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The MSC EVA seen handled by 8 Container cranes at the PSA Pasir Panjang Terminal in Singapore - Photo : Piet Sinke (c)

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Above seen the 1988 DNK flag and owned general cargo ship **DAN FIGHTER** loaded with the AFM SAR Boats **MELITA I** and **MELITA II** entering Grand Harbour, Malta on Monday 8th August, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

'Rak' effect: Gujarat to ban entry of ships older than 25 years

The Gujarat Government has decided to ban entry of ships above 25 years of age at ports which come under its administrative control. The move follows the sinking of the 27-year-old ship, m.v. **Rak Carrier** off the Mumbai coast last week, while on its way to the Gujarat port of Dahej with 60,000 tonnes of coal from Indonesia. Besides causing an oil spill, which is being cleared by the Coast Guards, the incident raised concerns of coastal safety and lax

enforcement of the State port control regulations. Confirming the move, Capt S.C. Mathur, Chief Nautical Officer of the Gujarat Maritime Board, told Business Line that “We have orally communicated to port officials (about the ban) and an official communication will be issued shortly.” Ships which have already been chartered or those which are on their way to the State ports will be permitted entry. Exception could also be made in the case of ships with stability certificates from reputed classification societies, Capt Mathur said. “Our objective is not to hurt the trade, but to ensure safety and protection of our coastal waters,” he said.

“We do not want our ports to handle old and sub-standard ships without proper documents and sea-worthiness certificates”. In a notice to the trade, Mundra Port and Special Economic Zone, the largest private port in Gujarat, said “in the light of m.v. **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. The formal notification to this effect will be issued shortly by the GMB.”

GMB has, however, advised MPSEZ that 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 the GMB on case to case basis as an interim measure, the trade notice said. Earlier also Gujarat Maritime Board had tried to restrict entry of old ships but was met with resistance from various stake holders. It had raised the issue at the recent meeting of the Maritime States Development Council at Hyderabad.

Gujarat has several private ports including the leading Mundra, Pipavava, Hazira and Dahej. Last year, ports in Gujarat handled 231 million tonnes of cargo, accounting for about 80 per cent of the total cargo handled by the minor ports in the country. Gujarat ports handle all types of cargo — oil, petroleum products, LPG, coal grains and containerised cargo. There have been suggestions in the past too to ban entry of ships above 25 years at all Indian ports.

The Capt P.V.K Mohan Committee, which was set up to study the enquiry report on the collision between two ships – **MSC Chitra** and **Khallijia III** in the Mumbai harbour last year, had recommended banning entry of ships above 25 years at all ports in the country. However, the Union Government is yet to take a decision on this. Indian shipowners were not in favour of such a ban. The Director General of Shipping, Mr S. Agnihotri, is not in favour of a blanket ban on ship above 25 year of age.

There are ships above 25 years which are in good condition, he said. However, he wants to step up port state control surveillance and inspections. His view is being fully supported by the Chairman of Shipping Corporation of India, Mr S. Hajara. The age of the ship should not be the only criterion for determining the its seaworthiness. The condition of the ship also depends on its maintenance. According to a statement issued by the Director General of Shipping, which had ordered an enquiry in the sinking of m.v. **Rak Carrier**, the ship was classed with the Lloyd Register. However, the classification society had denied it and clarified that it had withdrawn its class certification in November last year.

The vessel had subsequently gone to a non-IACS classification society for the sea-worthiness certificate. **Source : The Hindu Business Line**



The **MAERSK VALLVIK** seen outbound from Rotterdam – **Photo : Frans de Lijster (c)**

Off Mumbai, coast not clear of maritime disasters

The sinking of a ship loaded with 60,000 tonnes of coal and 340 tonnes of fuel and diesel that is now leaking oil is the latest in a string of maritime disasters off the Mumbai coast since last year. The heavy maritime traffic involving massive cargo ships in what is considered the country's busiest port and the presence of smaller vessels like fishing boats, tourist boats, sand dredgers, barges and private luxury yachts, besides defence ships, in the area have made the Mumbai harbour and its surroundings a sitting duck for shipping disasters.

Top officials from the Indian Coast Guard (ICG) and Directorate-General of Shipping (DGS) said high traffic apart, there is also human error involved in the maritime accidents in and around the Mumbai coast. "It cannot be said that the frequency of accidents has increased or decreased in the past couple of years. However, the visibility of accidents in recent times has gone up," Director General S.B. Agnihotri told IANS. Explaining 'human errors', Agnihotri said accidents happen even though each vessel - entering or leaving the Mumbai harbour - is given a pilot to guide it in or out safely. According to S.P.S. Basra, inspector-general (West), ICG, there have been eight big and small incidents of ships being grounded in 2011, seven in 2010 and six in 2009. In an incident March 23, 2010, an Indian Coast Guard ship (ICGS) was rammed by a merchant navy ship, M.V. **Global Purity**, when the latter was being brought for docking at the Mumbai Port Trust. The merchant vessel hit ICGS **Vivek** thrice, severely damaging its hull and causing heavy flooding on board when it was undergoing repairs in the Indira Docks. Subsequently, **ICGS Vivek** sank in the port area. Barely five months later, on Aug 7, 2010, two foreign cargo ships - M.V. **MSC Chitra** and M.V. **Khalijia-3** - collided in the main navigation channel of the Mumbai harbour, seriously disrupting maritime traffic going in and out of the port, as well as the adjacent Jawaharlal Nehru Port Trust and the Naval Dockyard. The collision resulted in nearly 400 tonnes of oil spill, some impact of which can still be seen in the mangroves in the Mumbai, Thane and Raigad coastal areas.

Besides the environmental hazards it caused, several huge loaded containers slid and fell off the heavily tilted M.V. **MSC Chitra**, resulting in the total closure of harbour channel for a fortnight. A top ICG official preferring anonymity said on account of the high volume of traffic in Mumbai harbour, a lot of traffic has already been diverted to other destinations like the ultra-modern Mundhira port in Gujarat. "In the next few years, as other ports develop, we hope the congestion and safety situation in Mumbai will considerably improve," the official added. Another maritime official said as per Indian laws, any vessel which is more than 25 years old is not considered sea-worthy. There must be stringent checks and vessels that do not meet the criteria should not be permitted in Indian waters, he said.

On Aug 31 last year, a coastal cargo vessel, M.V. **Nand Hajara**, which was docked in Indira Docks for unloading a steel consignment, brushed against another ship, M.V. **Beas Dolphin**, when the latter was being docked. One wing ballast water tank of M.V. **Nand Hajara** sustained a huge hole, leading to ingress of water and tilting the vessel by over seven degrees. Luckily, the authorities got into action immediately and managed to save the ship from sinking.

On Jan 31 this year, the Indian Navy suffered a tragedy when its frontline frigate **INS Vindhyagiri** collided with a Cyprus-flagged container cargo ship, M.V. **Nordlake**. Despite all efforts to save it, **INS Vindhyagiri** sank the following day, making it the worst-ever peacetime disaster and loss of a precious ship for the Indian Navy. Two months ago, on June 11, a Singapore-flag ship, **M.V. Wisdom**, weighing 9,300 tonnes, broke loose from its tugboat, M.V. **Seabulk Polver**, following inclement weather conditions off the Mumbai coast. In another incident, a 70-metre long, 1,000-tonne cargo carrier, **M.T. Pavit**, drifted all the way from Ras-Al-Madrakah near Oman to get stuck in the sands at the Versova beach on July 31. The latest incident, involving the sinking of the Panama-flagged M.T. **Rak Carrier** on Aug 4, has raised apprehensions of an ecological hazard once again. While the Indian defence and maritime authorities Monday said the rate of oil spill has reduced to around one tonne per hour, as compared to 1.5-2 tonnes per hour Sunday, some oil patches have also been sighted as far as 12 nautical miles from the sunken vessel.

Source : [daijiworld](#)

Three sailors rescued after racing yacht sinks in Poole

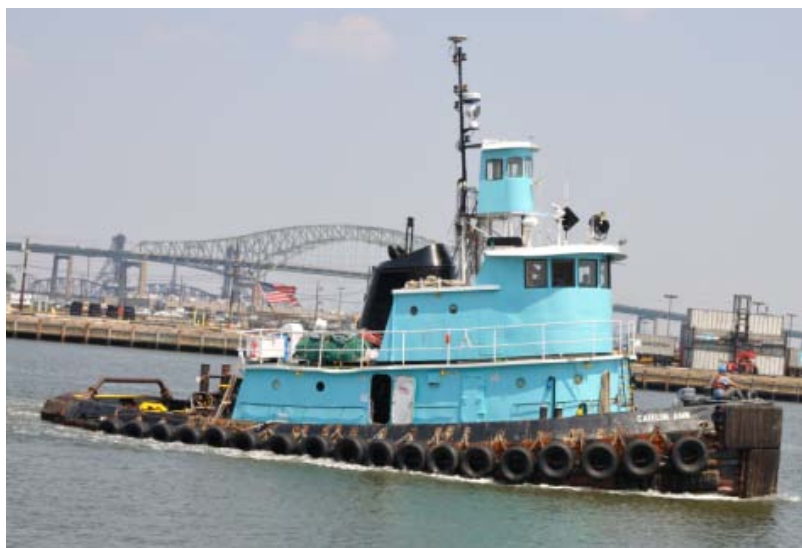
Three sailors were rescued when their racing yacht capsized and sank close to the main channel in Poole Harbour. The RNLI lifeboat station at Poole launched the Tyne Class all-weather lifeboat and the B class Atlantic 85 inshore lifeboat on Monday night. The lifeboats were on the scene in five minutes after launching, but on arrival the **J22**

racing yacht had already sunk. Crew on board a passing vessel rescued the three sailors from the sea and landed them at Parkstone Marina. They were met by the crew of the inshore lifeboat who drove them home after establishing they were unhurt. An RNLI spokesman said: "The all-weather lifeboat marked the position of the sunken yacht until the arrival of a specialist vessel with lifting equipment from Jenkins Marine. "It was discovered that divers would be needed to assist in the lifting of the yacht and Poole Harbour Authority would co-ordinate those efforts later releasing the all-weather lifeboat to return to station." **Souce : BBC**



Above seen TSHD's **Volvox Asia** & the **HAM 312** whilst working on the Arkutun Dagi project at Sakhalin, Russia.
Photo : Yashwanth Reddy (c)

DONJON MARINE ADDS NEW TUG TO FLEET



Donjon added the 2400-HP-class tug **Caitlin Ann** to its growing fleet to support the company's dredging, marine salvage, bulk material transportation and marine demolition services. The addition of the **Caitlin Ann** increases the Donjon towboat fleet to 14 total vessels ranging from 1200 to 7000 horsepower. In addition, Donjon also owns and operates five derrick barges with a maximum capacity of 1,000 tons, more than 40 deck and hopper barges, 3-4000-cubic yard split hull dump barges and numerous small vessels, floats and related marine craft. "The addition of the **Caitlin Ann** allows Donjon's Marine Transportation Division to add even more flexibility to its ever-growing and diverse operational needs," said Steven G. Newes, Donjon's Senior Vice President of Marine

Transportation.

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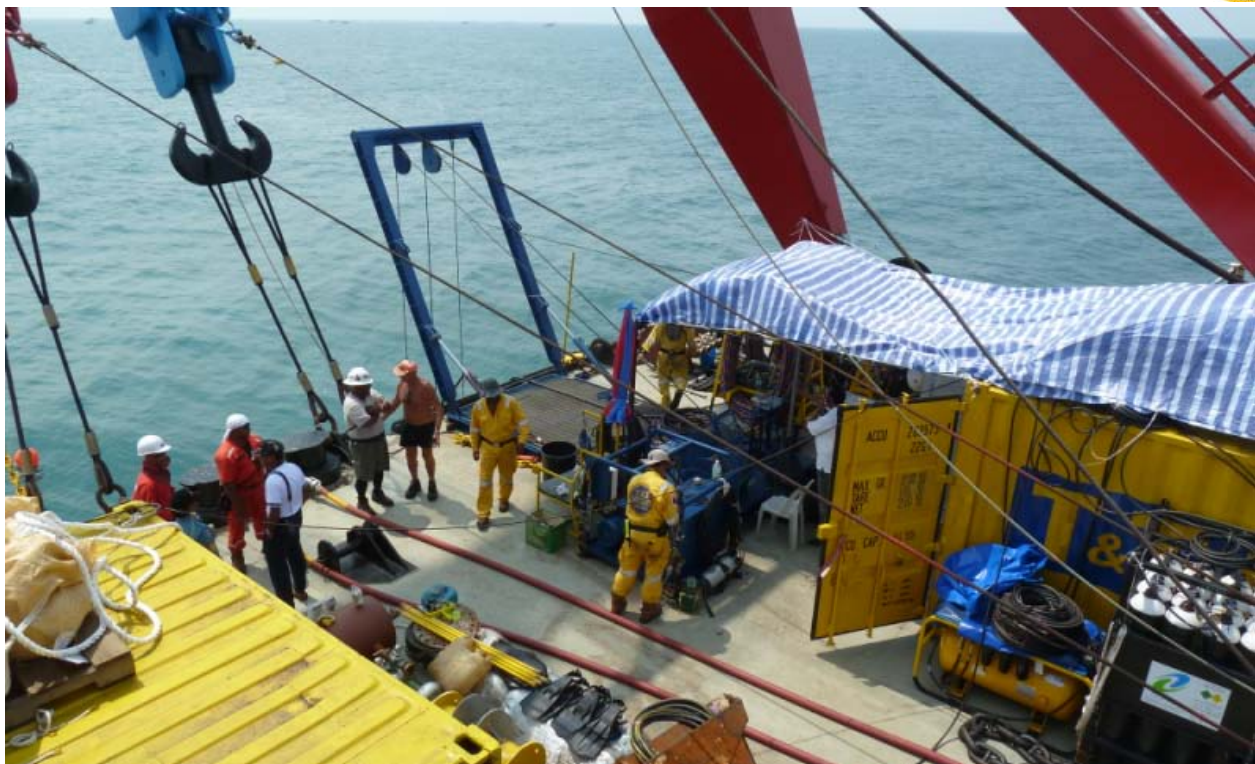
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MAMMOET SALVAGE & T&T BISSO SALVAGE IN COMBINED SALVAGE OPERATION



The 500 tons MAMMOET Sheerlegs **SCHIEDAM** seen in Indonesian waters where a combined salvage team of **Mammoet Salvage** and **T&T Bisso Salvage Asia** is conducting a wreck removal operation, on SB side of the sheerlegs is seen moored the salvage tug **TTB SALVOR**



Eerste proeftocht met sleper Dombo



De eerste proeftocht met de museale motorsleper [Dombo Y 8017](#) is succesvol verlopen. Eerder dit jaar is de originele 4-cilinder Bolnes dieselmotor weer in de machinekamer van deze sleper teruggeplaatst en hiermee is nu, tot groot genoegen van de vrijwilligers die hem hebben gereviseerd, voor het eerst weer gevaren.

Schipper [John van der Veen](#), machinist [Pieter van der Ree](#), machinist [Piet van der Kuijl](#) en opstapper [Arie Schoonbergen](#) waren apetrots toen op zaterdag 2 augustus tijdens de eerste proeftocht door de Binnenhaven en het Natte Dok alles naar behoren bleek te werken. Maar 's morgens was er eerst nog wel het nodige aan gesleuteld. Vooral de installatie en het afstellen van een ingenieus bedieningsmechanisme voor de keerkoppeling vergde nogal wat tijd. Tevens moesten, voordat de Bolnes motor kon worden gestart, eerst de brandstofleidingen worden

ontlucht. Maar hierna kon de sleper toch weer als vanouds door de Helderse wateren varen.

Twee jaar lang is in de mechanische werkplaats van [Museumhaven Willemsoord](#) door vrijwilligers van de [Stichting Y 8122](#) aan de oude motor gesleuteld. Na de oplevering van de sleper, in 1956, vormde deze motor tot 1972 het kloppend hart van de sleper. In dat jaar werd de 6 ton wegende Bolnes vervangen door een motor van het fabrikaat Volvo Penta. De oude motor ging vervolgens als oefenobject dienen voor leerlingmachinisten van de Helderse Zeevaartschool. Dankzij een ludieke ruilactie kwam de hoofdmotor enkele jaren geleden weer terug naar Willemsoord, waar onmiddellijk met de revisie ervan werd gestart. In maart van dit jaar kon de compleet gereviseerde motor weer worden teruggeplaatst in de [Dombo Y 8017](#). De komende weken zal nog een aantal keren worden proefgevaan. Als alles goed werkt, volgt eind augustus de maidentrip naar een nautisch evenement in Harderwijk. Weer terug in Den Helder, kan de sleper weer worden ingezet voor het maken van vaartochten voor de VVV en voor het doen van asverstrooiingen buitengaats. De sleper maakt deel uit van de schepencollectie van [Museumhaven Willemsoord](#) en ligt normaal gesproken afgemeerd aan de steiger voor [Gebouw 73](#).

Voor nadere informatie:

[Stichting Nautische Monumenten Den Helder](#)

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Unexploded torpedo fished out of River Forth is 'lost' in estuary

A torpedo which was reeled in by a fishing boat off the coast of Fife last week has been "lost."



The bomb disposal team aboard an inflatable craft, accompanied by Anstruther lifeboat.

Royal Navy explosive ordnance disposal (EOD) specialists from Faslane searched the waters off the coast of Elie in the region's picturesque East Neuk but were unable to retrieve the torpedo, which is feared to be a live second world war weapon.

Having been unable to find the bright yellow bomb, the team gave up the search on Monday.

The fishing trawler from Pittenweem that had found the torpedo caught up in its nets on Friday afternoon had used oil cans to mark its location when they threw it back overboard. It is believed

the weekend's bad weather washed the markers away. A spokesman for Forth Coastguard said the navy team were much in demand and would not waste time looking for a device that was not marked.

But he gave reassurance that the torpedo did not pose any danger to the public. "It's well enough out of the way. It's in deep enough water and far enough offshore." The Forth estuary is believed to be riddled with explosives. Tens of thousands were laid down during the second world war to stop German U-boats entering Scottish waters. However it is not known whether the torpedo found by the fishing boat was live or not because that is what the divers had been sent to find out.

It is understood devices dumped in the Forth in recent years tend to be "practice" torpedoes that do not explode. If it is a relic from the second world war, it is likely to be live. The coastguard spokesman said the torpedo would remain where it is until it was discovered again. "They're sitting dotted all over the Forth. It's a wee bit like the lottery. A fisherman sometimes goes out and picks one up. "Years ago it used to be a regular occurrence that fishing boats swept them up but many have been swept up over the years. This could be one that went astray." The EOD team from Faslane was assisted by Forth Coastguard and the RNLi Anstruther lifeboat. It was the second incident they had dealt with in Fife in the space of a week. On Wednesday a member of the public discovered a second world war shell at Kinshaldy beach. The bomb disposal experts carried out a controlled explosion the following morning. **Source : The Courier**



The **RUBY PRINCESS** seen departing from Monte Carlo (Monaco)
Photo : Peter Maanders ©

Port worker dies in freak accident

A port worker died after a 20-foot container van accidentally was lowered on him August 9th at dawn while he was asleep on a ship docked at the Cebu International Port. Jerry Boliver, 52, a port worker of OPASCOR who lived at Magsaysay Street, barangay Suba, Cebu City died on board [M/V Mell Saujana](#).

Boliver was supposed to go home the night before but he was asked to stay because [Saujana](#) arrived earlier than scheduled and his presence was needed. According to an OPASCOR nurse, Boliver was asleep on top of a 20-foot container van at around 4:00 a.m. when Renato Garcia, a gantry crane operator, lowered another 20-foot container van on the top of the container van where Boliver was sleeping. Garcia said he did not notice Boliver's body. Felix Mendijer, who checked the newly loaded container, found Boliver. He notified the nurse on duty who immediately took Boliver to Perpetual Succour Hospital where he was declared dead. [Source : philstar.com](#)

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On completion of dry-docking, TT-Lines' "[Spirit of Tasmania 1](#)" sails past North Head on her departure from Sydney, en route to Melbourne to rejoin the Bass Strait ferry service between Melbourne and Devonport (232 NM). The two ships with the "Spirit of Tasmania" names were built by Kvaerner Masa-Yards of Finland in 1998, GRT 29,338 tonnes and are having a speed of 27 knots - [Photo : Nick Lampe ©](#)

Newbuildings remain the “weapon of choice” for ship owners amid shipping slump

Attractive pricing, coupled with long-term prospects in freight markets usher ship owners to continue investing in new building vessels, despite the more than unfavorable current market conditions. According to the latest report from Golden Destiny, “in the new building market, more business came to light this week with activity in all main segments, bulk carriers, tankers and containers, against fears of late recovery in the shipping environment. Market players seem that they seek for more newbuilding investments so as to explore the bottom lows of the prices that yards are offering, while Japan is slipping behind due to price competitiveness from yen appreciation against dollar. However,

some hidden business has been revealed this week with robust activity in the tanker segment for small product carriers and liners. The notable deal of this week was revealed in the bulk carrier segment with the ordering of two Very Large Ore Carrier units of 405,000dwt by BW Group (Berge Bulk) of Norway in Bohai Shipyard for delivery in 2014. The units will be long term chartered to Vale Brazil and the order leaves questions about the investments strategies of shipping conglomerates as they seem that dismiss fears of oversupply in the capesize segment. Overall, the week closed with 56 new orders reported worldwide, up by 87% from a similar week in 2010 when 30 contracts had been reported with bulk carriers grasping 50% of the activity. In terms of invested capital, the passenger / cruise sector appears this week the most overweight segment due to the investment decision of Carnival for placing three newbuilding units at a total cost of close to \$2,15 billion. The offshore segment has experienced no activity the last days, while it used to be the most heavily invested segment in previous weeks" said the Piraeus-based shipbroker.

In a separate report, Clarksons said that "with the Korean yards due to return from their holidays next week and resume construction within their facilities, we hope the lull in the market as witnessed this week will be short lived and contracting will again begin to pick up. Of course with many Owners away for their own summer vacations this may take a little longer to really get going again.

Whilst the newbuilding market has been understandably subdued this week the Global Financial Markets have not. The Bank of Japan has again waded into the markets in an attempt to stem the appreciation of the Yen. Whilst this was effective on the day, seeing a 3.5% reverse swing it remains to be seen what the long term effect is on the currency. This intervention will likely give the Japanese yards some comfort in the knowledge that the Japanese export market has not been completely forgotten by its Government, however until there is a significant depreciation in the value of the Yen back to levels witnessed last in 2010 in the 90s (yen per dollar) then it is likely the Japanese yards will continue to struggle to compete with their Far East rivals. This intervention has not however been the only source of news in the Financial markets with both uncertainties in Europe, along with a certain deadline in the US adding to a great deal of turbulence and a seeming loss of confidence. We will need to wait and see whether this uncertainty in the market (and the conservative investment attitudes that typically follow) will have an effect on the Ship building market, as both owners and shipyards return from their vacations and take stock for the remainder of the year" said the world's leading shipbroker and researcher.

In terms of business concluded in the bulk carrier segment, Greek owner Capital Product Partners, a division of parent Capital Maritime & Trading, entered the bulk carrier sector for the first time by ordering one kamsarmax unit in Sainty Shipyard of China for delivery in 2014. Moreover, Cardiff Marine of Greece has added two more 176,000dwt units at Shanghai Waigaoqiao for delivery in 2014, mentioned Golden Destiny. In the tanker segment, the majority of the business came from the Japanese yards by domestic owners, while one MR unit has been placed in Korean Hyundai Mipo for delivery in 2013. In the container market, following the ordering plethora of post panamax units this week new deals emerged in the handy sector. German owner Hermann Buss has placed an order for four 1,705 units in Chinese yard Guangzhou Wenchong, which has a long history of building tonnage for German owners, for delivery in 2012 and 2013 at an undisclosed contract price. More fresh business has also been revealed in the handy sector by Sinotrans of China and Pan Continental Shipping of South Korea. In total, 8 orders is estimated to have been placed for container units in the handy sector this week, but this does not imply that the mega containerships' ordering trend has been faded out. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Pak Navy ships Shamsheer, Nasr visit Sri Lanka

PNS Shamsheer is a 3000 tones frontline frigate of Pakistan Navy which has state of the art weapons and surveillance system. Whereas **PNS Nasr** is a Combat Support ship which supports extended operations of Pakistan Navy. Pakistan Navy Task Group is headed by Commodore Muhammad Amjad (SI (M) SBT, who is Commander of 18th Destroyer Squadron of Pakistan Navy. Such visits are part of regular exchange Port Calls between the two navies, which serve to bolster cooperation between the two countries. Sri Lanka is an important regional country and Pakistan Navy regards cooperation with SLN (Sri Lankan Navy) as of paramount importance. Pakistan Navy enjoys brotherly and cordial relations with Sri Lanka Navy in all professional fields. The ship has also visited Colombo earlier January 2010 on a goodwill visit. The visit will open new avenues of bilateral cooperation between the two friendly navies and garner the existing strong bonds of friendship between the two countries **Source: Assoc. Press of Pakistan**

SHIPYARD NEWS

A wide banner image showing two green and white tugboats towing a large offshore oil platform across a dark blue sea under a clear sky. The text 'Global leader in ocean towage' is overlaid in large white letters at the top.

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The logo for Fairmount marine, featuring a stylized wave icon in green and blue to the left of the company name 'Fairmount marine' in green and blue text.

China Rongsheng Heavy Industries Secures Another Two 6600teu Containership Contracts

China Rongsheng Heavy Industries Group Holdings Limited has announced that it has recently secured orders for 2+2 6600TEU containerships from a major European shipowner. Mr. Chen Qiang, Chief Executive Officer and Executive Director of China Rongsheng Heavy Industries, said, "This is the third group of shipowners that has ordered 6600TEU containerships from China Rongsheng Heavy Industries within the last two months. Currently, the Group is holding 6+2 shipbuilding contracts of 6600TEU containerships in hand. Under the adverse shipping market situation, China Rongsheng Heavy Industries' strong competitive position has once again been clearly demonstrated by securing these new orders. The 2+2 6600TEU containership orders are part of a series of recent huge orders that not only have filled the order book backlogs, but also rationalise the newbuilding orders structure of the Group".

According to the contracts, the 2+2 6600TEU containerships would adhere to the latest ship design standard, identical to those vessels previously ordered by other shipowners. The new ships would reduce the speed from 25 kn to 21 kn as well as the ballast water capacity. NOx and SOx emissions would also be decreased to the level that can fully comply with the Tier II emission standards of the International Maritime Organization (IMO). All of these features save oil consumption and lower transportation costs, satisfying the demand from shipowners and are aligned with the latest market trends. Stepping into 2011, global demand for containerships has been increasing amid the weak shipbuilding market this year. According to Alphaliner, a French shipping consultancy, idle containerships in early June dropped to their lowest level since August 2008. Industry players expect that fewer idle containerships and better container shipping market outlook would attract more shipowners to place new orders for containerships. According to Clarkson Research, the new orders for containerships globally have surged to 175 in the first half of 2011 from just 13 containerships in the same period last year. Against this background, a recognised shipbuilder such as China Rongsheng Heavy Industries with strong ability to secure new orders would be a vigorous competitor and occupy a greater market share in the containership industry.

Mr. Chen Qiang added, "Not only have we secured more new orders for containerships, overall orders are also rising notably. Subsequent to the strong rebound in 2010, the shipbuilding market has once again been declining during 2011. According to Clarkson Research, as at 30 June 2011, global new orders in the first half of 2011 decreased by 42.5% over the same period last year. The situation was even worse for Chinese shipbuilders. More than half of them failed to secure new orders in the first half of 2011. Despite the weak market, we have secured new orders for 30 new vessels since the beginning of this year. Of these vessels, 24 are bulk carriers and six of them are containerships with a total value close to USD1.5 billion. This order surge has helped us maintain our market leadership". China Rongsheng Heavy Industries has secured the highest number of new orders in the country over three consecutive years between 2008 and 2010. According to the latest statistics from Clarkson Research, the Group's performance in securing new orders in the first half of 2011 is superior to the same period last year in terms of number, DWT and amount. The proportion of the Group's new orders of the total orders received by shipyards in China has also shown improvement, increasing from 8% in the first half of 2010 to 21% in the same period of 2011. Mr. Chen Qiang concluded, "The continued increase of our orders on hand reflects the strong confidence of shipowners in the Group and our good reputation in the industry. This business is forming a solid foundation for the Group's future development. Although the global shipbuilding market remains slow, our business has not been adversely affected and we are achieving sustained and stable income growth as planned. In the near future, our strong ability to secure new orders should lead the overall industry to grow and play a leading role on the international stage. We are moving forward to become a leading heavy industries enterprise and generate more promising returns for our shareholders and investors". Source: China Rongsheng Heavy Industries

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The **NEERLANDIC** of Seatrade seen in the Pointe Noire - Photo : Marc Veenstra (c)

Cruise ship disappointment at Barangaroo sinking

At least one cruise ship operator is disappointed with a decision to relocate a passenger terminal from Sydney's Barangaroo development. The change was one of several announced by Premier Barry O'Farrell, after a review of the waterfront project.

The review found the terminal was incompatible with the remainder of the Barangaroo plans. The New South Wales Government has decided cruise ships should instead go to White Bay. Carnival Cruises spokesman David Jones says the decision is a disappointment, but will be accepted. "We're also very much realists. We'll work with the Government to make White Bay a success on the western side of the (Harbour) Bridge," Mr Jones said. "We now believe that there needs to be an overall view of the harbour's ports facility needs, to really sustain what effectively is a boom in the growth of the cruise industry."

Yesterday the Planning Minister Brad Hazzard promised traffic and transport issues at White Bay would be resolved. "If that's where the terminal has to be then we have to have improved public transport. We've got a lot of planning and transport issues to work through," Mr Hazzard said. Mr Hazzard says Leichhardt Municipal Council will have a greater say on what is built at White Bay. Yesterday the Premier also announced he would be taking over responsibility for Barangaroo from Mr Hazzard, and lobbying for a luxury hotel to be moved to a different part of the site. The current

plans have the hotel on a pier in the harbour itself. Barangaroo developer Lend Lease says it will look for an alternative location within the site. But spokesman David Hutton says the company may also seek compensation. "It's too early to really tell what the alternative designs may produce in terms of their commercial result," Mr Hutton said. "But, as the review found, we do have a binding planning consent, we do have a binding contract with Government and the review actually recommended Government enter into discussions in goodwill." **Source :abc.net.au**



Production Platform **Janice Alpha UKCS 30/17** for Maersk Oil UK seen during Gale 7 winds last Tuesday
Photo : crew rig Ton van Langeveld (c)

China Cosco Has Second Ship Arrested as Owners Chase Overdue Charter Fees

A China Cosco Holdings Co. ship was arrested in Louisiana, becoming at least the second vessel owned by China's biggest maritime company to be detained in about a month as shipowners pursue overdue payments. The **Jia Li Hai** was attached as Classic Maritime Inc. seeks \$2.7 million in fees and costs from Cosco unit Cosco Bulk Carrier Co., according to filings at the U.S. District Court in the Eastern District of Louisiana. Judge Lance M. Africk issued the warrant on Aug. 3.

A Cosco ship was also held last month in Singapore in a case brought by Arlen Maritime Co. The shipowner was among companies in arbitration with the state-controlled Chinese line, seeking \$8.58 million, according to Singapore court documents. Both cases concern ships chartered by Cosco on long-term contracts before a plunge in rates caused by slowing demand and rising capacity. In the Singapore case, Tianjin, China-based Cosco was paying \$87,000 a day for a capesize vessel, or about eight times current rates. Cosco was operating 222 chartered dry-bulk ships as of Dec. 31, according to its annual results. The Classic Maritime case centers on the Bulk Denmark, which Cosco hired around Aug. 1, 2008, according to a court document. The shipping line failed to pay fees due on July 1 and Aug. 1, the filing said. Classic Maritime is controlled by DryShips Inc. (DRYS) Chief Executive Officer George Economou. The issue is "pure business behavior," China Cosco said in an e-mailed response to Bloomberg enquiries today, without elaboration. In a separate e-mail last week, it said that it wasn't facing any business difficulties and that it was engaging in usual commercial activities with lessors.

Arlen Maritime was seeking outstanding fees totaling \$2.51 million as of July 13, according to Singapore court documents. The Cosco unit operating the Arlen vessel, Qingdao Ocean Shipping Co., said it was unable to pay charter fees as it had to withhold money owed by the shipowner to Chinese tax authorities, according to an e-mail from Cosco

Qingdao's lawyers included in Arlen's Singapore court filings. Cosco Qingdao earlier this year requested a meeting to discuss charter terms, according to the filings. Arlen didn't agree to a reduction, the documents said. Rental rates for capesize ships, which are too big to pass through the Panama Canal, have slumped 53 percent over the past year to \$10,032 a day, according to the Baltic Exchange in London. They reached as high as \$233,988 in June 2008.

Owners are contending with a fleet that will grow at three times the speed of demand this year, according to data from Clarkson Research Services Ltd., a unit of the world's largest shipbroker. Demand for cargoes including coal, ore and grains will swell 3.9 percent while the fleet of dry-bulk carriers will expand 13 percent, it estimates. Arlen is in arbitration in London with Cosco, according to the filings. The other owners taking part include Onil Shipping Co., Ionian Traders Co., Elva Shipping Inc. and Erwina Shipping Ltd., the documents say. Ionian Traders is a unit of DryShips, according to a filing made by Athens-based DryShips to the Securities & Exchange Commission. The case is Classic Maritime Inc. v. Cosco Bulk Carrier Co., 2:11-cv-01863-SSV-ALC, U.S. District Court, Eastern District of Louisiana. **Source: Bloomberg**



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The **HAPPY DRAGON** seen arriving in Durban – Photo : Trevor Jones (c)

SAL's TRINA LOADS IN VIETNAM FOR ROTTERDAM



In Vietnam SAL's **TRINA** loaded a Damen newbuilding **YSV 6711** hull , the **TRINA** will deliver the newbuilding in Rotterdam where the hull will be completed at the **Damen** yard in Gorinchem

Photo's : Ed Barten (c)



UK shipping industry rejects EU's carbon reduction programme

The UK's shipping industry has roundly rejected the European Union's emissions trading scheme, defying calls for shipping to be included in the carbon reduction programme. Mark Brownrigg, the UK Chamber of Shipping's director general, told the Guardian: "The EU's emissions trading scheme will not work for shipping. It is not suitable. It is not a global system, and shipping is." He claimed that if shipping were to be included, as campaigners have called for, that ships would simply refuel instead at non-EU ports. Aviation is to be included in the emissions trading system, despite similar claims from airlines, which have said that companies would choose to land in countries outside the EU to avoid having to pay for carbon permits under the EU's system.

However, the European Commission held firm, and airlines will be included in the scheme. Although US airlines are disputing the legality of this decision in the courts, no airline from any country has announced plans to land flights outside the EU in preference to continuing with their current schedules. The Chamber of Shipping will publish on Wednesday discussion documents setting out how the industry could adopt different methods of carbon reduction, including emissions trading schemes and carbon taxes. Brownrigg said: "This is a complex international debate for which we need active participation from the shipping industry and governments to find a genuine solution. This must be global – through the International Maritime Organisation – rather than regional."

He said the Chamber had declined to make a recommendation on the kind of system that should be adopted, as "we are just at the beginning of this discussion", despite years of talks between shipping companies and governments over how to reduce emissions from the sector. Brownrigg said: "We would like to see this debate finally begin." The EU announced in 2005 – the year in which its emissions trading scheme began, covering land-based heavy industries – that it intended to bring shipping within the scope of the system, but those plans have been delayed and there are no concrete proposals. The global shipping industry recently adopted new technical standards for fuel efficiency, which reduce emissions. Brownrigg said: "It is crucial that we do not discount either of the main proposed economic mechanisms for encouraging carbon reductions. The debate lies ahead on which option will provide greater certainty of outcome, ease of application, and without damaging the growth of the industry and world trade. That debate must be based on practical considerations rather than conjecture." **Source: The Guardian**



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Maritime internet prices become more transparent



The [Platform Broadband@Sea](#) has announced to create more insight into maritime broadband prices. The prices for maritime broadband continuously change, making it interesting to compare different aspects of the communication between ship and shore. Now, it is time for an update of the earlier publication, which aroused much interest and awareness in the maritime industry.

In 2008 the [Platform Broadband@Sea](#) published a similar price comparison of maritime broadband costs. A lot has changed since; VSAT is now widely accepted and airtime providers announced and implemented multiple innovations in broadband services. The initial comparison contained an overview of monthly costs for high and low data usage on board seagoing vessels,

focusing on the main three 'environments' within the satellite market: Inmarsat, Iridium and VSAT. This overview caused discussions, but more importantly increased transparency and awareness within the maritime broadband market.

Just like the first comparison, the independent partner [Outsource-IT Management](#) will execute this study into coverages, upload and download speed, monthly fees, contention ratios, terminal dimensions and some other aspects involving the price/quality ratio of maritime broadband. The new comparison will be presented in Q4 of this year and includes a fourth 'environment': the hybrid broadband solutions.

The [Platform Broadband@Sea](#), initiated by [HME](#) in 2007, comprises of shipowners, shipping companies, a number of leading maritime suppliers and branches. The Platform aims at promoting broadband links for seagoing vessels by providing independent information about these connections and giving suppliers the opportunity to develop software and tools for usage via a broadband link.

The results of the price comparison will be presented to the partners of the Platform, which currently consists of Anthony Veder, Spliethoff, Stolt Tankers, Vroon, Wagenborg, Amarcon, Meteo Consult, Theunissen Technical Trading, Virtek, Elektrikom, Iridium, IT@SEA, KVH, Mach6, Marlink, Radio Holland, Satmarin, Stratos, Worldlink, Horizon Globex, Outsource-IT Management and HME. **Source : Outsource-IT Management**



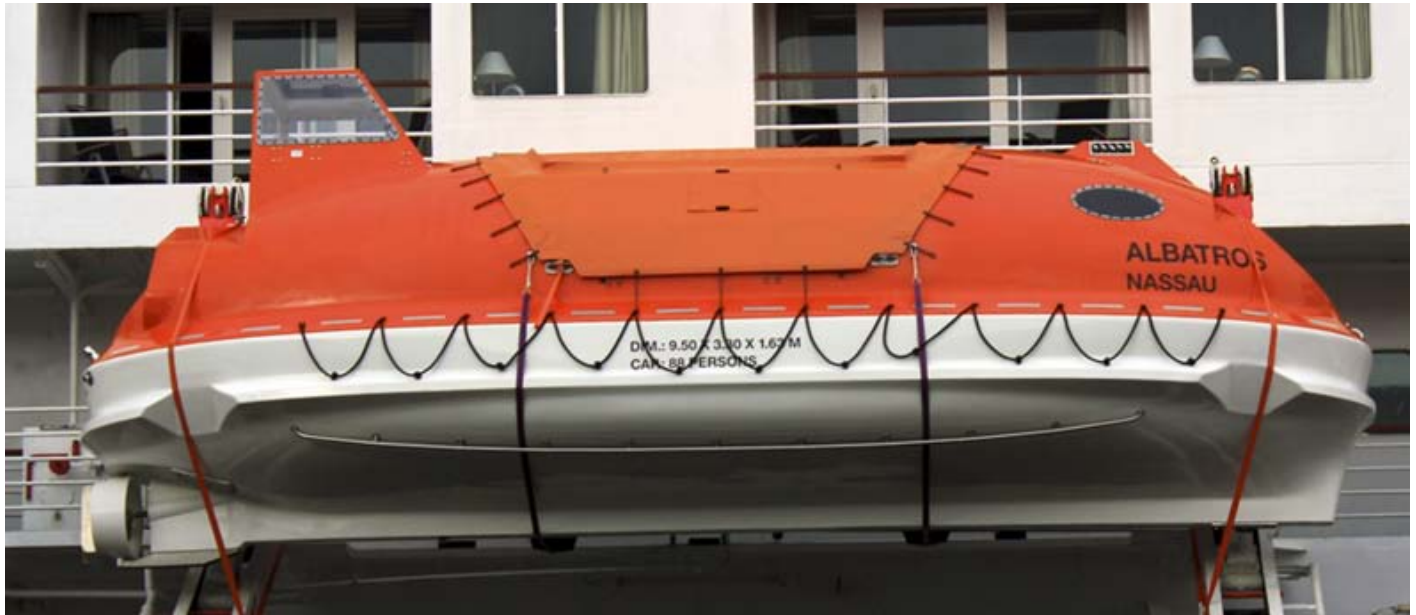
The **BLUE NOTE** seen enroute Rotterdam – **Photo : Harry van den Berg ©**

Pertamina, PLN to set up LNG shipping company

State oil and gas firm PT Pertamina and state electricity utility PT PLN have agreed to jointly establish a liquefied natural gas (LNG) shipping company to supply eight mini LNG receiving terminals to be installed in eastern Indonesia. PLN primary energy director Nur Pamudji said he expected that the preparation to set up the new company would be completed this year at the latest. "The working group is now discussing the plan, including the number of vessels and their capacity. We hope to complete the preparation this year," he told reporters via text message on Monday. However, he rejected to disclose the investment value and the ownership share between PLN and Pertamina in the planned company. Pertamina spokesman Mochamad Harun confirmed the plan to establish the new company, saying that it was a follow up of the MoU signing between the two state firms on the development of eight mini LNG terminals in March this year. He reported that the State-owned Enterprises Ministry and the Energy and Mineral Resources Ministry had approved the plan. The ministries fully supported the plan as it was suitable to improve synergy among state companies, he claimed. "We have no problem with the ministries. This plan is positive because it promotes synergy among state-owned enterprises," said Harun. The shipping company was scheduled to begin operation after the construction of the first LNG terminal had been completed, he added. In March, PLN and Pertamina signed an agreement to build eight mini LNG plants, which aimed to help the electricity company ensure gas supply for its power plants in eastern Indonesia and improve its operational efficiency. The development of the eight receiving terminals will be divided into three phases. In the first phase, four terminals will be built in Bontang and Balikpapan in East Kalimantan, Pasanggraran in Bali, and Kendari in Southeast Sulawesi. In the second phase, two terminals will be set up

in Mataram in West Nusa Tenggara and Banjarmasin in South Kalimantan. Those terminals will begin operation in 2013. The remaining two terminals will be constructed in Gorontalo and Halmahera, North Maluku, and are scheduled to start operation in 2015. Pertamina data shows that the eight LNG receiving terminals would have a combined total capacity of 177 million standard cubic feet per day. Gas terminals are more suited to the region as there are not enough gas pipelines to transport the gas in eastern Indonesia as there are in western Indonesia, Pertamina president director Karen Agustiawan said in earlier reports. **Source: The Jakarta Post**

Oceanwide Safety at Sea delivers tailor-made Lifeboats



In July 2011, [Oceanwide Safety at Sea](#), a company known for its [Self Propelled Hyperbaric Lifeboats \(SPHL\)](#), delivered 6 [Partially Enclosed Lifeboats \(PELB\)](#) for the cruise industry. The [MV Albatros](#), managed by V-Ships and operated by [Phoenix Reisen](#), used to be equipped with fully open lifeboats. However, with an upcoming trip to Arctic areas the regulations stated that the open lifeboats had to be replaced by PELB's. As the [MV Albatros](#) has fully booked cruises nearly all year around, the new PELB's had to be tailor-made to fit into the existing davit configuration.

[Oceanwide Safety at Sea](#) developed new Partially Enclosed Lifeboats based on a hull of its 9.50 mtr SPHL, modified and outfitted as a Partially Enclosed Lifeboat and with a capacity of 88 persons. The PELB was prototype tested under DNV supervision. Together with German based RC Hydraulik- und Industrieservice GmbH the new PELB's were installed during fixed stop-overs at Bremerhaven. Therefore no additional down-time was needed for the [MV Albatros](#) and the ship could sail her normal cruise schedule. The development, manufacturing,

prototype testing & installation of the 6 PELB's on board the [MV Albatros](#) did not take more than 5 months from date of order. For further information on either the PELB's or the SPHL's, please look at the website www.oceanwidesafety.nl or contact Oceanwide Safety at Sea: info@oceanwidesafety.nl



Yesterday, the now museum lifeboat **KONING JULIANA**, part of the collection of the [haven museum](http://www.havenmuseum.nl) in Rotterdam, was seen in the Oostgat at the Westerscheldt river returning back to Rotterdam after participating in the **VISSERIJ DAGEN** in Breskens - Photo : [Toon Poppe](http://www.boulevard-bankert.nl) - www.boulevard-bankert.nl (c)

MARITIME ARTIST CORNER



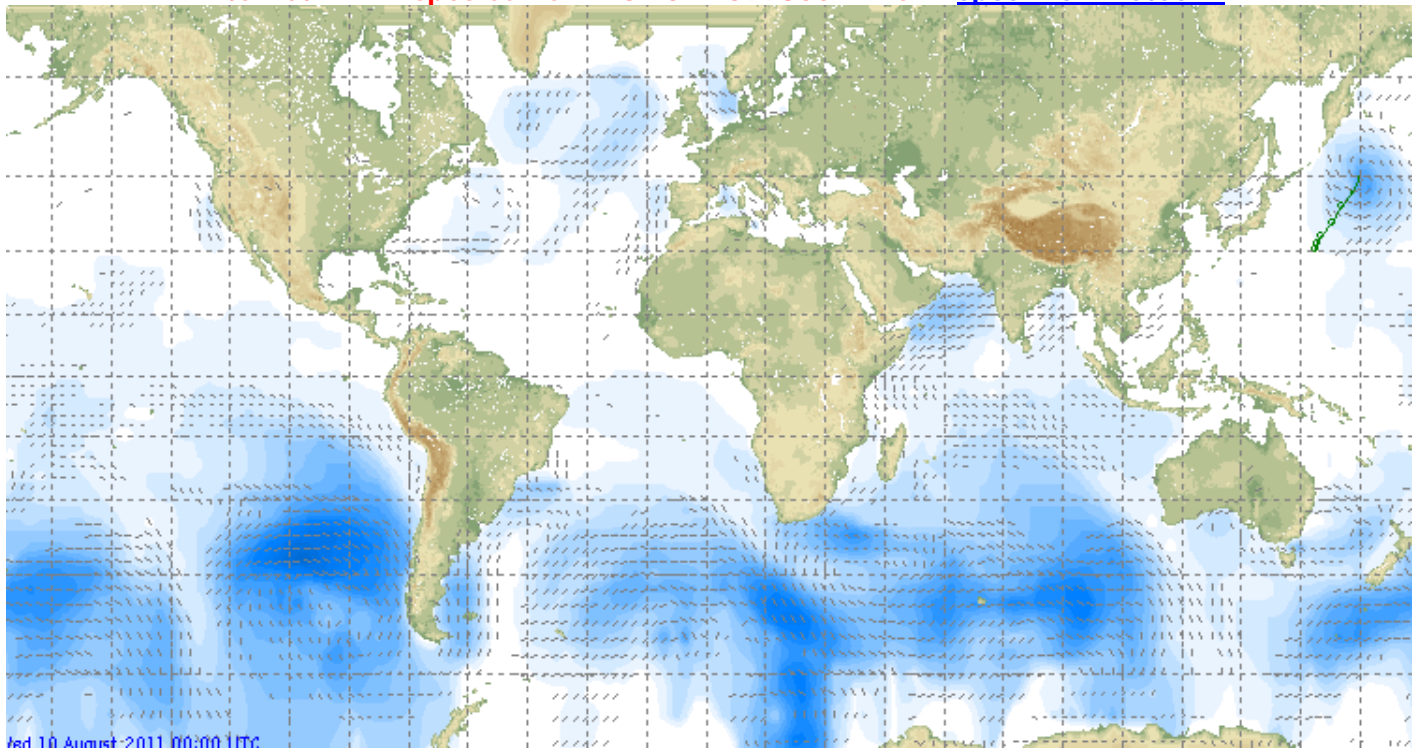
Above seen a painting of S.S. **TALAMANCA** which sailed for the Caraibische Scheepvaart Mij. N.V. (NIGOCO) – Rotterdam between 1970-1977, the vessel was built in 1945 at Gulf Shipbuilding Corp/Chickasaw (USA) for United Fruit Co., New York (USA) and scrapped at Kaohsiung (Taiwan) in 1977. The above painting is made by Mr. **Molina** - Havana/Cuba in 1996, and is owned by **John Smit**, who sailed as third engineer on the **Talamanca**.

MARINE WEATHER

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CONSTANZA WONSILD	-	Tanker	CORAGGIO	-	Ro-Ro ferry
DA HENG SHAN	-	Tanker	EVGENIA I	-	Tanker
HEINZ SCHEPERS	-	Container Feeder	JO EIK	-	Tanker
KAPITAN GOTSKY	-	Tanker	LORELAY	-	Pipe laying vessel
MARFRET GUYANE	-	Container vessel	MOANA	-	General Cargo
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.... PHOTO OF THE DAY



SVS Frobisher departed from Singapore to Mombasa to assist in the armed anti-piracy patrols on the east coast of Africa/ Gulf of Aden. SVS now has 11 vessels in the fleet www.guardships.com

Photo : Philip Fay ©

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