp. of Port Colborne.

Olympus, **Ojibwa**, **Okanagan** and **Onondaga** were diesel-electric Oberon class submarines built in Britain in the 1960s. They served Canada's navy for 30 years — **Ojibwa**, **Okanagan** and **Onondaga** doing Cold War-era surveillance patrols off the east coast while **Olympus** remained tethered as a training vessel. At the time they were built, the boats were the latest technology, according to the Canadian Naval Centennial Internet site. Between 1979 and 1981, they were upgraded, but by the late 1990s "Though respectable enough craft in their prime, the 'O' boats had long since reached the end of their useful lives and by July 1999, the three had been paid off and replaced by the Victoria class."

The subs were "paid off" between 1998 and 2000. When **Okanagan** is towed into Hamilton, it will actually be her second visit to the city. She was here in November 1990 as part of a good will tour of the Great Lakes — the first such voyage by a Canadian submarine. **Source** : **Hamilton Spectator**

SEE THE MINE CLEARANCE OPERATIONS IN AND AROUND PORT OF MASRATA (LIBYA)

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Above seen Sealandia's Shipmanagement (India) 17,396 Dwt Chemical Tanker "**SICHEM DEFIANCE**" carrying out afloat repairs at Mario Lopez Shipyard (Cernaual Group) in the port of Málaga.

Photo : Enrique Pérez - Cernaual Shipyard ©

Samsung earnings boosted by strong orderbook

Samsung Heavy Industries (SHI) posted a stronger second-quarter earnings as the shipbuilder is on track to exceed its annual orderbook target in 2011. Seoul-listed SHI racked in KRW260.3bn (\$247.1m) of net profit in the second-quarter, up 10.1% compared to KRW236.4bn in the same period of 2010. Revenue climbed by 5.4% to KRW3.15trn compared to KRW2.99trn in the corresponding period of last year. In the first five months of this year, SHI has won orders worth \$8.6bn, equivalent to 75% of its \$11.5bn annual target for this year. "It is likely to achieve more than its target this year given the remaining option for drillships, LNG FPSO top-side and hull orders from Royal Dutch Shell and additional orders for LNG carriers," said Korea Investment & Securities in a report. SHI had in March signed a contract with Shell for the supply of one unit of LNG-FPSO. Source: Seatrade-Asia

Daewoo Shipbuilding wins US\$850 mln order for LNG carriers

Daewoo Shipbuilding & Marine Engineering Co., South Korea's No. 2 shipbuilder, said Friday that it has won a US\$850 million deal to build four liquefied natural gas (LNG) carriers. Under the deal with Greece-based George Economou Group, the South Korean shipyard will deliver the vessels by 2014 and has an option to build two more LNG ships, the company said in a statement. Source: Yonhap

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

Shippers Avoid Indian Port as Congestion Increases

Crane installation at one terminal exacerbates clogging at Port of Jawaharlal Nehru

Many shippers are avoiding moving cargo through the Port of Jawaharlal Nehru (Nhava Sheva), as some face delays of up to 10 days because of congestion recently exacerbated by crane installation. The installation of new cranes at a terminal operated by Jawaharlal Nehru Port Trust has caused nearly 20 vessels to bypass their calls at the port, said R. Venkatesh, chairman of the Western India Shippers Association.

"Containers meant for interior destinations but originally transiting through JNPT have been diverted via Gujarat ports both for inbound and outbound," Venkatesh said. Both alternative facilities — Gateway Terminals International operated by APM Terminals, part of the AP Moller Maersk group, and DP World's Nhava Sheva International Container Terminal (NSICT) — were already close to capacity when the crane installation began in late June. They haven't been able to accept many additional ship calls. "Most carriers call at multiple terminals depending on their services and this had a snowball effect on the other terminals," said Jason Wong, APL vice president for intra-Asia and Australia. "We have diverted some cargo through the gateway of Pipavav." The three container terminals at Nhava Sheva handle around 40 percent of India's total container traffic. Trade with the U.S. represents about 16 percent of India's total container movements, according to Wisa. Sanjay Tejwani, director of ocean freight for DHL Global Forwarding India, said the impact and subsequent disruption in business activity was expected to continue for the next few weeks and applies to cargo on all trade lanes. He said DHL has minimized the impact on customers by moving northern hinterland cargo through the ports of Mundra and Pipavav. "I can't see any possibility to resolve the problems in short-term," Venkatesh said. "There should have been clear plans with discussions with the trade and stakeholders even before the cranes arrived to ensure congestion was avoided." **Source : The Journal of Commerce Online**

Acciona has won a contract for the engineering, design and construction of the breakwaters for Latin America's largest shipyard.



The project awarded by LLX-OSX for the Estaleiro shipyard in São João da Barra in Brazil is worth more than €400m (£350m). Acciona's proposal includes building the breakwaters using the caisson construction method. This is a pioneering initiative in Latin America and this innovation feature was a key factor in the decision to award the project to Acciona. The system is based on the use of 66m x 24m x 21m concrete blocks. Acciona has used it on port projects in Algeciras, Tarragona, Escombreras and El Ferrol, all in Spain. The project calls for the Kugira floating dock to sail from Spain to the site of the works, where it will manufacture the blocks required for building the breakwaters. The project envisages the construction of more than 3.8km of breakwater, of which 2.8km will be made artificially using the concrete blocks. The construction method reduces considerably the need for materials used in traditional breakwater construction methods, said Acciona, as well as minimising environmental impact. In addition, the prefabrication used in the caisson system saves and improves execution quality. The Estaleiro is part of the Açú super-port, a project backed by the EBX group of companies. Açú envisages two port terminals: TX1, with a 3km access bridge, and TX2, with 14km of docks, both aimed at providing the best possible access for large cargo vessels.
Source : theconstructionindex.co.uk



Spirit of Adventure seen at Cobh (Cork) 19 July 2011 - photo: [Henk van der Linden](#) ©

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Page 17

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MOL sinks \$103m into the red

Mitsui O.S.K. Lines (MOL) sank into a massive JPY8bn (\$103.2m) of net loss in the first quarter due to a combination of higher bunker prices, poor freight rates and Japan's earthquake and tsunami. The Japanese liner's net loss compared to a net profit of JPY20.8bn in the same quarter of last year.

Revenue took a smaller hit at JPY349.1bn compared to JPY397bn in the corresponding period of 2010, MOL announced on Friday. Looking ahead, MOL expressed causes for concern such as the strong yen and bunker prices at persistently high levels, slowdown in the capesize and tanker markets, and a current softening of supply and demand in the containership sector. **Source : Seatrade-Asia**



STENA SAGA inbound in Oslofjord on her daily service between Frederikshavn and Oslo.

(see also: Oldie from the Shoebox – [Stena Britannica](#) in the DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 205 page 20)

Photo : Henk van der Lugt ©

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NZOG looks overseas

New Zealand Oil & Gas reported operating revenue of \$33.7 million for the June quarter from its two offshore Taranaki developments, while for the year to June the figure was \$106.5 million. Tui oil sales were worth \$15.1 million in the quarter and \$40.2 million for the year, while from the Kupe operation the figures were \$18.6 million and \$66.3 million.

At Kupe production levels were slightly below expectations after a motor shaft on a gas compressor unit failed in early March, limiting daily gas production. Full capacity was restored in mid-July, NZOG said in its quarterly activities report yesterday.

Recently it told the market preliminary work at Tui indicated gross initial developed reserves recoverable from the existing four-well development would fall from 50.5 million previously reported to between 40 million and 42 million barrels. Chief executive David Salisbury said the change "reflects the challenges and risks of the oil exploration and production business".

Finding further opportunities in this country limited, NZOG is working to establish two new core areas in Tunisia and Indonesia. Salisbury said the company was setting up an office in Tunis to manage its exploration area off the coast and to pursue further opportunities. In the past six months NZOG had also built a strategic alliance with Indonesian-focused Bukit Energy, with which it was pursuing opportunities, mainly in onshore Sumatra. In this country, NZOG said it continued to investigate drilling options for an exploration prospect off the South Taranaki coast, and hoped a suitable rig could be secured to allow an exploration well to be drilled this coming summer. **Source : NZHerald**



The **CORAL ELECTRA** (ex **ELECTRA STAR ONE** – ex **ELECTRA STAR**) seen entering the Kaloo locks in Antwerp
Photo : Dick van Wolveren ©

FESCO's MV makes first call at Japan's Wakkanai port

The MV Pioneer of Kyrgyzstan owned by FESCO Transport Group turned out to be the first Russian merchant vessel that visited ever the Japanese port of Wakkanai, FESCO said. The Pioneer Kyrgyzstan has been operating on the FESCO's Korsakov Sakhalin Line (FKSL), the service connecting the Korean port of Busan and Sakhalin ports of Kholmsk and Korsakov. However, in pursuit of further development of the line service, expanding its geography and increasing traffic, and in line the agreements reached with the City of Wakkanai, its business community, the company has made some changes in the port calls schedule.

During a ceremony marking the arrival of the FESCO ship Wakkanai Mayor Hiroshi Kudo expressed hopes that through the joint efforts of FESCO Transport Group and the Japanese company Iino Koun Co., Ltd, which has become a partner of FESCO in the project on behalf of the municipality, Wakkanai will become a permanent port of call not only for Russian fishing boats but also for merchant ships. FESCO Transport Group is a leading Russian integrated transport and logistics company. The Group owns a fleet of more than 800,000DWT to carry 18,000 TEUs. The Group manages a diversified fleet of its own railway rolling stock of over 17,000 units. Its own container fleet is about 50,000 TEUs. The total container and general cargo throughput of the Group's port facilities reaches 290,000 TEUs and 7.5 million tons, respectively. FESCO Group comprises FESCO Shipping, Transgarant (a major Russian railway operator), Russian Troika (an operator of rail container transport, a JV of FESCO and RZD), FESCO ESF Ltd (feeder container carrier in the Baltic Sea), Dalreftrans (operator of reefer container transport), Commercial Seaport of Vladivostok, Vladivostok Container Terminal, and FESCO Integrated Transport.

Transnet in talks to claw back R43bn 'lost' assets

Presidential proclamation had the unintended effect of appropriating to government all Transnet-owned port property situated below the high-water mark

A presidential proclamation in 2009 had the unintended consequence of expropriating R43bn from Transnet's port assets, threatening to compromise the parastatal's financial position, CEO Brian Molefe warned yesterday. Unless the situation was resolved, the group's loan agreements — which underpin its five-year, R110bn infrastructure development programme — would have to be renegotiated. Gouging R43bn in assets from Transnet's balance sheet — 25% of its total assets — would weaken the company considerably and heighten risk for lenders.

Mr Molefe said in the group's annual report tabled in Parliament yesterday that Transnet was engaging with different levels of government to ensure the seabed within its ports remained the property of the group. The assets "expropriated" include breakwaters, turning basins, entrance channels and quay walls.

The problem arose from a presidential proclamation, which was prepared by the Department of Environmental Affairs and came into effect in December 2009 to bring the Integrated Coastal Management Act into operation. "This proclamation had the unintended effect of appropriating to government all Transnet-owned port property situated below the high-water mark," Transnet directors said in the annual report.

Following interventions by Transnet and the Department of Public Enterprises, the proclamation notice was amended to exclude certain sections of the act from coming into effect. This removed the immediate risk of expropriation and Transnet was now negotiating with the Department of Environmental Affairs to formulate proposed amendments to secure the group's assets in the long term and ensure the National Ports Authority was able to perform its functions.

Department of Environmental Affairs spokesman Zolile Nqayi said yesterday the amendments to the Integrated Coastal Management Act dealt with "substantive issues that affect a number of state organs (including transport) and therefore it is not just a technical issue. The Transnet issue is just one of many." There were different interpretations of the act which the department did not believe would result in expropriation. "The amendment is intended to clarify that the intention of the act is not to expropriate coastal properties. We are in the process of doing this." Asked about the delay since December 2009 in finalising this critical issue, Mr Nqayi said the proposed amendment "has to follow all the due processes".

Department of Public Enterprises spokesman Mayihlome Tshwete said his department was engaging with the Department of Environmental Affairs on the amendments to the act "to find an amicable solution to the issues that Transnet has raised". Another, unrelated risk was high wage increases, chairman Mafika Mkwana said. Transnet would come "under strain" if these were set at the same level as last year, after a strike. The annual report also called for clarity on the rail reform policy framework establishing the functions of the planned rail economic regulator, which would regulate tariffs and access to the rail network by other operators. This would have "a material impact" on rail investment and operations strategy", Mr Molefe said. The capacity constraints faced by economic regulators and the lack of an appeal mechanism were of concern to Transnet directors. They warned "unfair adverse tariff decisions" would negatively affect its sustainability. **Source : businessday.co.za**



The **NORTH RIVER** seen in New York – **Photo : [Henk van der Linden](#) ©**

Qatargas delivered first LNG cargo to Netherlands

Qatargas delivered the first Qatari liquefied natural gas (LNG) cargo to the Netherlands, the company said in a statement on Wednesday, Energytribune reports. The shipment comprised the third commissioning LNG cargo for the start-up of the Gas Access to Europe (Gate) terminal in the port of Rotterdam, due to open in September. Qatar, the world's largest exporter of LNG, can now produce up to 77 million tonnes of super-cooled gas a year.

OLDIE – FROM THE SHOEBOX



Royal Mail Line's **ANDES**, once the British pride on the old South America run, was converted into a cruise ship during an extended refit in 1959-60. Above is the **ANDES** seen in 1965 moored in Rio de Janeiro-Brazil, during a cruise

Photo : Col. Laire José Giraud. Santos, Brazil.

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.... PHOTO OF THE DAY



The **VB BRETAGNE** (ex SD LOIRE) seen in Saint Nazaire – Photo : Peter Andriessen ©