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info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



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The KST SIRIUS seen operating in the port of Singapore – Photo : Piet Sinke (c)

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The **GEERVLiet** seen enroute Rotterdam – Photo : Frits Janse (c)

Lay-ups could soon be the case for VLCC owners

It's been a difficult week for VLCC owners, as the return on the Baltic Exchange's benchmark TD3 route from the Middle East to Japan has fallen to its lowest level since records began in 2008, with a negative return this week. According to the latest weekly report from Paris-based shipbroker Barry Rogliano Salles, "at this stage, one can wonder about the logic of the system. Some owners have already declared that at these kinds of levels they will stop offering vessels and ships will stand by at anchor. Rates slipped down to WS47.5 (-5% or -2.5 points) for voyages to the Far East, with daily returns as mentioned earlier. Voyages to discharge US Gulf remained stable at WS37, thus only making sense in order to reposition units in the Western hemisphere. The Atlantic area kept the same path, with little or no change: a depressed Suezmax market preventing the VLCCs from increasing their activity. Voyages from West Africa to the US Gulf were concluded at WS47.5. With the current parameters, there is not much optimism for owners in the coming weeks" said the shipbroker. In a separate report this week, London-based shipbroker Gibson said that "the tide of VLCC enquiry in the Middle East Gulf ebbs and flows - last week it flowed, this week it ebbed. Owner's reaction was to compete even harder to lead rates down to a low of WS 45 East and WS 36.5 West. Oil prices, and bunkers, took a hit late week which theoretically opens up a little extra margin, but Owners are unlikely to see any benefit as they will still trade down to their recent TCE bottom line by accepting even lower Worldscale numbers if past habits are anything to go by" it said. On the Suezmax market, BRS said that the discrepancy between demand and supply is still ruling the market. In West Africa, despite decent activity, the rates remain flat around WS70 with minor differences depending on the final destination of each cargo. The rhythm of the activity is not sufficient to fulfil the

tonnage supply. The only reason why the market is not softening further is that the daily net return of the owners with the current very high bunker prices is close to zero. The return for a round voyage Wafr/Usac basis present market of 130,000t at WS72.5 is about US\$7,500/day. The same oversupply of tonnage afflicts the Med market too. Black Sea stems were covered easily until the 23/24th of the month, no pressure is there and most of the deals concluded this week hardly came out in the market. The market remains weak but, as in other markets, the high costs facing owners are keeping rates stable. At present, a Black Sea/Med round voyage gives a return of about US\$1,000/day" it said.

According to Gibson, "Aframaxes in the Mediterranean couldn't get out of their recent rut with supply proving more than adequate for the mediocre demand. Rates operated at down to 80,000 by WS 80 Cross- Med and 85 from the Black Sea. Hopes for a spike remain merely hopes. Suezmaxes got picked off in desultory fashion, but in just enough numbers to keep rates at around 135,000 by WS 72.5 from the Black Sea for European options where they should stay for the time being" it mentioned.

Yet another flat week for the Med cpp market. Demand was extremely low and as usual the tonnage on offer was plentiful. With the political situation in Syria getting worse, it is likely that we shall be witnessing a halt in exports and imports from this country, removing another major actor in this already depressed market. As mentioned in previous weeks, bunker prices remain extremely high and it is the only reason why rates are not decreasing but remain totally steady. Black Sea/Med was being fixed at WS140 whilst cross-Med is at WS137.5. In NW Europe the longhaul market was relatively stable with rates basis 60,000t at WS105 for LR1s, basis 37,000t at WS147.5-150 for MRs, while Handies basis 33,000t for Cont/Wafr were fixed at WS160 levels. Shorthauls basis 30,000t for Balt/Cont were fixed at WS147.5, while flexis basis 22,000t for cross-Cont were fixed at WS175. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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HAL's **PRINSENDAM** seen moored in Ny Ålesund Spitsbergen 79° North. - **Photo : Dolf Kramer (c)**

Piracy on the rise off West Africa's coast

Pirate attacks, previously a back-burner issue in the waters off of West Africa, have spiked in recent months, fueling fears that the illicit activity could threaten oil exports and ultimately hamper growth in the region. Already this year, there have been 15 reported pirate attacks off the coast of the tiny nation of Benin, an area that saw just one attack between 2006 and 2010, according to data from the International Maritime Bureau. The most recent incident came

last weekend, when armed men boarded two Panamanian-registered ships in Benin's waters. Italian- and Greek-owned diesel tankers were also targeted there last month and one Filipino seaman was killed. The recent spate of attacks represents "a change of both scale and ferocity" of piracy in the Gulf of Guinea, says Steven Jones, the director of Maritime Security Review, a London-based firm. "Gangs have boarded vessels in order to transfer oil from the tanker into their own small tanker vessels," Mr. Jones says, adding that in the past, attacks were largely motivated by "petty theft and pilferage." "The pirates are believed to be Nigerian, perhaps from just one gang – and their push outwards [toward Benin] is believed to be a direct response to the successes of the Nigerian Navy in their own territorial sea," Jones added. Unlike Somalia, where seafaring criminals demand ransoms for the people and goods they hold hostage, pirates in the Gulf of Guinea focus on stealing fuel, which they then sell for hefty sums on the black market.

Fuel theft has long been a threat off the coast of Nigeria, which pumps out 2.2 million barrels of oil per day and is the world's sixth-largest exporter of the commodity. With the problem spreading further west, insurers have started raising the premiums they charge for ships that pass through Benin's waters, Jones says. But piracy is also hurting other parts of the economy, not just the oil sector. Nigeria's fisheries industry – a significant source of employment, especially among the country's poor – "has been devastated by piracy and other violence" at sea, wrote J. Peter Pham, director of the Michael S. Ansari Africa Center, in a report earlier this year. Nigerian fishermen suffered nearly 300 attacks between 2003 and 2008, Pham said, citing statistics from the Nigerian government. Some degree of low-level piracy seems to be a fact of life in a region where few governments can afford to buy speedboats or hire well-trained police officers to patrol their waters. Nigeria, by far the wealthiest economy in the region, has had some success in clamping down on piracy off its shores, but that may be to the detriment of its poorer neighbors. Natasha Brown, a spokeswoman for the International Maritime Organization, said that the IMO is working with countries in the region to create an integrated coast guard network to tackle piracy in West African waters. "We are very concerned about the increase in piracy and armed robbery against ships in the Gulf of Guinea," Ms. Brown said. "The attacks represent a threat to the security of the energy supply as well as to seafarers." **Source: CS Monitor**



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

Oil spill from sunk ship, experts say minor

Three days after MV **Rak Carrier** sunk 20 nautical miles off the Mumbai coast with 60,054 metric tonnes of coal, 290 tonnes of fuel oil and 50 tonnes of diesel oil on board, the Coast Guard confirmed an oil spill from the vessel.

"The spill was noticed around 3.30 pm on Saturday. It is concentrated in a 1 mile by 0.3 mile area around the vessel and has spread to about 7 nautical miles," said a Coast Guard official. Around 1-2 tonnes of oil is reportedly leaking from the vessel per hour. However, the Coast Guard assured that it was a minor spill. "Oil spills all over the world are classified as Tier 1 when the oil is less than 700 tonnes, Tier 2 when the oil is between 700 and 2,000 tonnes and Tier 3 is more than that. Since in this case the vessel contains around 350 tonnes of oil, it is a Tier 1 spill, which is considered minor and can be dealt with locally," said an official. **Source : IndianExpress**



Newfield Malaysia East Piatu CPP platform departs from Lumut on barge **EASTERN ORBIT**, towed by **Ena Monarch** and anti piracy escort tug is the **Ena President** - Photo : Capt. Jelle de Vries ©

Shell gets conditional approval for Beaufort Sea exploration plan

The Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE) today issued conditional approval for a revised Exploration Plan (EP) submitted by Shell Offshore Inc. (Shell), MarineLog reports.

The plan outlines Shell's proposal to drill up to four shallow water exploration wells in Alaska's Beaufort Sea beginning in July 2012. The leases to be explored under the current EP were acquired by Shell as part of Beaufort Sea Planning Area Oil and Natural Gas Lease Sales 195 and 202 held in 2005 and 2007 respectively.

"The conditional approval of our Revised Beaufort Sea Plan of Exploration is welcome news and adds to our cautious optimism that we will be drilling our Alaska leases this time next year," said a statement from Shell. "We believe the BOEMRE was thorough in its scientific and technical analysis of our plan, and we look forward to continued progress as we pursue the permits necessary to drill. The approval is conditioned on the receipt of all the necessary permits to drill. Shell has already submitted other necessary permits to various agencies in preparation for next year's drilling

season, and we await those responses." The conditional approval of the EP follows the bureau's completion of a site-specific Environmental Assessment (EA) to examine the potential environmental impacts of the plan. Among the conditions of approval is the requirement that Shell obtain all necessary permits from other agencies, including the Environmental Protection Agency, the U.S. Fish & Wildlife Service, and the National Marine Fisheries Service.

"We base our decisions regarding energy exploration and development in the Arctic on the best scientific information available," said BOEMRE Director Michael R. Bromwich. "We will closely review and monitor Shell's proposed activities to ensure that any activities that take place under this plan will be conducted in a safe and environmentally responsible manner."

An EP describes all exploration activities planned by an operator on a specific lease or leases, including the anticipated timing of these activities, information concerning drilling vessels, the location of each planned well, and other relevant information. In addition to gaining approval of an EP, a company must submit applications for permits to drill (APDs) for every well proposed. Each APD is analyzed based upon the unique characteristics of the proposed well, and must fully comply with rigorous safety and environmental standards. These standards address issues ranging from well design and workplace safety, to requiring that operators demonstrate that they are prepared to deal with the potential for a blowout and worst-case discharge.

The EA considered new scientific information that had not been previously available for consideration or analysis, including the U.S. Geological Survey's June 2011 report, "An Evaluation of the Science Needs to Inform Decisions on Outer Continental Shelf Energy Development in the Chukchi and Beaufort Seas, Alaska." Based on its review of the plan, new information that included extensive input from stakeholders, and previous National Environmental Policy Act analyses, BOEMRE found no evidence that the proposed action would significantly affect the quality of the human environment. Therefore, BOEMRE determined that an Environmental Impact Statement (EIS) was not required, and issued a Finding of No Significant Impact (FONSI), a key step in the approval of the EP.

BOEMRE received Shell's proposed exploration plan on May 4, 2011, and deemed it submitted on July 5, 2011. Consistent with federal regulations, an EP is deemed "submitted" once all supporting materials and documentation have been provided, and have met regulatory requirements. Once a plan is deemed submitted, BOEMRE has 30 calendar days to analyze and evaluate it. **Source : PortNews**



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The **JUPITER LEADER** seen outbound from the Pasir Panjang terminal in Singapore - **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

China's censors meet their match

Reports of a radiation leak on a nuclear submarine have led China to impose tight censorship on more than 1,000 Chinese-language websites, in a further sign that hardliners hold the upper hand in Beijing. The defence ministry issued a curt denial that any accident had occurred but the Chinese public has lost faith in official pronouncements, after attempts to stop “negative” reporting of a recent rail disaster. Many citizens, hiding behind online anonymity, have accused the authorities of another coverup.

“Why not deny it earlier and why delete all the reports online?” one wrote. The high-speed rail crash, in which at least 40 people died, was a blow to a gigantic project which, like China’s nuclear strike force, is linked to the Communist party’s prestige. It prompted open argument over a rush to development that many Chinese now dare to say has cut corners, cost lives, ruined the environment and steeped the state in corruption. After the crash, Wen Jiabao, the prime minister and sole “liberal” in a highly authoritarian government, was swift to pledge truth and transparency. Instead, the reports of a submarine accident — which could not be independently verified — soon brought out the party’s ingrained Soviet-style instincts.

Word of the nuclear mishap at a top-secret naval dockyard in Dalian, in the northeast of the country, appeared first on Boxun.com, a Chinese-language website based in the U.S., then on a microblogging service, Sina Weibo, which has more than 140 million subscribers. Reports said a radiation leak happened as technicians from a private firm, China Era Electronics Corporation, installed an electronic system on board the 8,000-tonne **Type 094 Jin-class nuclear submarine**.



The submarine is one of about six nuclear vessels in the Chinese fleet. Experts believe it has a small reactor about one-sixth the size of a nuclear power plant. Two Jin-class subs were photographed in the area by a commercial satellite in 2007 (left). The last known accident involving a Chinese submarine was an explosion on board a diesel-powered vessel in 2003 that claimed 70 lives. After the latest alleged incident, the military sealed off the Dalian dockyard area and imposed a ban on any news, according to numerous microblog postings.

In response to faxed questions from the Global Times, a newspaper published by the government-owned People’s Daily, the defence ministry said: “No such accident occurred.” The paper, which is aimed at a foreign audience, gave no further details and there has been complete silence from the rest of the state-controlled media. It was a classic example of how the regime handles a story causing international concern and appeared to highlight a habit of covering up bad news.

The response also caused outrage in South Korea, a near neighbour, where there were calls on China to come clean about any radiation. “Chinese authorities must waste no time in providing Korea with credible information,” declared the conservative Chosun Ilbo newspaper. The government



has so far done the opposite. A survey of Chinese-language websites showed that access was blocked to every site that reported the incident. The reports from Dalian emerged on July 29, the day that censors decided to stop a torrent of critical reporting and comment on the rail disaster, which turned it into a national scandal. The collision of two new high-speed trains on July 23 not only killed at least 40 passengers and injured 191 but was also a political and public-relations disaster for the Communist party. The immediacy of the first reporting and the stark images of two gleaming

bullet trains that smashed into each other on a viaduct near the city of Wenzhou astounded the Chinese public. It may also have wrecked China's plans to sell the rail technology to Britain, the U.S., Malaysia and Brazil.

Investigations by Chinese journalists soon turned up stories of substandard cement, shoddy construction, hasty training and a culture of graft that went right to the top of the Ministry of Railways, a mighty state within a state whose minister was recently sacked for gross corruption. Six days after the disaster the propaganda department forbade any negative coverage or inquiries into the crash. It contained typically crass instructions to focus on "touching stories" and "great love." It was too late to turn the tide of opinion, after cameras caught workmen trying to bury some of the torn cars, just as it emerged that some passengers may have lived for hours after officials claimed there were no more survivors. **Source : The Ottawa Citizen**



The **MARSOL PRIDE** seen berthed in Lyttelton having arrived for docking later in week, in background is seen the 1960 built Tug **PACIFIC WAY** – Photo : **Bryan Shankland** ©



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SAR DAY IN KATWIJK



Photo : Arie van Dijk (c)



Photo top : Arie van Dijk - Photo right : Huib Hoek (c)

Last Saturday the yearly Search and Rescue event was held in Katwijk, all SAR service providers participated in the event including the Belgian SAR helicopter **RS05** which was especially dispatched from **Koksyde Naval Air station** to Katwijk to give a rescue demonstration, the successful day was organized by the Voluntarily "Katwijkse Reddingsbrigade"



KUSTWACHT & KNRM ACTIES AFGELOPEN WEEKEND

Ondanks het mindere weer hebben de Kustwacht en de Koninklijke Nederlandse Redding Maatschappij het afgelopen weekeinde 42 keer hulp moeten verlenen aan watersporters in problemen. De incidenten hebben zich voorgedaan in het gehele werkgebied van de Kustwacht en de Koninklijke Nederlandse Redding Maatschappij, te weten: De Waddenzee, Het IJsselmeer, Markermeer, de Randmeren, de Zeeuwse – en Zuid Hollandse Stroom en de Noordzee.

Een aantal noemenswaardige incidenten zijn:

Op zondag 7 augustus is op de Oosterschelde, nabij Stavenisse – Tholen, gezocht naar een vermiste duiker. Het Kustwachtcentrum heeft voor de zoekactie de KNRM reddingstations Hansweert en Neeltje Jans ingezet. Vanuit de Veiligheidsregio Zeeland is aan de zoekactie deelgenomen door eenheden van de Brandweer. Het Korps Landelijke

Politie Diensten heeft vanuit de lucht gezocht met een helikopter. Helaas is de betreffende duiker niet aangetroffen en is de zoekactie in de loop van de middag beëindigd.

Omstreeks 16.15 uur kwam er op het Kustwachtcentrum te Den Helder wederom een melding binnen van een duiker in problemen in de Oosterschelde. Ditmaal tussen Zierikzee en de Zeelandbrug. Het KNRM station Neeltje Jans is hierop uitgevaren en ook de Brandweerboot van Stavenisse is uitgerukt. Gelukkig bleek al snel dat de duiker zelfstandig aan de oppervlakte was gekomen en zijn reddingvest had geactiveerd. Zwemmend heeft de betreffende duiker de kant weten te bereiken alwaar hij is opgevangen door ambulancepersoneel.

Eveneens op zondag 7 augustus kwam bij het Kustwachtcentrum te Den Helder de melding binnen dat er een zeiljacht water maakte op de Noordzee. Direct zijn de KNRM stations Scheveningen en Ter Heijde ingezet. Het betreffende zeiljacht is op sleep genomen en veilig afgemeerd in Scheveningen.

Vroeg op de zondagmiddag kwam de melding binnen dat er een zeiljacht met een gebroken mast, mogelijk was gestrand op de zuidwest punt van de Haaksgronden voor de kust van Den Helder. De KNRM reddingstations Den Helder en Callantsoog zijn hiervoor naar zee gegaan. De NOGEPA offshore SAR helikopter die bezig was met een trainingsvlucht is eveneens door het Kustwachtcentrum ter plaatse gedirigeerd. Na onderzoek ter plaatse bleek het niet te gaan om een gestrand zeiljacht, maar om een windsurfer met een gebroken mast. Deze surfer is door de SAR helikopter geholpen.

Later op de zondagmiddag bleek er een bootje van een scouting vereniging te zijn omgeslagen op het Grevelingenmeer. 5 kinderen zijn hierbij te water geraakt. Het KNRM station Ouddorp is hiervoor ingezet. Eenmaal ter plaatse bleken de drenkelingen al veilig op het droge. Door de reddingboot is het bootje met opvarenden terug gebracht naar de haven.



Above seen the ongoing salvage operation of the **PHOENIX** which ran aground near Durban during the delivery to the breakers

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



India's Gujarat bans ships over 25 years old after coal carrier sinks

Ships over 25 years old will be banned from entering India's key oil, container and dry cargo ports situated in the country's west coast state of Gujarat in the wake of a coal carrier sinking near the port of Mumbai, according to a circular sent by a Mundra port official, Platts reports. "In light of MV **RAK Carrier** sinking off the coast of Mumbai and the resulting pollution, which is now threatening the Mumbai Coastline, the state maritime regulator GMB has decided to ban entry of ships over 25 years of age," an official from Mundra's port operation center said in the circular.

"The formal notification to this effect will be issued shortly by GMB." The Gujarat Maritime Board or GMB, which is the maritime authority of the state, oversees the safety and regulatory aspects at ports such as Kandla, Mundra, Sikka, Dahej, Vadinar and Hazira. According to a shipping agency source, the ban on vessels over the age of 25 years is also applicable to tankers.

"I hope they don't relax the restrictions once the monsoon is over. They had made such moves earlier, too, but again the authorities became a little lenient in allowing older vessels into the Indian ports," the source said about moves made earlier when accidents happened.

The MV **Rak Carrier**, a 27-year-old Panama-flagged dry bulk carrier sank off the Mumbai coast late last week while it was on its way from Indonesia's Tutung port with 60,000 tonnes of coal to Dahej. The vessel had about 290 mt of fuel oil and 50 mt of marine gasoil on board, local media reports said Monday.

"GMB has however advised MPSEZ those ships of 25 years of age which have already been chartered and are proceeding to GMB administered ports will be permitted to enter GMB owned port after they have taken clearance from GMB on case to case basis as an interim measure," the Mundra's port operation center official said.

"It is however to be noted that no new chartering of vessel over 25 years old is to be henceforth carried out if the vessels are planning to work cargo at any GMB owned port. Such vessels will be banned from entering GMB administered port." Ports in Gujarat are key for crude discharge as well as for product loading since many refineries are located there while several in India's hinterland receive their crude through pipelines from the area.

Police nab officials of sunken ship

The captain and the chief engineer of the cargo ship M.T. **Rak Carrier**, which sank in the Arabian Sea ago, were arrested Saturday, Mumbai police said. The captain was identified as Arkan Younis of Jordan, and the chief engineer as Eonascho Eon of Romania, an officer of the Yellowgate Police Station, who is investigating the case, told IANS.

The police had interrogated Younis and Eon Friday and filed a first information report, he added. The ship, laden with 60,000 tonnes of coal and 340 tonnes of fuel and diesel sank Thursday afternoon just outside Mumbai harbour, raising apprehensions of an ecological hazard. However, all the 30 crewmen aboard - Indonesians, Jordanians and Romanians - were rescued in a coordinated effort by the Indian Navy and the Indian Coast Guard. The ship, owned and managed by M/s. **Delta Shipping Marine Services**, was carrying 290 tonnes of fuel oil and another 50 tonnes of diesel.

It was on a voyage from Lubuk-Tutung, Indonesia, to Dahej Port, Gujarat, carrying the consignment meant for Adani Enterprises Ltd. **Source : DeccanHerald**

NAVY NEWS

China willing to enhance Russia military ties

Chen Bingde, chief of the General Staff of the People's Liberation Army (PLA) of China, stressed here on Sunday that China is willing to further promote military cooperation with neighboring Russia. Chen, who visited Russian military units from Friday to Sunday, said that China's army would like to work with the Russian forces to further advance their military ties, exchange their beneficial experience on building forces, and share with each other the achievements of military reforms.

China wants to step up its cooperation with Russia to mutually promote the army building in both countries, said Chen.

During his stay, Chen has visited several Russian units, including the 5th Guards Independent Motorized Infantry Brigade of Russia's West Command, which was seen as a representative troop in the Russian military reform. The Chinese officer also visited the Kuznetsov aircraft carrier and the Akula-class K-317 Pantera nuclear attack submarine of 971 project in the northern Russian city of Murmansk. Earlier, the Chinese Defense Ministry said that Chen's visit is aimed at enhancing understanding, friendship and cooperation between the armies of China and Russia. Chen made the visit at the invitation of Russian Chief of the General Staff and First Deputy Defense Minister Nikolai Makarov. Russia is the first leg of Chen's three-nation tour, which will also take him to Ukraine and Israel. **Source : ChinaDaily**

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Above seen the SSV " **Victory G**" after 2 years working in Mexico water she is in D-D Curacao for hull cleaning and class items and to prepare her for a new job on new location. - **Photo : Dirk Klok ©**

Brazil shipyard says local-made rigs more costly

Brazil's leading shipyard Sete Brasil said government expectations about national content requirements for building the rigs, platforms and ships needed to develop its massive offshore oil reserves were unrealistic. Company Chief Executive Joao Carlos Ferraz said requirements that 60 percent of the rigs his company is building for state oil company Petrobras be produced locally were out of line with international industry norms. He said drilling rigs built in Brazil were 15 percent more expensive than in rival shipbuilder South Korea. The statements underscored Brazil's challenge of educating and training its workforce to meet the needs of its booming economy. An extremely tight labor market is becoming a threat to the central bank's effort to rein in inflation, which has surpassed its upper target range of 6.5 percent annually.

The government of former President Luiz Inacio Lula da Silva launched the program to revive the country's moribund shipbuilding industry. Petrobras, which holds a 10 percent stake in Sete Brasil, created the company with a group of banks and pension funds. During a forum on national content in Rio de Janeiro, Sete Brasil's Ferraz asked the government to reduce the requirements for companies operating in the shipbuilding industry from the current 60 percent national content to a level somewhere closer to the 40 percent requirements used by South Korea. "South Korea has an absurdly long back-order list, and it can't even meet 40 percent national content," Ferraz said. "By current requirements, that go component by component throughout the whole production process, it is more difficult and costly to build drilling rigs in Brazil." Sete Brasil won the first Petrobras tender to build seven rigs as part of a larger package to construct 28 of the massive vessels that drill kilometers below the ocean floor to sniff out oil and natural gas deposits.

PETROBRAS STRIKES BACK

Petrobras Chief Executive Jose Sergio Gabrielli responded that if Sete Brasil "did not submit a good price for the next rigs, it will lose," avoiding that question of whether rigs build in South Korea were more competitive. Petrobras has already canceled more than one tender for new rigs and ships to be built in Brazil in recent months because it considered all of the local shipyards' bids too high. Gabrielli said the local industry was adequately responding to the demand created by Petrobras for new vessels and services to develop the subsalt oil reserves. The company expects to commission the building of 568 support ships for its offshore operations by 2015. It also plans to have 94 production platforms and 65 drilling rigs built, as well over the same period. "The **P-57** production rig came out two months ahead of schedule. Conditions are improving," Gabrielli said. **Source: Reuters**

ThyssenKrupp: No German-French naval shipbuilding merger in works

Germany's ThyssenKrupp commented on recent press reports of a planned merger of German and French naval shipbuilding interests. The stories were based on a report in Financial Times Deutschland on August 1 that had suggested an "EADS of the Sea" was in the works, referring to the European aerospace and defense alliance whose best known unit is Airbus. Saying it was responding to "persistent speculation about the formation of a joint venture by ThyssenKrupp Marine Systems and the French shipyards group DCNS or a merger of the two companies," ThyssenKrupp said:

ThyssenKrupp Marine Systems is not planning a joint venture with the French shipyards group DCNS, nor are there any plans for a merger or other partnership or alliance with the French shipyards. No talks on this are currently being held by the companies and no talks are planned.

While there have been repeated attempts to form an alliance between the German and French shipyards in the past, ThyssenKrupp currently sees no prospects of a merger or closer alliance between the two shipyards groups; this applies both to the submarine area and to naval surface vessels (frigates/corvettes/supply vessels). Not least to prevent confusion among potential customers, ThyssenKrupp felt it necessary to issue this supplementary statement.

This does not affect the collaboration in the field of naval technology between Atlas Elektronik, a joint venture of ThyssenKrupp Marine Systems and EADS - and DCNS in relation to the development and delivery of torpedos.

Source : MarineLog

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Planning deep-water port in Arkhangelsk

Arkhangelsk is planning to build a deep-water port with an annual capacity of 28 million tons of cargo. Arkhangelsk is already a major transport hub in the Arctic and the main base for supplies to oil and gas projects in the Arctic and Siberia. The new deep-water port will consolidate an optimal design for transport and logistics between Russia's economic partners in Europe, the U.S. and Asia, the Arkhangelsk administration's web site reads.

The press release does not name a particular date for start of the construction, but it has earlier been said that work will begin in 2011.

Arkhangelsk Port is the main base for transportation of pipes for the underwater pipeline that is being built across the Baydaratskaya Bay on the Yamal peninsula. The underwater pipeline is part of the 1100 km long Bovanenkovo-Ukhta pipeline, which will link the huge Bovanenkovo gas field with the Russian west-bound pipeline grid. **Source : Barents Observer**



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

Construction of Sagar Port may damage Haldia Dock

The Kolkata Port Trust (KoPT) seems to be in undue haste to start work for a deep-draughted port at Sagar even as the Haldia Dock Complex (HDC) dodders at the brink of disaster. According to sources, the draught at Jellingham continues to hover around 3.9 metres and could drop to 3.5 metres in the lean months that start from September. If officials are to be believed, a draught of 3.5 metres wouldn't allow even medium sized vessels to enter the port, the Times of India reported.

"The Eden Channel has been opened at a cost of nearly 8 crore but even this would not help as Jellingham is the governing bar. Six dredgers were supposed to operate at Jellingham according to an agreement between KoPT and the Dredging Corporation of India (DCI). At present, only two dredgers are operating there. Of these, **Dredge VI** is nearly 35 years old while **Dredge XII** is facing mechanical trouble. In effect, the two together are performing the work of a single dredger. If this continues, there is bound to be draught cut at Jellingham in the days to come," an official from HDC said. **Source : PortNews**

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RIG INSTALLED ONBOARD THE NOBLE GLOBE TROTTER



In the Wilton harbor in Schiedam (The Netherlands) the rig was lifted (as reported earlier) from the Huisman location by the sheerlegs **MATADOR 3** and **TAKLIFT 4** and installed on the new drillship **NOBLE GLOBE TROTTER** the operation commenced at 06:30 in the morning and was completed at 15:27 hrs in the afternoon, besides the sheerlegs the KOTUG tugs **VP Chandon**, **VP Montelena** and the **VS Rotterdam** participated in the operation

Photo's : Jaap Pameyer - www.fotorondleiding.nl ©



KNOT Receives 105.000 DWT Shuttle Tanker M/T Recife Knutsen

The 105.000 Dwt shuttle tanker M/T **Recife Knutsen** was delivered on August 3rd 2011 from COSCO Nantong Shipyard to Knutsen NYK Offshore Tankers AS (KNOT). Like her sister vessel M/T **Fortaleza Knutsen**, that was

delivered from the yard March 30th this year, she will sail under technical management of Knutsen OAS Shipping. The vessels will be operated on long-term contracts for Petrobras Transporte S.A. (Transpetro). The Knutsen Group is one of the largest shuttle tanker operators in the world. KNOT owns 24 shuttle tankers. In addition the company has ordered three large shuttle tankers to be delivered from Hyundai Heavy Industries in Korea in 2012 and 2013. Knutsen OAS Shipping also has a fleet of 9 LNG-carriers and 13 product tankers operating worldwide. **Source: Knutsen OAS**



Weekly Commentary

It is interesting to note, with most markets in decline and with little sale and purchase activity in the tanker sector, that SPP have taken two separate orders for MR tankers due to deliver in 2013. Irish Owner **Ardmore Shipping** have ordered two 50,000 dwt MR tankers for a reported contract price of \$ 37m each, whilst French Owner Socatra are understood to have taken two similar but higher specification 50,000 dwt MR tankers for \$ 40m each. Both are due to deliver in the second half of 2013.

Drybulk S&P:

NIKKEI EAGLE (45,347 dwt / built 1995 Oshima SB C 4X25T) has been reported sold for \$ 12 m to undisclosed buyers. **LUKY PEARL** (34,560 dwt / built 1984 Mitsubishi Kobe C 4X25T) is believed sold to Singapore buyers for \$ 5 m. Middle Eastern buyers have taken **FIDEL** (26,400 dwt / built 1982 Austin + P C 4X25T) for region \$ 2.8 m. **AMNA S** (25,525 dwt / built 1985 Imabari D 1X25T C 3X25T) is believed taken by Chinese buyers for \$ 5.5 m. It is reported that Syrian buyers have acquired: **ARAUCARIA N** (25,357 dwt / built 1984 Imabari C 4X30T) for \$ 4.8 m and **KHALED T** (23,878 dwt / built 1980 Kurushima Onishi C 5X25T) for \$ 3.6 m.

Tanker S&P:

The Wet S&P market has also been quiet this week and we only have a few sales reported in small tankers sector. **INDRA** (33,115 dwt / built 1994 Admiiralteiskiyy) has been reported sold to Indonesian buyers for \$ 5 m. IMO II tanker **CHEMSTAR BELLE** (19,663 dwt / built 2003 Kitanihon) has gone to MTM for \$ 21 m. **DONGBU PROMY 1** (8,000 dwt / built 2010 Nokbong) is believed sold to Danish buyers (Maersk) for \$ 15 m. Finally **BALSA 59** (6,830 dwt / built 1997 Sasebo) has been taken by undisclosed interests for \$ 4 m.

Drybulk Chartering:

Capesizes routes have improved marginally. Classic fixed M/V **KING SAIL** (171800 dwt, built 2005) dely Port Talbot 12/16 Aug for a trip via St.Lawrence redel China at \$ 23,000 daily. In the Panamax sector both spot and period rates are continuing to soften. Swiss Marine fixed M/V **SEA OF FUTURE** (76454 dwt, built 2005) dely Niihama 6/10 Aug 4/6 months trading redel worldwide at \$ 11,500 daily. In the Supramax sector, most owners have been asking \$ 13,500 for 2-3 years period dely Far East, but with precious few takers. Cargill fixed M/V **YASA ILHAN** (55518 dwt, built 2007) dely Haldia mid Aug 1 year trading redel worldwide at \$ 12,000 daily.

Wallem Shipbroking (HK) Ltd

Tel: +852 28768800

E: projects@wallem.com

Seafrance - DFDS will keep majority of ships

DFDS and LD Lines has submitted a bid together for the acquisition of the activities in SeaFrance, which operates a route between Dover and Calais, that has suffered heavy losses and has been in receivership since 2010. The acquisition has led to some speculation in the media about DFDS' intentions.

"I would like to emphasise that our aim is to supplement our strong route between Dover and Dunkerque with an additional strong route between Dover and Calais. Offering both routes will strengthen our sales considerably", says Torben Carlsen, Chief Financial Officer, DFDS. "Our bid is to take over three of the four ships that are currently operated by SeaFrance together with more than 500 employees and managers on the ships and onshore in France and in Dover, so that they, together with our staff and managers in Dover and Dunkerque, can create a strong business area for DFDS", says Carlsen. Carlsen says, that at the same time, DFDS is extending their route network through

working with LD Lines on the acquisition, as the two Channel routes will be run as a joint set-up together with LD Lines' routes between Newhaven <>Dieppe, Portsmouth <> Le Havre, Saint-Nazaire <>Gijón (Spain) and Marseille <>Tunis. "If the bid is successful, the initiative will help to establish a normal, competitive market in the Channel, strengthen DFDS' presence in Dover and France and, to a far greater extent than at present, create the foundations for a long-term stable development that will benefit both businesses and employment", says Torben Carlsen. **Source:** DFDS Update



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The **MAERSK NOMAD** seen enroute Rotterdam – Photo : Leen van der Meijden ©

CMA CGM invests US\$100 million in expansion of Kingston terminal

International shipping company, CMA CGM, is investing US\$100 million in the refurbishing and expansion of a section of the south terminal of the Port of Kingston to accommodate its mega vessels, Jamaica Information Service reports.

A Memorandum of Understanding (MOU) for the three-year project, which includes the procurement of operational equipment, was signed on August 3 at the Ministry of Transport and Works in Kingston. The upgrading work will prepare the Kingston terminal to accommodate CMA CGM's new generation of large ships and the expected increase in port calls from the expansion of the Panama Canal, which is scheduled to be completed by 2015. Portfolio Minister,

Hon. Michael Henry, in his remarks at the signing, explained that the refurbishing work will not only generate additional foreign exchange inflows, but it will offer employment opportunities for approximately 1,000 persons.

Minister of Transport and Works, Hon. Michael Henry; Executive Officer, CMA CGM shipping company, Rodolphe Saade; and Chief Executive Officer, Port Authority of Jamaica, Noel Hylton sign copies of a Memorandum of Understanding (MoU) for the refurbishing and expansion of the Kingston Container Terminal on August 3 at the Ministry in Kingston. Observing the proceedings is Solicitor General, Douglas Leys (2nd left). He noted that "supporting dredging programmes will have to take place and in that context, the Port Authority is committed to support that."

The Minister commended the France-based shipping company for undertaking the project, noting that it will result in increased investors coming into the country and "expand the need for many areas of growth". "I wish to emphasise the commitment of the Government to the continued privatisation, expansion and growth of the Jamaican market place in all its aspects," he stated. Chief Executive Officer of the Port Authority of Jamaica, Noel Hylton, explained that the expansion of the south terminal will increase yard space for the stacking of containers. "We will be bringing in new and modern lifting cranes that can lift two, 40-foot containers at the same time and that will help to turn around the ships quicker; new yard equipment; computer systems, and so on. We will also have to strengthen the berth because we have to dredge the terminal to about 17 metres. Mr. Hylton said that the most critical part of the project is to complete the dredging of the channel and turning basin before 2013. "After 2013, depending on the volume (of business) there could be an expansion of that terminal that will be done by CMA CGM and that would be more than about US\$200 million or so," he stated. For his part, Executive Officer, CMA CGM, Rodolphe Saade, said that investing in the country is a strategic move. He said that his company has had a 30-year relationship with Jamaica.

"We feel that Jamaica offers very good geographical coverage for us and in view of the expansion of the Panama Canal, we feel that the timing is right to take a stand as soon as possible," he stated. CMA CGM is the world's third largest shipping container company and it is ranked number one in France. Its main objective is to offer customers all over the world a proactive, innovative service, which reconciles quality and high performance with protection of the environment. **Source : portNews**



Above seen the **MPR3** laying on DP near a High Voltage substation The **MPR3** is the first under class purpose built DP Multicat - **Photo : Peter Moree - MWS GL-Noble Denton (c)**

T.O.S. crew on their way to Vancouver



On the 15th of July the ASD tug **Seaspan Eagle** left the port of Tuzla, Turkey for a voyage of approximately two months, with final destination the port of Vancouver, Canada. The **Seaspan Eagle** is the second tug T.O.S. delivers for Seaspan, following a first one – **Seaspan Raven** – that arrived on January 4th. From the same series, number 3 will follow in 2011, where number 4 will be delivered beginning of 2012. T.O.S. delivers the Seaspan tugs under full T.O.S. management. The state of the art shiphandling tugs are built by Sanmar Denizcilik Shipyard of Istanbul, Turkey, and the vessels will be used primarily to dock, undock and escort ships in the port of Vancouver.

We wish the crew of the **Seaspan Eagle a safe voyage !**

Source: T.O.S.



The **FPMC P VENUS** seen anchored off Singapore – Photo : Piet Sinke (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



108,000t through ports

PNG Ports Corporation Limited (PNGPCL) announced at the second quarter ending June 30, that over 108,000 tonnes of cargo has been processed through its ports. Chief Executive Officer of PNGPCL, Brian Riches said that total cargo tonnage processed through the PNGPCL owned ports for the second quarter was over 1.8 million tonnes compared to 1.7 million tonnes for the first quarter.

"This represents an increase of 6.4 per cent which is more or less linked with the current favorable economic conditions and the impact of the Liquefied Natural Gas (LNG) Project," Mr Riches said. According to its second quarter

report, cargo tonnage processed at the ports increased from 1,695,283 tonnes in the first quarter of 2011 to 1,803,582 tonnes in the second quarter of 2011, an increase of 108,299 tonnes. Mr Riches said the growth in cargo is expected to continue for the remainder of this year and next year. He said the recent introduction of Rubber Tyred Gantry Cranes (RTGs) and the Mobile Harbour Cranes which are expected to be deployed at the end of this year in Lae and Port Moresby would handle these increases.

PNGPCL also registered an increase of more than 74,000 units of throughput measured in 20-foot container equivalents (TEUs) during the second quarter. Total throughput increased by 8.5 percent from 69,104 units in the first quarter to 74,965 units in the second quarter. Generally, these significant increases during the second quarter were largely related to the PNG LNG Project and other resource sector activities in the country. PNGPCL also expects much of this growth in TEUs to continue to increase going forward. The Corporation has noticed that current volume of cargo being processed has been significant when traditionally; this time of the year would normally be moderate with growth picking up towards the back end of the year. This trend is bound to keep the ports busy throughout the remainder of the year. **Source : PostCourier**

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

CORAL	-	ASHTS	GOLDEN BRILLIANCE	-	Bunker Tanker
COSMIC 18	-	Bunker Tanker	AVANCE II	-	Tanker
AL JARRAF	-	Cutter dredger	CAPE NELSON	-	Container vessel
BIENDONG MELODY-		Tanker	CHALLENGE PARADISE	-	Tanker
CHEM ORCHID	-	Tanker	ITAITUBA	-	Tanker
FPMC P VENUS	-	Tanker	KIRANA DWITYA	-	Tanker
IVER BEAUTY	-	Tanker	JUPITER LADER	-	Car Carrier
KOTA RAKYAT		Container vessel	MIGHTY SERVANT 1	-	Heavy Load vessel
LYRA LEADER	-	Car Carrier	SEMUA MUTIARA	-	Tanker
TAMARIN	-	Tanker	STAR ADMIRAL	-	Harbour Tug
POS WINNER	-	Bulker	NSU INSPIRE	-	Bulker
VOYAGER 3	-	Tanker	TITAN UNITY	-	Bunker Tanker
ZHU JIANG	-	Tanker	UNITED JOURNEY	-	Bulker
P 325	-	Indonesian Coast Guard	P 86 FREEDOM	-	Singapore Navy
MAY 101	-	Harbour Tug	GRASMERE MAERSK	-	Container vessel
DANA SIRENA	-	Ro-Ro Ferry	HANJIN VANCOUVER	-	Container vessel
PACIFIC GALAXY	-	Tanker	MENARA SATU	-	Tanker
KOTA GUNAWAN	-	Container vessel	DEEP CYGNUS	-	Offshore Support
BERING SEA	-	Tanker	HOEGH TROOPER	-	Car Carrier
PAFOS	-	Tanker	MSC EVA	-	Container vessel
EAGLE CORONA	-	Tanker	POLAR PRINCE	-	Offshore Support
KST SIRIUS	-	Harbour tug	FORWARD FLAIR	-	Bulker
KOTA HARTA	-	Container vessel	ENERGY PATRIOT	-	Tanker
MSC GAIA	-	Container vessel	MSC TEXAS	-	Container vessel
JADAYAT	-	Indonesian Navy	CMA CGM AMERIGO VESPUCCI	-	Container vessel
MAERSK EMDEN	-	Container vessel	MSC HOBART	-	Container vessel
CONGO RIVER	-	TSHD	QUI CHI	-	Tanker
MAJU MERCURY	-	Harbour Tug	GAS INSPIRATION	-	Tanker
NCC TABUK	-	Tanker	MAY 101	-	Tug
GLADIATOR	-	Tug	VERITY	-	Tanker
TTB SALVOR	-	Salvage Tug	STAR ENDEAVOUR	-	Harbour tug
STERLING	-	Harbour tug	STENA ALEXITA	-	Tanker
TILOS	-	Tanker	RELUME (MENAS)	-	Bouy tender
SAGA ANDORINHA -		Bulker	SUMBER MARITIM I	-	Coastal tug
SEA ALFA	-	tug	SVENDBORG MAERSK	-	Container vessel
YM UNIFORM	-	Container Vessel			

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.... PHOTO OF THE DAY



Tug **BB HUNTER** seen assisting the AHTSV **EEMS** in a prelay operation in the Barents Sea
Capt. Christian Schmidt - AfriShore Mosselbay (c)

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