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Newly-built 'Ro-flex' vessel BORE SONG makes her third visit to Harwich Navy Yard on August 18 for discharge only before transferring to the Teesport-Zeebrugge route for P&O. Photo : Graeme Ewens (c)

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Container Shipping

As consumer demand remains weak, a potentially very poor peak season is about to dawn on this haunted sector. Demand: The extraordinarily challenging conditions in the container shipping market are now clear and present to all. The overcapacity on the main trading lanes has prompted cascading to a larger extent than a normal market development would do, adding pressure on secondary routes.

The main trading lanes have always been a matter of utilising economies of scale but now more than ever – if you trust the deployment of the active fleet as well as placed new orders. Following 29 weeks of sliding rates, the spot freight rate on the route from Shanghai – Europe have improved two weeks in a row, after doing a touch 'n' go on USD 800 per TEU in the 3rd week of July. On 12 August rates were quoted at USD 828 per TEU, a clearly unsustainable rate level for all carriers. Peak-season surcharges have been delayed to a large extent this year – and they are not likely to be implemented at all. General Rate Increases beyond the Bunker Adjustment Factor have not really been successfully implemented since early 2010. Meanwhile, shippers are keeping their eyes on the spot prices in comparison with volume-deals and they like what they see right now – low prices and available slots everywhere even as the peak-season is rolling.

Global container traffic is forecast by Drewry to increase by 8.1% in 2011. But that figure may cover up some large differences between the trading lanes and finally prove to be too bullish. Data on fronthaul volumes on Far East to Europe for Jan-May period show only 6.0% growth, while the trans-Pacific front-haul during the January- April period proved very solid at 9.8% in volume growth. But a lot of early 2011-positives have turned sour over the Summer and US imports could prove to be quite a disappointment in Q3 as well as in Q4. Should the disappointments stay put, sliding rates will be back following a potential rate plateau during the peak season. Carriers bracing for the impact of low revenue focus to an increasing extent on operational efficiency including slow steaming to level off some of the

burden from higher and higher bunker prices, now at USD 645 per tons in Singapore, up some USD 200 per tons from the start of the year.



The **ICE RUNNER** seen outbound from Rotterdam – Photo : Kees Torn (c)

Since our last report two months ago, the signing of newbuilding contracts has been red hot. No less than 45 vessels with an average capacity of 11,000 TEU (0.5 million TEU in total) have been inked. 2/3 of these vessels are heading for the Far East – Europe trade – most of them in 2013. So if you were looking forward to a breather in the massive tonnage inflow on the trading lane – you can now start singing the blues. Moreover ships for delivery in 2015 and 2016 are now surfacing in the orderbook. A unique feature for the container shipping industry as the tanker orderbook holds no ships for delivery beyond 2014 and just three bulkers are scheduled for 2015-delivery.

The total containership orderbook has swelled to 4,475,642 TEU – up by 9.3% in just two months. Despite deliveries of vessels with a capacity of 1.2 million TEU over the past year, the heavy ordering has resisted the orderbook from decline; instead it has been on a steady rise for exactly a year now. Year-to-date new contracts amount to 1,410,719 TEU, en route to surpass the BIMCO forecast of 1.6 million made half a year ago – in anticipation of a less active new build market influenced by the poor earnings prospects for the year. This strong activity has naturally impacted our supply outlook illustration, as 2013 now holds 1.333 million TEU in prospect for 2013-delivery, up by 16% the same growth rate in 2013-deliveries as the previous two months. Without any doubt, owners have come back with a vengeance from the ordering vacuum in 2009 and first half of 2010. The tally for deliveries in the +10,000 TEU has now reached 31 vessels, as the first half of the year was the heavy end with more than 4 Ultra Large Containerships launched every month. The pace for the rest of the year is more likely to be halved. BIMCO forecasts inflow of new container tonnage in 2011 to be at 1.3 million TEU. This is in line with a steam off during the second half of 2011. As the young fleet holds no demolition potential, the fleet is forecast to grow by 8.7% in 2011 – equal to and outweighing demand growth by close to 2%-point.

As the peak season is upon us, the increasing freight rates on the Far East - Europe trading lane is a very positive sign. With spot rates now at USD 828 per TEU, the forward curve is trading in a steep contango towards the September peak just shy of USD 1,000 per TEU. Following the anticipated September peak the forward curve slides down to USD 950 per TEU in Q4. Should the forward curve “prediction” come true, a situation that BIMCO finds likely, the peak season will be amongst the poorest performing ever, adding further pressure on the container shipping industry.

In this extended low freight rate environment, increased focus is placed on spot rates as carriers hesitate to engage in long-term volume deals at fixed rates, as they hope for better days around the next corner. But as a lot of chartered-out vessels are being returned to owners during these months, the recent sidestepping in the charter market may take a turn due south as the demand picture remains soft. Expectations of a strong third quarter on the trans-Pacific trade lane have evaporated completely, in line with the last BIMCO SMO&O where we argued that the forward curve could prove to be too optimistic.



The **CMA CGM THALASSA** seen moored in the port of Zeebrugge - Photo : Henk Claeys (c)

Now at USD 1,800 per FEU for the coming year, the forward curve is still in contango at 15% above spot price, but the general price level and future price hikes have both come down, leaving a more credible outlook for FFAs. In hindsight, selling the FFA Q3-2011 in early June at USD 2,100 proved to be a good deal, if you were able to find a willing buyer. As shipping in general – and container shipping in particular – ultimately depends on consumer demand for goods, it is of paramount importance to overcome the ongoing unrest on the financial markets and the prolonged low GDP growth and weak job creation. Not until then can consumer confidence be restored, and a new normal and solid demand worldwide be established. Globally-integrated international supply chains have developed to provide efficiencies of scale, but have also increased the interdependencies between economies in good times and bad, which is hurting container shipping big time right now. Source: Peter Sand Bimco



The **SMT BONTRUP** seen at the Westerscheldt River passing Vlissingen

Photo : Toon Poppe - <http://www.boulevard-bankert.nl> (c)

Statement from BOEMRE on Loss of Life

The **Bureau of Ocean Energy Management, Regulation and Enforcement** (BOEMRE) confirmed that agency personnel responded on August 16 to a report of a fatality at Energy Resource Technology's High Island (HI) Block

A557 Platform A. This is an oil and gas production platform approximately 75 miles offshore Texas, in about 224 feet of water.

According to the operator's report, an incident occurred early on the morning of August 16 during a crane lift in which a large piece of equipment was being loaded from the platform to a workboat. An apparent failure of the boom hoist cable led to a collapse of the crane, which set off a series of events in which the crane's harness struck and fatally wounded an employee. There was no production ongoing at the time of the accident.

BOEMRE inspectors travelled to the platform yesterday and have begun an independent investigation into the cause of the accident. "This was a tragic accident. Our thoughts and prayers are with the family of the deceased employee, as well as his colleagues and friends. This incident provides the most dramatic possible reminder of what is at stake as we work with industry to ensure the highest safety standards on offshore facilities and do everything possible to minimize the risk of such accidents," said BOEMRE Director Michael R. Bromwich. **Source : MarineLink**



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The **BRITISH CORMORANT** seen moored in Fawley – **Photo : Dirk van Wolveren (c)**

Republic of the Marshall Islands Maritime Administrator Releases the DEEPWATER HORIZON Marine Casualty Investigation Report

The Republic of the Marshall Islands (RMI) Maritime Administrator has released the **DEEPWATER HORIZON** Marine Casualty Investigation Report (RMI Report). In accordance with national and international requirements, the RMI Report has been provided to the Secretary General of the International Maritime Organization (IMO). The Maritime Administrator has also provided a copy of the RMI Report to the United States Coast Guard (USCG) and the Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE). The RMI Report may be downloaded in its entirety via: www.register-iri.com/mireports

The RMI Report contains findings of fact, conclusions, and recommendations, focusing on the marine operations of the **DEEPWATER HORIZON**, which are the purview of the flag State. Although not regulated by the flag State, the industrial operations of the mobile offshore drilling unit (MODU) are discussed, in so far as they are necessary to provide a complete picture of the casualty or where they may have impacted the overall safety of the MODU. To assist the RMI Maritime Administrator in its understanding and analysis of engineering and technical aspects, consultants were retained with expertise in drilling, engineering, and fire science. Based on the Maritime Administrator's

assessment of the evidence in the investigative record and the consultants' reports, it was concluded that the proximate cause of the casualty was a loss of well control resulting from a deviation from standards of well control engineering, a deviation from the well abandonment plans submitted to and approved by the Minerals Management Service, and a failure to react to multiple indications that a well control event was in progress. These factors contributed to the substantial release of liquid and gaseous hydrocarbons, which culminated in explosions, fire, the loss of 11 lives, the eventual sinking and total loss of the **DEEPWATER HORIZON**, and the release of hydrocarbons into the Gulf of Mexico. Other noncausal factor conclusions are identified in the RMI Report followed by recommendations which address the lessons learned from the **DEEPWATER HORIZON** casualty and opportunities for improvement. "We continue to remember and reflect on the lives of the 11 individuals who perished during this casualty," said Bill Gallagher, RMI Senior Deputy Commissioner of Maritime Affairs. "The recommendations being brought forward in the RMI Report are in the spirit of the promotion of safety of life at sea, the protection of the marine environment and the prevention of such casualties in the future," concluded Mr. Gallagher. **Source : The Republic of the Marshall Islands (RMI) Maritime Administrator**



The tug **PERSEUS** and dredger **DUNAREA** seen moored along the Danube River in Romania

Photo : Thijs van der Jagt (c)

Ships on Order Decline to Five-Year Low, Clarkson Research Says

The number of new ships on order fell for a 26th straight month to the lowest level since April 2006, according to [Clarkson Research Services Ltd.](#), a unit of the world's largest shipbroker. There are 6,849 vessels contracted at shipyards, with tanker orders at the lowest level since February 2004, London-based Clarkson said in a monthly report today. Bulk-carrier investments declined to \$78.1 million, the least since 2003, it said. **Source : Bloomberg**

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REALIZING THE INCONCEIVABLE

DOCKWISE

Germany is close to deploying 'mercenaries' to protect ships from pirates

The German government is considering a change to gun laws so that private security companies can protect German ships from pirates. So far this year 21 vessels have been hijacked near the Horn of Africa, DW-world reports. Germany may soon authorize shipping companies to hire private armed guards to defend vessels from Somali pirates. Ships sailing near the Horn of Africa are at high risk of attack from pirates, who often hijack ships for ransom.

Currently one third of German ships are estimated to be sailing in the western Indian Ocean with guards on board, but the practice is only semi-legal. If a pirate were to be killed in self-defense, the guard can be punished under German laws. The idea of deploying naval escorts for ships has been sidelined by the government, as it would be unaffordable. Failing to gain naval support, shipping companies have been angry at a policy stalemate lasting years. The pirates are frequently armed with a automatic weapons and bazookas, and often target German ships carrying chemicals and oil.

On Wednesday, Hans-Joachim Otto, the government's coordinator of maritime industry policy, confirmed that officials favored changes to the law that would allow guards to use lethal force, but said no decision had yet been taken. "The traffic lights for deployment of security forces have gone from red to amber, but are not yet at green," Otto said. He said world opinion was "moving towards private security guards." He said Germany should wait for an International Maritime Organisation (IMO) vote next month. "It's a world problem and we should get a world solution," he said. Hans-Peter Uhl, a legislator with Chancellor Angela Merkel's government coalition told the Neue Osnabrücker Zeitung that government parties had "basically agreed." Otto is a member of the Free Democrats (FDP), who earlier raised objections to using guards on human rights grounds. They said the guards would be in a sense mercenaries.

Police trade unions are also hostile to what they consider a "privatizing" of lethal force. "It's a function of the state alone," said Bernhard Witthaut, chairman of the Police Union. He called for Germany to set up a marine police unit manned by 500 former German soldiers. "That would be the first step," he said. Witthaut is supported by the interior minister of Lower Saxony, who also says it is an issue for the state. Uwe Scünemann told Financial Times Deutschland that federal police and the army should act "within their means" and they can then be "flanked" by private security forces.

Pirate attacks on ships near the Horn of Africa rose by nearly two thirds to 163 in the first half of 2011, with 21 vessels hijacked. According to Financial Times Deutschland, the price for a team of five armed guards is 100,000 euros (\$144,000) per trip. According to the newspaper, these 'mercenaries' mostly come from the UK or Israel. **Source :** Portnews



The **OLEG STRASHNOV** seen at the Westerscheldt River after loading a new load of wind turbine parts

Photo : Toon Poppe - <http://www.boulevard-bankert.nl> (c)

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SEVEN ATLANTIC MOBILISE FOR WINGATE PROJECT



Photo top + Right : Geert Woord ©

Wingate lies in UK block 44/24b in the UK Southern North Sea and Wintershall Noordzee indicates in an environmental impact statement on the project that the gas field is to be tapped using the 44/24b-7z Dimple prospect exploration well as a gas producer while another five new horizontal

At the Groot Hout premises in Velsen Noord (The Netherlands) the **SEVEN ATLANTIC** was mobilized earlier this week for the **Wingate project**,

The Wingate gas field development , a Wintershall North Sea's project, which is to be tapped via a new normally unmanned platform – but it will be remotely operated from Den Helder in Holland.



wells will also be drilled to exploit the field, with the normally unmanned installation.

From a report on the project seen by Offshore247.com it emerges that Wintershall had originally considered reusing another Dutch sector installation for the development, but this option was discounted due to the need for higher maintenance on an older installation compared with a newbuild. Wingate gas will be exported via a new 20 km (12.5 mile) 12-inch line with a 2-inch chemical injection line piggy-backed on top, to the Dutch sector D15-FA 1 platform which will re-export Wingate production via the Noordgastransport pipeline to the Dutch terminal at Uithuizen, the first gas from the field is forecast for October 2011. **Photo left : Joop Marechal ©**



Drunk captain runs ship aground



A Latvian captain has been placed under arrest after his ship ran aground, allegedly while the man was drunk. The cargo vessel **ALVA** was underway from Szczecin to Gothenburg with a cargo of sodium silicate when the vessel failed to change course as it passed the Island of Hven, just north of Landskrona, Sweden, and ran aground. A breath test conducted by the authorities revealed that the 63 year old master had been drinking, and authorities suspect that the man may have fallen asleep. A blood sample was also taken. **Alva** had a crew of six when the accident occurred.

Source : gCaptain - Via Seanews Turkey



Indian Navy seizes ship, captures pirate crew, but finds legal crew missing

THE Indian Navy captured a hijacked cargo vessel around 170 nautical miles northwest of Mumbai last week Sunday. The navy suspects the seized ship, the **Nafis-1**, may have been taken to carry contraband, reported the London's International Freighting Weekly. The vessel had reported a "machinery breakdown" at sea which had apparently happened some three weeks earlier. On board were five Yemenis, two Tanzanians, one Kenyan and one Somali, who were found with automatic weapons. It is not yet clear what became of the **Nafis-1's** original crew. The 500-ton vessel was first detected on Friday night, at a distance of about 250 nautical miles, by an Indian naval reconnaissance IL-38SD aircraft. Then the destroyer **INS Mysore** was ordered to intercept the vessel. Two helicopters with boarding parties of marines were also deployed. In related news, Somali pirates released a Maltese bulk carrier and its crew of 22, hijacked six months ago in the north Arabian Sea. The **Sinin** had been on its way to Singapore from the United Arab Emirates when it was attacked. The ship is now on its way to a safe port. The Gulf of Aden, between Somalia and Yemen, is part the main sea route between Europe and Asia. Tankers carrying Middle East oil through the Suez Canal must pass first through the Gulf of Aden. About four per cent of the world's daily oil supply is shipped through the gulf. Source : Schednet

NAVY NEWS

8.000 TONS SECTION ENROUTE



Outbound from the Govan shipyard in Glasgow for Rosyth on the Firth of Forth is the barge **AMT TRADER** for the 600 mile voyage around Scotland from BAE systems' Govan yard located on the south bank of the Clyde River to the naval dockyard, Rosyth, located in Firth of Forth, Scotland. Her deck cargo is the 8.000 tons large section of the next generation Royal Navy aircraft carrier **HMS Queen Elizabeth**, the first of the **Queen Elizabeth class** of supercarriers, be assembled on the east coast port, **Lower Block 03**, as the section is now called, is the latest of the 65,000-ton warship to be built throughout a number of UK shipyards and transported to the Forth for completion.

The Clyde based Svitzer tugs, **Svitzer Milford** and **Anglegarth** on the bow and the **Ayton Cross** on the stern towed the barge downriver for the Italian tug **Ereclea** and the **Svitzer Pembroke** to take over for the passage round the North of Scotland. **Photo below : Tommy Bryceland. SCOTLAND (c) Photo top : Ian Dunnet (c)**



India's first IAC likely to be wet by the end of the year

India's first indigenous aircraft carrier (IAC) is likely to be wet by the end of the year, according to sources. This will mark the culmination of the first phase of construction of the carrier, being built at the Cochin Shipyard Ltd (CSL) for the Indian Navy. With this, India will also join the elite club of nations capable of designing and building carriers upwards of 40,000 tonnes. The ship was scheduled to be wet in 2010.

The second phase will cover all balance work till the delivery of the ship to the Navy in end-2014. The keel was laid in February 2009. After the government sanctioned design and construction in January 2003, the yard commenced steel cutting in April 2005. Construction work on the blocks of the ship commenced in November 2006. CSL is using high-strength steel developed in-house with the help of Defence Research & Development Organisation and Steel Authority of India Ltd. Italy's Fincantieri helped in propulsion system integration, while Russia's NDB assisted in aviation aspects.

Designed by the Navy's Design Organisation, the 260-metre-long and 60-metre-wide ship will be able to handle a mix of MiG-29K, Ka31 and indigenous light combat aircraft. It will be propelled by two shafts, each coupled to two LM2500 gas turbines, developing a total power of 80 Mw, sufficient to attain a cruising speed of 28 knots. It has an endurance of around 8,000 nm. It will have two take-off runways and a landing strip with three arrestor wires. It can carry 30 aircraft, with adequate hangar capacity.

There will be a long-range surface-to-air missile system, with multi-function radars and close-in weapon systems. The ship will be equipped with the most modern C/D band early air warning radar, V/UHF tactical air navigational and direction finding systems. It will also have jamming capabilities over the expected electromagnetic environment, along with carrier control approach radars, to aid air operations. To optimise the on build period, the defence ministry has already advanced Rs 200 crore to CSL to augment infrastructure in areas such as large cranes, workshops, heavy duty machinery, etc. Separately, the shipping ministry through the Planning Commission sanctioned Rs 98.6 crore for the creation of a small ship division, so that commercial shipbuilding can be continued during the pendency of the IAC Project. **Source : Business Standard**

Decommissioning of HMAS Kanimbla



The Minister for Defence, Stephen Smith, and Minister for Defence Materiel, Jason Clare, announced that the amphibious ship **HMAS Kanimbla** would be decommissioned. In September 2010 the Chief of Navy imposed an operational pause on HMAS Ships **Kanimbla** due to seaworthiness concerns. Since then, Defence has assessed the future of **HMAS Kanimbla**. This included a detailed assessment of the capability provided by **HMAS Kanimbla**, an assessment of its materiel state and a cost and risk assessment. The outcome of this assessment is that the most cost effective and lowest risk option is to decommission **HMAS Kanimbla**. The cost to complete

the extensive remediation work required on **HMAS Kanimbla** is estimated to be up to \$35 million. **HMAS Kanimbla** would not on that basis be available for operations until at least mid-2012. **HMAS Kanimbla** was scheduled in any event to be decommissioned at the end of 2014. It does not represent value for money to therefore pursue further maintenance on **HMAS Kanimbla**. Accordingly, on the basis of advice and recommendations from the Chief of Navy and the Chief Executive Officer of the Defence Materiel Organisation, the Government has agreed to decommission **HMAS Kanimbla**. This announcement follows a number of announcements relating to Navy's amphibious capability in 2011. In February the Government announced that **HMAS Manoora** would be decommissioned on the advice of the Chief of Navy that the ship was beyond economical repair to bring it back into

operational service, given the vessel's remaining planned life. **HMAS Manoora** was formally decommissioned in May. The Government also announced in February that it was pursuing the acquisition of the United Kingdom amphibious ship the **RFA Largs Bay**. The Government indicated at the time that, should this acquisition proceed, it would consider the decommissioning of the **HMAS Kanimbla**. In April the Government announced that it had successfully acquired **Largs Bay** for £65 million (approximately \$100 million). **Largs Bay** will be commissioned into Navy service as **HMAS Choules** in honour of Mr Claude Choules, the last known veteran to have served on active service in the First World War. **HMAS Choules** is expected to arrive in Australia for a commissioning ceremony in Fremantle in December 2011.



HMAS Tobruk (as seen left) has been docked in Sydney since May while Defence undertakes scheduled maintenance to further assure the safety and reliability of the ship and to return it to 48 hours readiness notice. Defence has previously chartered the P&O vessel **Aurora Australis** from May to 12 August to provide a humanitarian assistance and disaster relief sealift response vessel. **HMAS Tobruk** is

currently in the final phase of its scheduled maintenance period and is expected to be available for sea for a short period of time from end August to early September before it undergoes further scheduled and previously announced work to prepare it for the cyclone season which commences in November. To provide an amphibious transport capability while **HMAS Tobruk** is prepared for cyclone season, Defence has negotiated the availability of the Australian Customs Vessel Ocean Protector to provide a humanitarian assistance and disaster relief sealift response vessel from 12 August until 14 October 2011. The Ocean Protector is in addition to Australia's agreement with New Zealand that the New Zealand amphibious lift ship **HMNZS Canterbury** would be made available as part of the joint Pacific-focused Ready Response Force, subject to any operational requirements in New Zealand. Navy continues to examine amphibious transport ship options from 14 October in addition to **HMAS Tobruk** in the lead up to the arrival of **HMAS Choules** at the end of this year. Source : Garry Luxton

SHIPYARD NEWS

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Guangzhou Zhongchuan Huangpu to Build Four Bulkers

China-based **Guangzhou Zhongchuan Huangpu Shipyard** has received an order from China Merchants Bank to build four bulk carriers. The bulkers will have a capacity of 76,000dwt and are expected to cost around \$31m each, according to asiasis.com, **China Merchants Bank** have booked the vessels against the background of low ship prices. In June, Guangzhou Zhongchuan Huangpu Shipyard won an order from COSCO to build four 65,000dwt bulkers. Source : Ship technology.com

BAE Mobile shipyard to build IHC-Merwede designed dredge for Weeks

BAE Systems Southeast Shipyards Alabama has been selected by **Weeks Marine, Inc.** to build an 8,500 cubic yard capacity twin screw trailing suction hopper dredge at its Mobile, Alabama facility. Upon completion, dimensions of the vessel will be 356-feet long, 79-feet wide with a draft of 27 feet.

Weeks Marine, Inc., which has its dredging headquarters in Covington, Louisiana, is one of the largest providers of dredging services in the United States. This will be a state-of-the art trailing suction hopper dredge and the first designed by **IHC Merwede** to be built in the United States. **IHC Merwede**, located in the Netherlands, is a world leader in the design and construction of advanced dredging equipment. **Gibbs & Cox**, Naval architecture and engineering firms, will provide functional engineering and detailed production support during dredge construction.

Last month **IHC Merwede** and **BAE Systems** announced they had entered a cooperation agreement to meet the demands of the offshore construction vessel (OCV) market in the U.S. that will see BAE Systems **Southeast Shipyards** build **IHC Merwede** designed Jones Act OCV's

Senior Vice President and Division Manager of Weeks Marine, Eric Ellefsen, said: "We pride ourselves in being a leader in the dredging industry. We are dedicated to building and operating the most technologically advanced and environmentally sensitive equipment in the marketplace and are pleased to engage in this project partnered with **BAE Systems** and **IHC Merwede**. The expansion of our dredging fleet demonstrates **Weeks Marine's** commitment to better serving our customer base and enhancing the overall capabilities and capacity of the U.S. dredging industry. When completed, this vessel will create over 35 permanent full-time jobs in the U.S. marketplace."

Director and General Manager of **BAE Systems Southeast Shipyards** Alabama, Victor Rhoades, said: "This is an exciting and positive opportunity for us. The **Weeks Marine** team has done a terrific job of working with us through the many details necessary to get a project like this put together. Award of the dredge is strategically important to our efforts to become an innovative leader in the commercial new construction market. We are very fortunate to have Weeks Marine, IHC Merwede and Gibbs & Cox as the key participants in completing the project. The production engineering and material procurement process will begin immediately followed by the initial cutting of steel starting in early 2012. Delivery is scheduled for January 2014. In Mobile, we anticipate this contract will lead to an additional 150 jobs at the facility over the life of the contract." **Source : MarineLog**

Bollinger issues statement on cutter conversion suit

Bollinger Shipyards responded to the decision by the Department of Justice to file suit under the False Claims Act in a case involving the conversion of 110 ft WPBs into 123-ft WPBs by extending the hulls 13 feet and making additional improvements.. (See earlier story). The company issued this statement:

Since its founding, Bollinger Shipyards has operated on the principle that "quality is remembered long after the price is forgotten." Three generations of the Bollinger family have earned a spotless record for honest and fair dealing with every customer, including the U.S. Navy and Coast Guard, our largest client. Since 1984, Bollinger has built every patrol boat the Coast Guard has purchased; to date some 122 have been delivered.

We are disappointed with the Department of Justice's decision to file a complaint related to work completed in 2006. Throughout this process, Bollinger has been open and cooperative with the government, and we remain committed to providing the government all necessary information and assistance to bring this matter to a close. Bollinger has tried to find a way to resolve this matter short of litigation, but we are fully prepared to defend our good name aggressively in a court of law.

As we have for the last 65 years, Bollinger will continue to deliver the highest quality and contract-compliant products to the United States Coast Guard and to each and every customer. **Source : MarineLog**

Krasnoye Sormovo to launch 7th 19614 project ship for VF Tanker

Krasnoye Sormovo Shipyard (MNP Group) launched on August 20, 2011 the seventh ship of Project 19614 series ordered by Volga Fleet Tanker (project 19614). The tanker was named "**Mechanic Sazonov**", MNP Group said. The newbuildings contract between the shipyard and VF Tanker was signed in July 2010. The vessels delivery is scheduled for end of this year 2011. The 'river-sea' tankers are intended for transportation of crude oil and petroleum products.

Overall, Krasnoye Sormovo Shipyard will build and deliver by the end of this year 8 vessels of Project 19614. Six tankers had been delivered to the Customer. Ship characteristics: DWT- 5530 tons, LOA - 141 m, beam - 16,9 m, depth - 6,1 m, draft - 3,73 / 3,60 m, the volume of cargo tanks - 6720 cbm, operational speed - not less than 10 knots, crew - 14/16, endurance - 15/10 days. Navigation area - inland waterways and non-Arctic areas. Class: KM * Ice1 R2-RSN AUT3 VCS Oil tanker. To date, the 19614 tanker is the largest Russian ship for inland navigation. "Since the delivery to the Customer of the project lead ship "**Nizhny Novgorod**" in Oct. 2002, the tankers have demonstrated excellent performance. They comply with all requirements of the International Conventions for the Prevention of Pollution of the Sea. The project is under constant upgrade at Volga-Caspian Design Bureau, taking into account field experience of built ships. So, today this vessel remains one of the most modern river tankers," MNP Group General Director Vadim Malov said.

Krasnoye Sormovo Shipyard is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment. The shipyard is part of MNP Group. VF Tanker LLC (Nizhny Novgorod) is engaged in shipping of petroleum products via inland waterways. Volga Fleet Tanker operates more than 40 ships of total tonnage of more than 170,000 tons. The company's fleet transports petroleum products from refineries on the rivers of Belaya and Kama to St. Petersburg and further by seagoing ships to the ports of destination. MNP Group (Marine Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group comprises enterprises based in Nizhny Novgorod - Krasnoye Sormovo Shipyard, Sormovskoye Engineering and Volga-Caspian Design Bureau. **Source : PortNews**

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Amega to Build a Transfer Terminal at Costa Rican Port

Americas Gateway Development Corporation (Amega) has signed an agreement with the government of Costa Rica to build a \$900m new transfer terminal near Moín port. The terminal will have a 1km dock, a 19m-deep access channel to Moín port and will be able to handle two million teus cargo, according to bnamericas.com. The transfer terminal will have a docking space for three container ships carrying around 15,000teu. The new transfer terminal is expected to be completed by 11 August 2012. The government will have three months to review the plans and issue the concession bid, once the designs of the terminal are submitted. **Source : Ship technology.com**

HAPPY DOVER LOADS LOADING BUOY IN BATAM



Top : The loading buoy seen getting ready at the PROFAB premises at Batu Ampar, Batam **Photo's : Piet Sinke (c)**



And after safely loading in the cargo hold of the **Happy Dover**, the vessel departed from Batam (Indonesia) via Durban to Rio de Janeiro (Brazil) **Photo : Sander Jongenelen (c)**

DOF Subsea Asia Pacific wins contracts worth \$47 million

DOF ASA reports that its DOF Subsea Asia Pacific subsidiary has secured multiple contracts awards in Asia and Australia over the last couple of weeks with a total contract value of about \$47 million. The newbuild DSV **Skandi Singapore** and the CSV **Skandi Hercules** will be employed under these contracts.

Steve Brown, EVP, Asia Pacific said "These awards build on the excellent track record that DOF Subsea has in the region. DOF Subsea has undertaken a highly targeted investment program to prepare for the forecast expansion in the Asia Pacific offshore oil and gas market and our recent additions to our regional fleet the **Skandi Hercules** and **Singapore** are central to our drive to achieve ever higher standards of safety, quality and reliability. We look forward to working with our clients to deliver safe and successful projects."

Mons Aase, CEO said that the contract awards in Asia Pacific are "great news" and that the investment in new assets is positive for further growth in the region. **Source : MarineLog**



The **MPI ADVENTURER** seen passing the Vroon headquarters in Breskens, along the Westerscheldt River, for the first time - **Photo : Henk de Winde (c)**

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Jurong Port awards S\$30m deal to McConnell Dowell consortium

Jurong Port has awarded a S\$30 million contract to a consortium led by McConnell Dowell to design, supply and install a new cement handling system, *BusinessTimes* reports. Jurong Port earlier said it will be developing a new S\$100 million cement terminal to expand the handling capacity of its existing cement facility by 50 per cent.

The new cement handling system, based largely on equipment and technology from IBAU Hamburg, will take 18 months to complete. It will be fully operational from the second half of 2013. The consortium members are McConnell Dowell; a major multi-national contractor, IBAU Hamburg; a global cement equipment company, and a local company, Aggregate Engineering. Jurong Port is Singapore's main gateway for the import and export of general and bulk cargo.

More than 90 per cent of the cement requirement of Singapore's construction industry is imported through Jurong Port. **Source : PortNews**



The TSHD **CORNELIS ZANEN** seen anchored off Pointe Noire – **Photo : Wilco Langeweg (c)**

Breakbulk tonnage up at South Carolina ports

Shipping volumes through South Carolina's ports (Port of Charleston and Port of Georgetown) increased significantly in financial year 2011 (ended June 30). In the breakbulk sector, tonnage showed major gains, increasing 32.3 percent financial year-on-year to 991,705 tonnes in 2011 due to a growth in vehicles, project cargo, heavy lift, bulk and traditional breakbulk cargoes.

An 8.3 percent increase from the 2010 financial year saw container volumes of 1.38 million teu. The South Carolina State Ports Authority attributed the increased volumes to a number of factors including the extension of the overweight permit limit to 100,000 pounds gross vehicle weight for all shipping containers, expanded on-site and off-terminal trans-loading capabilities for export products to serve China and other major world markets, as well as advancement of the Charleston Harbor Deepening project to serve larger container and breakbulk ships. The September / October edition of HLPFI will include our first heavy lift ports and terminals feature. **Source: Heavy Lift**



Wagenborg's **HYDRA** seen in the port of Harwich – **Photo : Graeme Ewens (c)**

Jumbo delivers critical items for Habshan 5

Jumbo Shipping recently completed three shipments for the **Habshan 5 Process Plant Project** near Abu Dhabi. These shipments executed by HLV **Jumbo Javelin** and **Jumbo Jubilee** included some of the heaviest and largest items transported by Jumbo ever, the Company said Thursday.

The JGC-Tecnimont joint venture contracted Jumbo for the transport of the main items for the Habshan 5 Process Plant Project. These items were manufactured in Korea and shipped from the ports of Masan and Ulsan to the port of Abu Dhabi (UAE). The first shipment was a full shipload of almost 26,000 m3 including two demethanizers each weighing 830 metric tons and measuring 99 x 8 x 9 meters.

Thereafter the HLV **Jumbo Jubilee** and **Jumbo Javelin**, each with a lifting capacity of 2 x 900 t, both transported two HP Absorbers. The heaviest Absorber was weighing 1,750 t and measuring 55 x 8 x 8.5 meters. After careful preparation and thanks to the close cooperation with the client, the cargo was safely set ashore. The client thanked Jumbo for their professional operation and on time delivery. **Source : PortNews**



Transferring freshwater from **Union Manta** to **President Hubert** (location Block 31 Angola)

Photo : Wilco Langeweg o/b Union Manta (c)

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.... PHOTO OF THE DAY



On her way to her next commitment, **FAIRMOUNT EXPEDITION** passed the beautiful city of Zoutelande on Friday 19 August at noon. According to some of the many tourists who were enjoying the always very nice weather in Zoutelande, it was clearly noticeable that **FAIRMOUNT EXPEDITION** is solar powered... **FAIRMOUNT EXPEDITION** departed early in the morning from Rotterdam with destination Vlissingen-Oost.

Photo : Fairmount Marine ©

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