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The TYPHOON of Rederij Noordgat seen operating along the Terschelling coast

Photo : Jan de Koning (c)

See also : <http://www.youtube.com/watch?v=yucT2wX8PQA>

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The **SWAMI** seen off Vlissingen outbound at the Westerscheldt River – Photo : Willem Kruit (c)

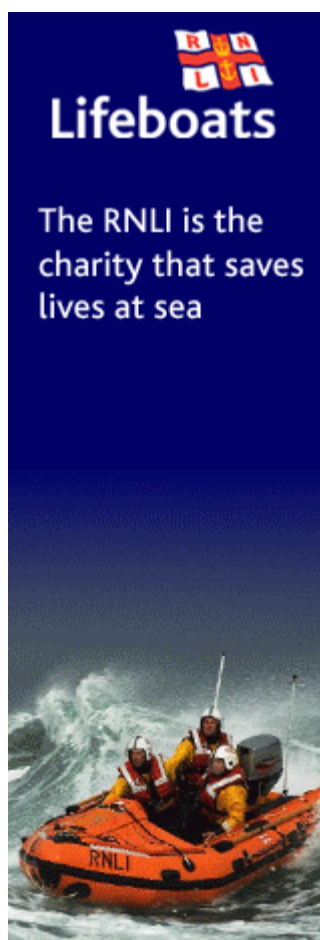
Passenger shipping sector to raise its voice

In a bid to have their voice heard, the two unions representing Greek passenger ship operators are in the process of uniting. It has become accepted that only through a single body will the widely diverse passenger shipping industry possess the weight to make its views not only heard, but respected. As passenger shipping become an ever more important cog in Greece's economic wheel the boards of both the union of marine enterprises (EEN), essentially ferry and tourist boat operators and the association of Greek passenger shipping companies (SEEN), cruise and international ferry operators, have buried their differences and embarked on a rather complicated process to merge the two entities. marketplace sources indicate the new body will embrace a wider membership as it appears members will comprise owning and managing companies that have car and passenger ferries for short sea shipping, passenger and car ferries

operating international voyages, cruise ships and cargo ferries under the flags of greece, the eu or third flag [non-EU] if they are controlled by Greek or EU interests, though in this case, however, a unanimous decision of the new union's board would be required. it is uncertain what will happen to the companies representing the hundreds of tourist boats, both day-trippers and yachts, now members of EEN. **Source : shippax.se**



Biglift's **TRAMPER** seen enroute Le Trait – **Photo : Ralf Kroon (c)**



American Steamship Company To Restart Operations

American Steamship Company, a subsidiary of GATX Corporation announced that it will restart vessel operation as the American Maritime Officers union ("AMO") employees return to work. The AMO employees went on strike following the expiration of their labor contract on August 1, 2011. ASC and the AMO have agreed to extend the recently expired contract through 2011 and potentially through 2012 if needed, during which time the two parties will negotiate a new long-term labor agreement. David W. Foster, president of ASC, said, "We are pleased that ASC and the AMO have agreed on a path forward. We will commence operations on the Great Lakes as soon as possible. ASC is committed to minimizing disruption for our customers, and the AMO has agreed to work with us to ensure a prompt and efficient restart of operations. It remains our goal to reach a fair and equitable long-term agreement with our licensed crew members that allows ASC to become more competitive on the Great Lakes."



The **SAARGAS** seen at the Westerscheldt River – **Photo : Willem Kruit (c)**



The 1998 built Severn class RNLI lifeboat 17-16 "**VIOLET DOROTHY AND KATHLEEN**" seen in Stromnes (Orkneys), At 17 metres long, the **Severn class** lifeboat is the largest lifeboat operated by the **Royal National Lifeboat Institution (RNLI)**. Introduced to service in 1996, the class is named after the **River Severn**, the longest river in Great Britain. They are stationed at 35 locations around the coasts of the United Kingdom and Ireland to provide coverage up to 50 miles (80 km) out to sea. - **Photo : Andrew Moors (c)**

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Vale to Receive Up to Four More Valemax By Year-End

Vale SA (VALE3), the Brazilian miner building a fleet of the world's largest iron-ore carriers, said it will receive as many as four additional new vessels by year-end. Vale will receive its second Korean-made ship, known as a Valemax, by

September, General Manager of Shipping Engineering Nelson Coelho said at an event in Rio de Janeiro, where the company is based. **Source: Bloomberg**



The **LARA** seen outbound from Rotterdam – **Photo : Frits Janse (c)**

Fishermen see red over 'poor' coastal security

The city's fishing community is up in arms after the **MT Pavit** and **MV Rak** exposed glaring gaps in Mumbai's coastal security. Damodar Tandel, president of the Akhil Maharashtra Machhimar Kriti Samiti, has asked the government if it is waiting for another terror attack to take stock of the situation. "No one seemed to have noticed **MT Pavit**, which had been drifting towards Mumbai for a month. Now another ship (**MV Rak**) has sunk off the coast of Mumbai. How is it possible that no agency -the navy, the Coast Guard, Customs and the police was able to detect such breach of security?" said Tandel.

Tandel said the state government has failed to deliver on any of its promises to enhance coastal security that were made after the 26/11 terror attack. The government had planned to deploy a marine battalion, a specialized force to man Mumbai's coastline. It had planned to recruit 1,100 men from the fishing community, given that they have a thorough knowledge of the sea. The proposal was approved in the state assembly last year and funds for the battalion were allocated in the March 2010 budget session. A year later, the battalion is nowhere to be seen, he said.

Tandel said the security agencies remained ill-equipped to guard the coast. The coastguard procured 28 speedboats after 26/11, but there has been a dearth of manpower has ensured that most of these are lying unused. Also, the diesel supplied for these boats is grossly inadequate. "These boats are used only for an hour everyday. There is no patrolling done for the other 23 hours because they don't have enough diesel. Can the government assure us that there is no threat during the rest of the day," asked Tandel.

Tandel said the samiti will file a writ petition in the Bombay high court, demanding a government inquiry on security breach in the case of Pavit and Rak. "We will also urge that 20% of the insurance money that the owners of both these ships receive must go to the city of Mumbai. Half of that money must be used to clear the environment which has been seriously affected due to oil spillage. The other half should be used to enhance the security apparatus of the city," said Tandel. **Source : TimesofIndia**



The **TOR VIKING II** seen enroute Rotterdam-Botlek last week – Photo : Aad Sinke ©



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Ice melt opens Arctic trade routes: impact on Singapore

Singapore faces mixed fortunes if the shipping route cutting through the Arctic becomes commercially viable, experts say. Companies building ships, developing ports and those involved in green technology could benefit from new business opportunities as Russia looks to develop the frosty region. But the Republic could also lose out on trade from vessels heading from Europe to north-east Asia, as they skip Singapore and head straight to northern China, Japan and South Korea via the Bering Strait – a shorter route than the Suez Canal and Malacca Strait. Still, experts remain optimistic that Singapore would not be hit too hard either way.

Goods and raw materials originating in South-east Asia would still need to be picked up from Singapore before being shipped to Europe, said Mr Wong Siew Chuang, a senior consultant at independent maritime adviser Drewry. 'It will have an impact on Singapore, but not too big,' he said.

Others note that the Arctic route, known as the Northern Sea Route, is passable only in the summer months, when the ice is sufficiently melted. And even then, the threat of ice remains. Russia currently charges ships about US\$200,000 (S\$242,000) for one of its nine atomic-powered ice-breakers to accompany them in case of ice. 'Whether or not the route becomes commercially viable will depend a lot on whether Russia reduces this fee,' noted maritime analyst Joshua Ho at the S. Rajaratnam School of International Studies (RSIS) at Nanyang Technological University. The opening of the Arctic route could also bring more business opportunities for ship and oil-rig builders, as Russia's arctic shelf is believed to contain the equivalent of more than 100 billion tonnes of oil. Russia has released plans to build 40 ice-resistant oil platforms, 14 offshore gas terminals, 55 ice-resistant tankers and storage tankers, and 20 gas carriers in the future. Singapore-based Keppel Offshore & Marine has already grabbed a slice of the action, securing a \$260 million deal to build two ice-breaker vessels for Russian oil company Lukoil in July 2006. It also signed an agreement with Lukoil to cooperate on building new platforms and delivered a string of other specialised ships, including tugboats,

supply vessels and rescue vessels designed for use in freezing temperatures. RSIS' Mr Ho said business opportunities could also crop up for port operator PSA International, as ports may need to be developed on the periphery of the Arctic. The Arctic Council will also want to ensure the fragile ecosystem in the region is preserved, he added, and Singapore's green technology sector could help develop greener ships that have low carbon emissions and are more energy-efficient. **Source: The Straits Times**



The Orca **WILLY** spotted from the wheelhouse of the **UNION WRESTLER** in the Laurentian Channel (New Foundland) whilst towing the **Giant 4** - Photo : Crew Union Wrestler ©

N. Korea pushing to use ferry to attract foreign tourists

North Korea appears likely to use a ferry to try to attract foreign tourists, a source familiar with the issue said Friday, in what could be an attempt to earn much-needed hard currency. For decades, the **Mankyongbong-92** served as the only shuttle between North Korea and Japan, which have no diplomatic relations, and was mostly used by pro-North Korean residents in Japan. The 9,700-ton ship was later used to transport cargoes before Tokyo blocked its entry as part of economic sanctions over Pyongyang's missile and nuclear tests in 2006.

The ferry has also been suspected of being used for trafficking drugs, counterfeit money and other contraband goods.

North Korea is now preparing to use the vessel as a cruise ship for Chinese and other foreign businessmen during an upcoming international fair in Rason, the country's special economic zone near China and Russia, the source said. The North plans to use the ship to take the businessmen on a sightseeing trip in waters off the economic zone at the end of the international fair later this month.

The move is widely seen as the North's attempt to use the ship for its tourism project. "It is meaningful in that the Mankyongbong-92 would set sail as a cruise ship for the first time," said Cho Bong-hyun, a researcher at the IBK Economic Research Institute, noting the North seems to be revitalizing tourism in the economic zone and attempting to attract Chinese tourists to earn hard currency.

The North designated Rason as a special economic zone in 1991 and has since striven to develop it into a regional transportation hub, though no major progress has been made. In June, North Korea and China broke ground on a joint project to develop Rason as an economic and trade zone.

The North's move to attract foreign tourists comes amid a dispute with South Korea over their stalled joint tour program at Mount Kumgang, a scenic resort on the North's east coast. North Korea has threatened to dispose of South Korean assets in the coming weeks unless South Korean investors either join the North's new international tour program or lease, transfer or sell their assets during the period. Last week, North Korea signed a deal with a New York-based company for tours to the resort, according to the company president. **Source : Yonhap News**

SeaFrance union to submit its own takeover bid

SeaFrance's main staff union, the CFDT, is to submit its own takeover bid for the ailing cross-Channel operator which has been in administration since June 2010, ifw-net reports. The deadline for bids expired on 26 July, but the judicial administrators have agreed to allow the union time to formulate its offer. As a result, SeaFrance was obliged to adjourn last week's meeting of the company's works council at which the joint takeover bid filed by LDA and DFDS was to have been presented. A new date for the meeting has yet to be arranged.



The 1987 built **SEAFRANCE NORD PAS DE CALAIS** – Photo : Willem Kruit (c)

The CFDT's bid focuses on the creation of a **Société Co-opérative Ouvrière de Production (SCOP)** – a co-operative of SeaFrance workers who would own and manage the company. More information on the bid is expected to be disclosed next month, and the union says it is aiming to present "a coherent and alternative takeover project" to the Paris commercial tribunal at the end of October when SeaFrance's period in administration ends.

The CFDT is being advised by its lawyer, Philippe Brun, and consulting firm Diagoris. The timing of the bid has raised suspicions that the union was bent on delaying the examination of the LDA-DFDS bid which it believes will lead to the break-up of SeaFrance. But the CFDT has insisted work on its bid began earlier this year, but progress had been checked by SeaFrance's refusal to provide some company documents that a court has now ordered it to make available. The union also claims that SeaFrance plans to implement additional restructuring measures which entail axing one of its four vessels, and with it a further 200 staff cuts, to make the company a more attractive proposition to LDA and DFDS. But SeaFrance said reducing its fleet to three vessels remained at the project stage. **Source : PortNews**

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Above seen Northlink ferries **HAMNAVOE** arriving in Stromness (Orkneys) from Scrabster

Photo : Andrew Moors ©

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COLLISION DURING COWES WEEK REGATTA

Two people were rescued from the sea after their yacht and an oil tanker collided, the coastguard said. Solent Coastguard was alerted at 15:20 BST on Saturday that the yacht **Atlanta of Chester**, taking part in the Cowes Week regatta, had been involved. The collision involved the tanker **Hanne Knutsen** off Egypt Point, Isle of Wight. A Maritime and Coastguard Agency (MCA) spokesman said: "Two people were thrown overboard by the collision and the yacht lost its mast and rigging." He added: "The Rhib Vigilant took one of the people back to shore for medical attention whilst the Southampton patrol boat and Hamble rescue took the second person to a waiting ambulance at Trinity Pontoon. "He was later discharged from hospital. "The Marine Accident Investigation Branch and the MCA duty surveyor have been informed. "The tanker continued to its destination at Fawley and the yacht has been towed to the UKSA berths at Cowes." Aberdeen Asset Management Cowes Week said an official investigation on the incident will be carried out in due course. **Source ShipTalk**

NAVY NEWS



The **U 27 BRASIL** seen departing from Amsterdam – Photo : Cor van Niekerken ©

Germans paid R300m for SA submarines

German industrial company Ferrostaal allegedly paid R300 million to secure the sale of submarines to South Africa, the Citizen reported on Friday. This was among the claims made by an internal audit of the company by American-based law firm Debevoise and Plimpton. The law firm was hired to “clean up” Ferrostaal following a series of corruption scandals and the arrest of one of its board members by the German Public Prosecutions Authority last year.

Ferrostaal said it would not release the Debevoise and Plimpton report. On Thursday a German newspaper, Sueddeutsche Zeitung, claimed it had a copy of the report. “I would...like to state that Ferrostaal has been taking great efforts to clear up allegations of non-compliant behaviour in the past,” Ferrostaal spokeswoman Maria Lahaye-Geusen said.

In the article, Lahaye-Geusen did not deny the allegations that payments were made to South Africa in return for arms deal contracts but the company has previously denied the claims. She said Ferrostaal would co-operate with and assist South African prosecutors if approached. In 2008 the Sunday Times reported that Ferrostaal allegedly gave former president Thabo Mbeki R30 million in bribes and that, after sharing this with Jacob Zuma, before he became president, Mbeki gave some of the money to the ANC as a donation. Mbeki has also denied the claims. **Source :** Sapa

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Govt blames Russia for increase in Navy destroyer cost

Inflation has hit the navy hard, and the government says the Russians are partly to blame. The cost of building next generation naval warships at local shipyards has skyrocketed. The three Kolkata-class destroyers under project 15 A were estimated to cost Rs 16,000 crore, but has gone up by 225 per cent.

Another flagship programme to construct state-of-the-art stealth frigates, known as Project 17, has overshot its estimate of Rs 8,000 crore by 260 per cent. Similarly, **Kamorta-class** corvettes under project 28, estimated to cost Rs 8,000, will now be 157 per cent dearer. The blame for the escalation in the cost of the **Kolkata-class** destroyers has been put on delay in the supply of warship building quality steel by Russia. The subsequent finalisation of the cost of weapon and sensors to be put on the warships added to the final price tag. The government has presented a detailed response in Parliament on the cost escalation that is bleeding the exchequer.

The cost of the **Shivalik-class** stealth frigate, the most modern ship to be produced in India till date, has also gone up because of the delay in getting steel from Russia. The problem was further compounded by the fact that its propulsion equipment was not finalised in time as India was for the first time using a combination of diesel and gas arrangements. The corvette project was delayed because the navy had initially planned to use high tensile strength steel but its import was found to be expensive. Later on, locally developed steel was used.

Even in this case, the suitable propulsion system was not finalised because of the stealth features of the ship. All the three projects are crucial to the navy's fleet planning. They are the most modern ships to be produced in the country. While one of the three **Shivalik class** ships has been commissioned, defence minister A. K. Antony will induct the second one - **INS Satpura** - later this month in Mumbai. This is the first time India has ventured into developing stealth warships in local shipyards. These are equipped with an array of weapons and sensors matching requirements of modern war fighting capabilities. **Source : IndiaToday**



The 75 mtr long Indonesian Parchim I class corvette **376 SULTAN THAHA SYAIFUDDIN** seen anchored off Bintan Island (Indonesia), the corvette is launched in 1980 for the former DDR (East Germany) navy at the VEB Peenewerft in Wolgast as the **222 BAD DOBERAN**, Transfer of the 16 units of the **Parchim I class (type 133.1)** to Indonesia was announced July 1992 and approved by German Bundestag 2 September 1992. The **SULTAN THAHA SYAIFUDDIN** was recommissioned on 25 February 1994 whilst still in Germany, recent reports are saying that the most of the 16 ships of this class are "non-operational" or under overhaul at PT PAL in Surabaya

Photo : Piet Sinke (c)

First indigenous aircraft carrier to be completed by Dec 2012

construction of the first indigenous Indian aircraft carrier 'Air Defence Ship' at Cochin is scheduled to be completed by December after which the 40,000 tonne vessel will be launched, the Lok Sabha was informed. "Regarding the ADS being constructed at the Cochin Shipyard limited (CSL), 75 per cent of hull work has been completed and is expected to be launched in December 2011, after which further work will be undertaken prior to its commissioning," Defence Minister A K Antony said in reply to a query. He said Indian-made warship quality steel was now available in the country, which will reduce the country's dependence on foreign sources. "With the infrastructure and experience, indigenous aircraft carrier-sized ships can be built at CSL. Now Indian-manufactured warship quality steel is available,

which will reduce dependence on foreign countries," he said. Outlining India's plans to have an aircraft carrier on both the seaboard, the minister said, "To maintain effective presence in our area of interest, IN should be capable of deploying Carrier Task Forces in two geographically separated locations." Commenting on the work on the Admiral Gorshkov project in Russia, Antony said, "The refit and modernisation works on board the INS Vikramaditya are progressing in an earnest manner." "Consequent to signing of supplementary agreements in March 2010, the Russian side has increased the manpower and material resources considerably for the project. A majority of the equipment and systems have been installed on board the ship. The delivery of the ship is scheduled in December 2012," he said.

Source : ibnlive

MPs warn over defence cutbacks

CUTBACKS to the Navy and the rest of the armed forces threatens to leave the military unable to do what is asked of it in the future a group of MPs has warned. The powerful Commons Defence Select committee also disputed the Prime Minister's claim that the UK has a "full spectrum" defence capability. It has been warned without a real-term funding increase, Britain's forces will have been 'failed'. In a hard-hitting report, the MPs also said the National Security Strategy was in danger of becoming no more than a "wish list" unless the necessary money was committed to provide the future armed forces envisaged for 2020 and beyond. The damning conclusions come in response to the Government's Strategic Defence and Security Review which will see deep cuts across the military. It has already seen four Devonport-based Type 22 frigates scrapped, while one of the amphibious assault ships will be mothballed, and the other tied up alongside, but available at short-notice.

A total of 1,600 sailors also face losing their jobs in the first round of redundancies which will see 5,000 posts axed in the senior service over the next four years. Defence Secretary Liam Fox announced last month that spending on equipment will increase by one per cent above inflation each year after 2015 to pave the way for the so-called Future Force 2020. But the Defence Committee said it was "not convinced that, given the current financial climate and the drawdown of capabilities arising from the SDSR, UK armed forces will be able to do what is asked of them after 2015".

The report noted "mounting concern" that the military was falling below the minimum capacity needed to fulfil current commitments, let alone tasks it may face between 2015 and 2020, when ministers acknowledge that there will be "capability gaps". Plans to increase funding after 2015 were merely "government aspiration, not government policy", said the MPs.

A spokesman for the MoD said Dr Fox's announcement of an annual real-terms increase in the military equipment budget was not merely an aspiration, but represented Government policy. Source : Thisisplymouth

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Chinese Govt. Denies Rumors of Radiation Leak on Nuclear Submarine

The Chinese government has officially denied reports that radiation has leaked from its newest nuclear submarine. According to the Global Times, which sometimes serves as a mouthpiece for the Chinese Communist Party, the defense ministry in Beijing said the sub docked in the port of Dalian has not leaked radiation. The rumors began with a report on the Chinese language website buxun.com, operated in the United States, and then quickly spread across the Internet through Weibo, the Chinese equivalent of Twitter. The Korean defense ministry has said that if radiation was leaking from the sub, the chances are slim that it would reach Korea. Source : Arirang

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Above seen the 2006 German built 294m Maersk Line container ship **BALTIMORE** drydocked at Palumbo Malta Shipyard Ltd Dock 6, Grand Harbour, Malta on Saturday 6th August, 2011. She's the former **MAERSK BALTIMORE** that changed name on 1st September 2010.

Photo : Cpt. Lawrence Dalli - www.maltashippphotos.com ©

Vroon and Fujian Southeast Shipyard Hold Name Giving Ceremonies for Five Vessels

Vroon announces that the namegiving ceremonies for **VOS Apollo**, **VOS Ares**, **VOS Artemis**, **VOS Themis** and **VOS Triton** took place Wednesday 27 July 2011, in Fuzhou, China. At the ceremony all five vessels were christened simultaneously.

VOS Apollo was christened by Mrs Marij Schoenmakers, partner of Mr Con Schoenmakers, Supervisory Board member, Vroon Group B.V.

VOS Ares was christened by Mrs Dineke Korteland, partner of Mr Aart Korteland, Supervisory Board Chairman, Vroon Group B.V.

VOS Artemis was christened by Mrs Monika Krogulska, partner of Mr Rob Heijliger, Regional Head Asia Asset Based Finance, ING Bank N.V., Singapore Branch.

VOS Themis was christened by Mrs Mette Kargaard, partner of Mr Rasmus Wilhelmsen, Director, GreenOcean Brokering.

VOS Triton was christened by Mrs Johanna Nieuwenhuijse, partner of Mr Ko Nieuwenhuijse, Managing Director, VOS Pte. Ltd.

All five vessels are Anchor Handling Tug Supply vessels, built at Fujian Southeast Shipyard, Fuzhou in China and will be delivered in the course of this year. **Source: Vroon**

Keppel to Build \$195m jack-up rig for Transocean

Keppel FELS Limited (Keppel FELS) secured a repeat order from Transocean Offshore Deepwater Holdings Ltd, a subsidiary of Transocean Ltd. (Transocean) for US\$195 million. Following its order of two jack-up rigs from Keppel FELS on 17 February 2011, Transocean is exercising its option to build another high specification jack-up rig based on the KFELS Super B Class Bigfoot design for delivery in 3Q2013.

Mr Wong Kok Seng, Managing Director of Keppel FELS said, "We are pleased that Transocean has chosen to exercise their option in building another jack-up rig to our proprietary design. We have developed a winning collaboration with Transocean over the years through numerous projects. In working with forward thinking customers, we are able to customise innovative products well suited to meet the needs of the market." Tailored to suit Transocean's requirements, the KFELS Super B Class Bigfoot is designed with larger spud cans, expanding its operational coverage to more places, especially areas where soft soil is predominant. Having larger spud cans enables the unit to operate efficiently while minimising potential leg penetration problems in soft soil conditions. With a 1.5 million pound drilling system and a maximum combined cantilever load of 3,200 kips, the Super B Class Bigfoot features immense horsepower during drilling operations. In addition, the rig will be installed with offline stand building features in its drilling system package which allows drilling and the preparation of drill pipes to take place at the same time. The rig is capable of drilling at a 75 feet outreach, allowing for coverage of a larger well pattern. **Source : MarineLink**

Marco Polo gets \$3.8m in newbuilding contracts

Offshore services firm Marco Polo Marine has bagged shipbuilding contracts to build two towing tugs and two deck cargo barges for Indonesia-based Pelayaran Nasional Bina Buana Raya (BBR) for approximately S\$4.6m (\$3.8m), Seatrade Asia online reports. The construction work is slated to start in September 2011 at Marco Polo's shipyard in Batam. The vessels are to be delivered to BBR in June 2012. "This contract will increase the capacity utilisation of our Batam shipyard and contribute to the profitability of the group's shipbuilding activities in the following financial year," said Sean Lee, ceo of Marco Polo. Marco Polo, through its subsidiary Marco Polo Shipping, has acquired 49% equity stake in BBR. **Source : PortNews**

ROUTE, PORTS & SERVICES

Kenya asks Maersk to drop surcharges

Kenya Maritime Authority has described attempts by Maersk Line to implement additional charges for the handling of empty containers as unjustified and has asked for the surcharge to be withdrawn, Portstrategy reports. The surcharges are based on the time it takes for shippers to return containers to the shipping line, which is too long in Maersk's view.

Source : PortNews



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The **JUPITER** seen moored in Cape Town – Photo : Aad Noorland (c)

Greek ferry sector in doldrums

Greece's domestic passenger ship network could well be on its knees come October. "It will be a very difficult winter for passenger shipping and we must expect to see many ships laid-up, leaving the islands without any services for long periods," says George Xiradakis, md, XRTC business consultants, a leading consultant to the passenger ship sector.

Bemoaning the breakup of Greece's standalone shipping ministry, Xiradakis says that unless the country's shipping administration "normalises its policy towards the domestic services, the coastal shipping sector could be doomed". He says this means getting itself into a position to "deal with industrial relations issues" as well as creating "better co-ordination within the changing ministry structure". Though Xiradakis believes it is "more important to have vessels sailing" than have to fight "over salaries," he sees "industrial action and strikes in the [coming] low season" further disrupting passenger shipping and adding the sector's and the government's woes. The consultant, who has acted as

arranger for many of the passenger sector's financial packages, said: "Greece's ferry companies suffered massive losses in 2010 and indications are they will fare much worse in 2011." He said traffic numbers and volumes continue to decline while operating costs climb. "In the next few months economic pressure will see a big reduction in the number of vessels operating, unless there is an intervention by the state," said Xiradakis, adding: "A state contribution of 50% towards the cost of bunkers would be a help."

Xiradakis, who has just authored XRTC's 11th annual report into the state of Greek domestic passenger shipping, said it is essential "for a better co-operation between the different levels of power within the sector, specifically between ship operators, the administration and the mayors of the Greek islands". The plight of Greece's domestic and international ferry sectors has become greater as the world financial crisis takes its toll. Imports into Greece by trailer are at a lower level while there are far fewer tourists, with a decline of 40% from Germany, Italy and France in the past 12 months. In both the domestic and Adriatic markets the rising cost of ship bunkers has been a major problem, while domestically there has been a big decrease in tourism to the islands, especially with regard to Greek tourists, who have not been travelling because of economic restraints.

Xiradakis said: "Already this year we can see the high season for the ferry sector has shrunk significantly and this is for the second year in succession. Between 2003 and 2007 a strong high season of at least three months had been established, now it is just six weeks." A bigger problem for the sector says Xiradakis is earning pattern. "The percentage of income for coastal companies in the high season of 2008 was around 37%, now in 2011's though it's a much shorter high season the returns could account for 70% of the total, so we can see just how bad the situation is," he said. Despite the problems, and the concerns of the banking sector regarding their funding of passenger shipping, Xiradakis rates the relationship between shipping companies and their bankers "generally good". Greek banks provide 51% of the financial backing for the coastal sector, with foreign banks, mainly German, providing the remaining 49%, and "it's likely to stay this way". Source : shippax.se



Built as the **BREMEN** in 1993 for **URAG**, renamed **ACCURAT** in 2002 by **Lutgens & Reimers**, and recently acquired by **Ocean SRL** (Italy) who renamed the tug in **BREMEN** again, was towed into Rotterdam August 6th, by the **FAIRPLAY XII**, the **BREMEN** was enroute Trieste (Italy) and most probably encountered propulsion problems.

Photo : R&F van der Hoek / Lekko ©

PLN acquires state shipping company

State electricity firm PT PLN acquired on Friday full ownership of state shipping company PT Pelayaran Bahtera Adiguna (PBA) to secure coal supply for its power plants. "As many as 21,674 shares of PBA now officially belong to PLN," State Enterprises Minister Mustafa Abubakar said in Jakarta on Friday at a ceremony to hand over the stock to PLN. Mustafa added that all PBA shares previously belonged to the government.

He said PLN spent Rp 90 billion (US\$10.53 million) on the stock and that it was a "normal" price. The minister also said the acquisition was expected to help PBA restructure its business, with the company being in an "unhealthy" condition over the past five years. "Besides, the acquisition will be very beneficial to PLN, especially for securing the distribution of coal supply for PLN power plants," he said as quoted by tempointeraktif.com - Source: **The Jakarta Post**



Posh **Salvigour** seen departing from Singapore yesterday late afternoon towing the **AMT Crusader** loaded with the **Bibby Renaissance** for a long term contract with Chevron in Australia for the Gorgon Project

Photo : Mike Meade – M3 Marine ©

An advertisement for Mammoet Salvage. It features a red truck with a crane lifting a large red cargo container. The text 'MAMMOET Salvage' is prominently displayed. Below the image, there is a red banner with '24/7' in white. To the right, a grey banner contains the phone number '+31 (0)10 2042 445'. At the bottom, a black banner contains the email 'salvage@mammoet.com' and the website 'www.mammoetsalvage.com'. The tagline 'Smart solutions, united experience' is visible in the top right corner of the image area.



The **JOHANN ESSBERGER** seen in Ijmuiden – Photo : Marcel Coster ©

Donjon Wins Navy Salvage Deal

Donjon Marine Co., Inc., Hillside, N.J., is being awarded a \$41,000,000 ceiling priced, indefinite-delivery/indefinite-quantity, cost-plus-award-fee contract for salvage, salvage-related towing, harbor clearance, ocean engineering and point-to-point towing services to support the Director of Ocean Engineering, Supervisor of Salvage and Diving. This contract includes options, which, if exercised, would bring the cumulative value of this contract to \$215,000,000. Work will be performed in the Atlantic Ocean (80 percent) and the Gulf of Mexico (20 percent), and is expected to be completed by August 2012. Contract funds in the amount of \$50,000 will expire at the end of the current fiscal year. This contract was competitively procured via the Federal Business Opportunities website, with three proposals received. The Naval Sea Systems Command is the contracting activity (N00024-11-D-4002). **Source : MarineLink**



In Rio de Janeiro seen the **E.R.LUISA** on DP, the vessel is already on DP for the last 8 weeks, whilst the semi submersible platform **PETRONAS X** (seen behind the **E.R.LUISA**) is under repairs.

Photo : Jaap Kiewiet ©

Venezuela Receives Another Cuban-made Tug

Venezuela received last Friday a second tug, as part of the cooperation agreement existing between the two countries, members of the Bolivarian Alliance for the Americas (ALBA). The craft was made at the Caribbean Drydock Co. Inc. shipyard of Casablanca, at the Havana port, the venue for the official ceremony of delivery to the shipowner: Petroleos de Venezuela (PDVSA) Oriente.

During the ceremony, Francisco Reyes, deputy manager for new constructions of the entity, explained that the new craft has azimuth propulsion (it turns 360 degrees on the axle), high maneuverability, it's 30 meters long, a 10-meter beam and a four-meter draft. Asdrubal Chavez, vice-president of PDVSA, pointed out that the development of a project for the construction of other tugs is under way, adding that six of these crafts will be made in Cuba and another two in the South American nation, with the support of the island's shipyard.

Present in the ceremony were Transportation Minister Cesar Arocha; Edgardo Ramirez, Venezuela's ambassador to Havana; and Hector Pernia, director of PDVSA in Cuba, among other officials. On April 30, 2010, within the framework

of celebrations for the Bicentenary of Venezuela's Declaration of Independence, the South American nation received the first tug built at the Casablanca shipyard for the aforementioned Bolivarian oil company. (ACN)

Source cubaheadlines.com



The [Splashtours](http://SPLASHTOURS.NL) bus seen "touring" the port of Rotterdam - Photo : [Fred van der Spek](#) ©

Algoma Central Corporation Announces the Arrival in Canada of New Self-unloading Bulk Carrier, the M.V. Algoma Mariner

Algoma Central Corporation announced the arrival in Canada of its new maximum Seaway size, Coastal Class self-unloader, the M.V. [Algoma Mariner](#). The vessel was constructed at Chengxi Shipyard in China and was delivered to Algoma on May 31, 2011. The vessel sailed across the Pacific Ocean, through the Panama Canal and arrived at its first Canadian port of call, Port Cartier, Quebec, on August 2, 2011. The vessel made its maiden voyage with a Canadian crew under the command of Captain Ken McKenzie and Chief Engineer Dave Cooke.

This latest addition to the Algoma fleet follows the delivery of another new Seaway-max Coastal Class self-unloader, the M.V. [Algobay](#) which arrived in Canada in April, 2010. Both vessels are 740' (225.564 mtrs) long and 78' (23.7 mtrs) wide, have six cargo holds and a maximum deadweight of about 38,000 tonnes. Both vessels are classed by Lloyds Register for Great Lakes, St. Lawrence and coastal (North and South America) service and built under Canadian Flag and to full SOLAS standards.

While both the [Algoma Mariner](#) and [Algobay](#) are sisterships with respect to cargo carrying and discharge capabilities and have identical vessel forebodies, the Algoma Mariner has a very different aft section and machinery and accommodation areas. The stern hull form of the Algoma Mariner is a completely new design for the vessel by DeltaMarin, designers of Algoma's new Equinox Class dry-bulk cargo vessels. This new vessel is powered by a single slow speed engine which provides excellent fuel efficiency. This combined with the controllable pitch propeller and a modern advanced control system that interprets the power demand from the bridge and responds with the most efficient combination of engine speed and propeller pitch at any given load, giving a significant improvement in performance compared to other vessels currently in our bulk carrier fleet. The engine room has been designed as an Unmanned Machinery Space (UMS) which provides for remote and redundant alarm and monitoring systems. The electric power generation and distribution system also takes full advantage of electronic control and monitoring from the same platform as the propulsion control system. A power management system (PMS) monitors vessel power demand and ensures that sufficient generating capacity is available at all times. It starts and stops generators automatically based on the power demand as well as having various operating modes to accommodate specific operating conditions such as unloading and transiting the St. Lawrence Seaway locks, ensuring sufficient capacity is available at all times.

The living areas on the **Algoma Mariner** are well equipped and comfortable. Individual crew cabins feature specially designed private washrooms, sleep, work and sitting areas and each cabin is equipped with connections to broadband internet and satellite TV. The accommodations also include comfortable dayrooms and a full gymnasium.

All self-unloading equipment within the tunnel, loop and boom will be certified for carriage of hazardous materials in accordance with the latest Transport Canada requirements. Dust control and cargo handling enhancements which have been developed over the years have been included in the system design. **Algoma** has announced an investment of approximately \$300 million to construct six new state-of-the-art Equinox Class vessels consisting of four full-size self-unloading vessels and two full-size gearless bulkers. The first new Equinox Class vessel is expected to be available for service in 2013, with additional ships following later that year and in 2014. Also, as previously announced, the Canadian Wheat Board will purchase two additional Equinox Class gearless bulk vessels that will be operated and crewed by Algoma. These vessels will be pooled with Algoma's other gearless bulk cargo vessels. These investments in Algoma's dry-bulk fleet follow the nearly \$190 million spent by Algoma since 2002 to renew its fleet of Canadian flag double-hull product tankers, including the addition of the new product tankers, M.T. **Algonova** (2008) and M.T. **AlgoCanada** (2009). Source: Canadawire



The semi submersible rig **FPF1** being towed by the **TOISA DARING** from the Tyne 06.08.11 for the Tees

Photo : Kevin Blair ©

ANTWERP TOWAGE NV
www.antwerp-towage.com - info@antwerp-towage.com

OLDIE – FROM THE SHOEBOX



SVEA's **STAFFAN** seen moored in Stockholm in 1958 - Photo : Coll. Kees van Huistede ©

.... PHOTO OF THE DAY



Matador 3 and **Taklift 4** during loadout of drillingtower section of approx 2400ton at **Huisman Yard, Schiedam**.
Photo : Jeroen Mooyweer (c)

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