



Number 234 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 22-08-2011**

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The BRITANNIA SEAWAYS seen outbound from Vlaardingen
Photo : Harry van den Berg (c)

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The **FAR SAPHIRE** seen at Maaspilot station enroute [Keppel-Verolme](#) in Rotterdam-Botlek
Photo : Hans Hoffmann (c)

Suezmax owners receive mixed signals

Two recent press releases from tanker owners detailed two very different approaches on the suezmax tanker market. First came Belgium's [Euronav](#), which announced that it had agreed with Samsung HI, to delay delivery of two Suezmax tankers citing a 'difficult market' as the reason for this decision. Euronav summarised daily time charter

Suezmax rates for vessels in the TI pool for the 2Qtr 2011 at \$29,444, against \$31,000 for the corresponding quarter 2010. Even more sobering was their average spot rate of \$12,200 against \$26,400 for the same period last year. Then came [Nordic American Tanker Shipping](#), which in a statement it mentioned that it was to take early delivery of two Suezmaxes also from Samsung. So, one could wonder whose owner's approach is the correct one?

Well, according to London-based shipbroker Gibson, between 2006 and 2008 "Suezmax new orders averaged sixty per annum, very much driven by the high freight rates at the time and the belief that demand would be sustained. New investors bought into the tanker market, often placing multiple orders for newbuilds. However, in 2009 orders more than halved as the financial crisis began to bite more deeply and many of these new investors took the decision to cancel their orders. Last year seventy-four Suezmax orders were placed including ten placed by Diamond S Shipping (who earlier this week were reported to be paying \$1.2bn for 30 Cido MRs). This could perhaps be viewed as a longer term confidence in a rebound in the tanker market by a company currently having no trading tankers" said the shipbroker.

According to Gibson's statistics, the Suezmax fleet is expected to grow by nearly 200 units until 2014 and that figure is assuming that no further orders are placed and no further cancellation occur. Gibson said that "so far this year, just eight orders have been placed, seven of these are to be built as shuttle tankers. Many of the existing Suezmax orderbook has been placed with the offshore oil market in mind. More shuttle tonnage will be required for the developing offshore fields particularly in Angola and Brazil where the state run petroleum companies have their own requirements. Owners who have invested in higher specification shuttle tankers, particularly with dynamic positioning, can expect to benefit from this extra investment in terms of long term employment and higher rates. The predicted growth in trade and the increase in offshore activity continues to be slow in arriving. Certainly high oil prices will accelerate offshore exploration and with it the demand for shuttle tankers. However, the current uncertainty about both the Eurozone debt crisis and the weak US economy, continues to heap pressure on the stock market. Tanker stock quoted companies have been under considerable pressure for many months and any meaningful recovery in earnings could still be some time away. Since the autumn of 2008 we have seen forty-five (7M Dwt) Suezmaxes cancelled from the orderbook. Could another wave of cancellations be on the horizon?" wonders Gibson.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **LADY CLAUDIA** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SEE WHY THE UK's COAST GUARD REMAIN IMPORTANT

<http://www.bbc.co.uk/news/uk-14586380>



The **SKANDI NEPTUNE**, owned by **DOF Norway**, vessel seen in US gulf August 19th, 2011 the vessel is at this moment working for **Chevron** at oil field Tahiti in gulf of Mexico conducting installation of umbilical and ROV survey

Photo : Trond Mannes (c)

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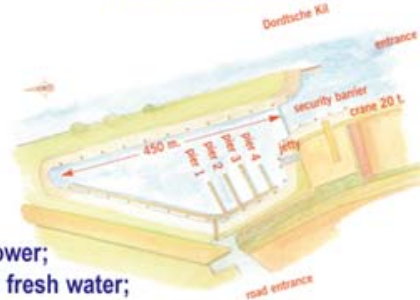
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Eyes on the sea still important

Governments need to be cautious about making economies that impinge on matters of marine safety. This was the message that was given quite firmly by a UK Parliamentary Committee looking closely this month at the proposed cutbacks to the country's coastguard. The government has argued that modern technology can make it possible to reduce the number of marine incident stations around the UK and Northern Ireland drastically. "Modernisation" is the term for the procedure, and inevitably it will facilitate economies with the number of Coastguard officers, as just three highly sophisticated communication centres take over from those dispersed around the coasts. Additionally, and equally controversial, is the plan to allow "commercial interests" to take over the role of the four emergency towing vessels which provide safety cover around the coasts. Members of Parliament have attacked the proposals, which will see the costs of the coastguard trimmed by some 22% over the next four years.

The difficulty the government – indeed any government hoping to make economies – faces is that in doing so it quite obviously incurs a risk that it will be charged with playing fast and loose with marine safety. There may be good technical and economic arguments for centralising communications into just a few well-equipped "command and

control” centres, but it is argued that the local intelligence and knowledge of the complex waters around the UK coasts will be lost, and that this, in extremis, could cost lives. The same arguments were deployed in the 1980s, when the coastguard effectively withdrew from its manned visual stations around the coasts to the present group of centres. In this case, at least some of the slack was taken up by the arrival on the scene of the voluntary National Coastwatch Institute, which now mans some 45 stations during daylight hours, and is still expanding, thus providing those “eyes on the sea” which can be vital in quickly scrambling the emergency services. The NCI doesn’t cost the exchequer anything, being maintained by contributions of the public, and has been credited with saving numbers of lives. It also provides that important component of local knowledge.

While volunteers and an expanding NCI may be given fresh impetus by the shrinking professional coastguard service, it doesn’t answer the real concerns about the probable departure of the ETVs from their four stations. The four craft are contracted from a UK salvor and towage contractor and were originally brought into service by the previous government as a result of disquiet after the Sea Empress and Braer casualties. At that time, no professional salvor was willing to keep tugs on station and there was mounting concern at another terrible pollution incident from a disabled ship. The four big tugs have been working ever since and while the contract might have been seen to be “over-generous”, the craft have been effective in standing by disabled vessels, and where necessary, plucking them out of danger. The climate of the times, despite cost cutting, seems to be very much on prevention and the dispersal of the UK ETVs has been seen as a step too far. The French authorities, who share duties in the English Channel, are known to be exceedingly concerned about the loss of the ship based on Folkestone, while the inhabitants of the Northern Isles are exceedingly angry. It is also worth noting that other European governments, far from dispensing with their ETVs, are supplementing their capacities – three powerful vessels are being commissioned by Sweden, for instance. The message to cost-cutting governments is thus plain, that if you have cut this important towage capability and something awful happens, you know who will be blamed! **Source: Bimco**



The **HS LIVINGSTONE** seen outbound at the Westerscheldt River – **Photo : Stan Muller (c)**



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Puerto Rico based shipping company sentenced in pollution case

Puerto Rico based **Epps Shipping Company** has been sentenced in federal court for violating the Act to Prevent Pollution from Ships (APPS) and making false statements to U.S. Coast Guard inspectors, according to the U.S. Department of Justice.

In addition to a \$700,000 criminal penalty that includes a \$100,000 payment towards community service projects to rehabilitate and protect coral reefs in Guanica Bay, Puerto Rico, the company was placed on five years of supervised probation. It will have to implement a comprehensive Environmental Compliance Plan to continuously monitor and evaluate pollution prevention from any ship it owns or operates. **Epps Shipping Company** owned and controlled the M/V **Carib Vision**, a commercial ship that was engaged in the transportation of molasses throughout the Caribbean region. On Nov. 6, 2010, the U.S. Coast Guard conducted an inspection of the vessel in the port of San Juan, Puerto Rico. The Coast Guard learned from inspecting the engine room and interviewing crew members that the vessel's Oil Water Separator and other pollution prevention equipment was inoperable and could not be used to treat the vessel's oily waste prior to it being discharged overboard. The investigation revealed that prior to Nov. 6, 2010, the crew of the vessel used the emergency bilge discharge system to dump its oily waste directly overboard without first processing it through the ship's pollution prevention equipment as required. All overboard discharges of oil or oily bilge wastewater are required to be recorded in the vessel's Oil Record Book. None of these discharges were recorded in the Oil Record Book for the M/V **Carib Vision**.

"Today's sentence demonstrates the United States' steadfast commitment to safeguarding the marine environment," said Rear Admiral William D. Baumgartner, Coast Guard Seventh District Commander. "We applaud the efforts of the many environmentally responsible companies, but will hold non-compliant corporations and their officers accountable for violating environmental laws. Coast Guard Sector San Juan investigators and the Coast Guard Investigative Service (CGIS) did a great job investigating and preparing this case. I am grateful for the hard work and dedication of the Department of Justice for bringing this case to a proper resolution." **Source : MarineLog**



The **FAR SCORPION** seen enroute **Keppel-Verolme** in Rotterdam-Botlek – **Photo : Leen van der Meijden ©**

Ship rolled, India never replied to SoS, say crewmen

FOR four days, as **MT Pavit** tossed and turned in the open seas, its engine dead, those aboard wondered if help would ever arrive, their message to the Indian Coast Guard having remained unanswered. By the time help did come from the United Kingdom, even the seasoned crew members had fallen seasick, some of them vomiting blood, two of them even fainting. For a month later, the crew kept thinking that their ship had sunk. It was only when it beached on Mumbai shores that anyone realised how far, and how long, it had kept drifting. When the SOS was sent to the

Coast Guard, India's shores were only 600 nautical miles from the spot in the Gulf of Oman where the engine had packed up. The only response the ship got was, instead, from the Marine Rescue Coordination Centre of Falmouth Coast Guard, crew members now say.

In the four days it took the rescue team to arrive, the crew had lost all hope of survival. "All of us had lost hope once seawater had started entering through the propeller shaft," says Akash Dwivedi, the ship's oiler, one of the four members from UP in an all-Indian crew of 13. **Source : IndianExpress**



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Authorities destroy bee hive on ship in Darwin Harbour



A foreign bee hive has been discovered and removed from a shipping vessel in Darwin harbour. It's believed the bees were a colony of Giant Honey Bees or *Apis Dorsata* and may have arrived on the ship from Dili in East Timor.

Apiarist Andrew Shugg was called by the Australian Quarantine and Inspection Service to identify the bees. He says he was extremely worried about the prospect of the foreign bees establishing themselves in Australia. "I was quite shocked actually...it's not the sort of phone call I want to get, but I'm very happy that everything went well," he said.

"We got a big lift like a cherry picker and an industrial vacuum cleaner and we smoked them to calm them down and I got the big vacuum cleaner and sucked them all up. "We lost probably about 20, but we went through what we had after we killed all the rest that were in the vacuum cleaner and we managed to find the queen, so that hive will no longer exist." The ABC has contacted the Australian Quarantine and Inspection Service for further information regarding the incident. **Source : abc.net.au**

Demand for mega containerships still dominates orders, says Alphaliner

MAERSK has sparked a "race for ultra-large containerships" in 2006 when it introduced its 15,550 TEU E-Class vessels, according to Paris-based maritime consultancy Alphaliner. Ironically, Lloyds List reports Maersk group CEO Nils

Andersen saying shipping lines have been engaged in "reckless ordering" and are putting their businesses at risk by joining the race.

The Danish shipping giant has maintained its lead, most recently ordering twenty 18,000 TEU or EEE-Class ships, due for delivery between 2013 and 2015, said Alphaliner, the Paris-based maritime consultant and information agency.

In a further move to increase capacity, Maersk has now embarked on a "capacity boost" that will see a number of the line's 8,200-8,600 TEU S-Class ships upgraded to 9,600 TEU. Alphaliner said the upgrade involves the raising of the wheelhouse so that two extra tiers of containers can be stowed forward of the accommodation block.

While the vessels' maximum TEU capacity will be notably increased by the conversions, the ships' effective tonnage will remain almost unchanged. The enhancement aims at increasing the ships' capacity for lightly-loaded containers and at providing additional slots for repositioning empties. The enhancement of the 10 ships will add some 12,000 TEU to the Maersk's fleet which, according to Alphaliner figures, currently totals 2.44 million TEU.

Six other S-Class ships could have their capacity enhanced after the first 10 units have been converted.

In total, 25 S-Class units have been built between 1997 and 2002. They were the first containerships larger than 8,000 TEU. The enhancement work has been commissioned at CSIC Qingdao Beihai Shipbuilding and Heavy Industries.

The first two ships, the **Carsten Maersk** and **Charlotte Maersk**, already underwent conversions in June and July. They have since returned to Maersk's FE-Centram and FE-Europe runs. A third unit, **Svend Maersk**, is at the yard and will be redelivered in September. The remaining ships will follow at an approximate rate of one vessel per month.

Several owners recently upgraded the capacities of ships they had ordered earlier through such renegotiations. Such upgrades add extra capacity that has an impact on the supply forecast. Upgrades of ships in the orderbook over the past 12 months include: CMA CGM's upgrade of three 13,830 TEU ships on order at Daewoo to 16,000 TEU, Hapag-Lloyd's upgrades of six 8,750 TEU units from Hyundai Heavy to 13,100 TEU, NOL's upgrade of ten 8,400 TEU units on order at Daewoo to 9,200 TEU and NYK's upgrade of two 6,350 TEU units on order at Imabari to 8,000 TEU.

Source : Schednet



The bareboat chartered tug **Svitzer Nerthus** (originally **Stevns Iceflower**) has come up with a slogan painted on her stern.... **Have no fear Svitzer Nerthus is here**

Photo : Bent Mikkelsen ©



The **ACAMAR** seen approaching the Ijmuiden locks – Photo : Marcel Coster ©

Global economic gloom to sink tanker recovery hopes

Slowing oil demand growth in US, EU another blow to depressed market

The crude oil tanker market's hopes for a recovery next year could run aground as global economic turmoil stifles oil demand in the United States and Europe, denting prospects for a sector already battling a supply glut and a rate rout.

Strong global oil demand, driven mainly by China, has been the lone bright spot in the depressed dirty tanker market this year, although earnings for ship owners still slipped to record lows this month as supply of new ships outpaces demand growth. An economic slowdown - or, worse yet, a recession - could push oil consumption in the United States (the world's top oil consumer) into an irreversible decline and overshadow China's growing needs for the energy resource. 'The crude tanker markets have been really bad so far in 2011, but the bad news is that it can get worse,' said Peter Sand, chief shipping analyst with ship association BIMCO. 'Supply is not stalling the way demand is, in particular for crude tankers.' The US Energy Information Administration (EIA) last week lowered its forecast for

domestic oil demand from growth to decline in 2011. It also cut its forecasts for growth in global oil demand, as did the Organization of the Petroleum Exporting Countries (Opec) and the International Energy Agency (IEA).

For 2012, agencies were mixed with Opec lowering global demand growth estimates, while the EIA and IEA raised theirs. The IEA, however, said its forecast could more than halve if the economy grew slower than expected next year. The global dirty tanker fleet, dedicated to transporting crude and fuel oil, is expected to grow 9 per cent this year with the delivery of 36 million deadweight tonnes of new vessels, BIMCO said. Further expansion is seen in 2012 with 29 million more deadweight tonnes, a 7 per cent increase in supply. That compares to global oil demand growth of 1-2 per cent in 2011 and 2012 forecast by the IEA.



An empty **NEVERLAND** of **FINAVAL** seen westbound in the Singapore straits last Saturday – Photo : Piet Sinke ©

The current oversupply problem stems from a ship ordering spree before the economic turmoil in 2008. Those tankers, which typically take three years to build, are only now entering the market. 'The current supply- side picture is not seeing any improvement in recent months,' said shipping consultants Maritime Strategies International in a research report. 'The large crude segments continue to be pounded by new deliveries and there will be little respite from this assault over the next year.'

A similar situation is playing out in the dry bulk freight market, which ships iron ore, coal, grains and other dry goods. More economic turmoil could lead to further casualties and possibly bankruptcies in both the tanker and dry bulk sectors. 'The market is jumpy, and things are about to get very unpleasant for some tanker owners,' said a ship industry source. Crude oil tanker earnings on the Baltic Exchange's benchmark Middle East route tumbled to a record low this month, dipping into negative territory for 10 of the 13 trading days in August so far, plummeting as low as minus US\$1,889 a day. In other words, ship owners briefly paid US\$1,889 more a day in bunker fuel and other variable voyage costs than they received from companies using their very large crude carriers (VLCCs) to ship crude oil on the TD3 route. This is the first time that average earnings have traded negative since the Baltic Exchange started collating earnings-equivalent data in 2008.

'With negative returns, you are paying charterers to lift their oil - that makes no sense,' said Nigel Prentis, head of research, consulting & advisory with HSBC. 'Unfortunately, the market is too fragmented to see any solidarity of action. So if one owner is willing to cut and run and keep his ship at a negative return, then it spoils it for everyone else.' Average TD3 earnings so far this year were around US\$11,000 a day, down more than 65 per cent from last year's US\$32,000 a day average. 'The sour state of the macroeconomic situation in the largest oil-consuming areas, with the exception of China, is very worrying for the shipping industry,' said BIMCO's Mr Sand. 'The recovery of tanker earnings is not likely to happen during the next 15 months, but visibility is low at the moment, making forecasting

extra challenging.' Oslo-listed Frontline, the world's largest independent tanker operator, said this month it was pulling some of its largest crude oil carriers from the market - also known as laying up - to limit its losses.



The loaded **WESTERN JEWEL** seen eastbound in the Singapore straits last Saturday – **Photo : Piet Sinke ©**

'The financial turmoil has pushed the (industry's) confidence level to a new all-time low,' Frontline's CEO Jens Martin Jensen told Reuters. 'I don't think the market can get worse.' He urged ship owners to refuse to take negative earnings and to lower the speed of their tankers, which would lower supply, for the industry to have any hope of recovery. Frontline does not expect a recovery before 2016. Nevertheless, some analysts say there is a remote possibility that an economic slowdown could actually support earnings for ship owners.

If global oil demand falls due to a downturn but Opec is unable to match that with a cut in its production, then it could revive the use of tankers for storing crude. The amount of crude oil stored at sea has steadily declined to around 6 million barrels since hitting a peak of more than 100 million barrels in April 2009, after changes in the oil market structure that made floating storage less profitable. In 2009, floating storage employed the equivalent of 50 tankers, mainly VLCCs, or about 10 per cent of the VLCC fleet at the time. 'If Opec were to keep total production around current levels despite lower oil demand, the return of floating storage would clearly be helpful for tankers,' said RS Platou Markets in a research note. **Source : Reuters**

NAVY NEWS

MDL bats for bigger Scorpene submarines



A Scorpene-class submarine of the Malaysian Navy, **KD Tun Razak**, at Kochi on a four-day visit last year.

File Photo: Vipin Chandran

Building a similar kind would leverage the technology, says official

Unfazed by mounting criticism over time and cost overruns in building six Scorpene submarines for the Navy under the beleaguered Project 75, Defence shipyard Mazagaon Dock Limited (MDL) would rather have the Navy go in for bigger Scorpenes under the proposed Project 75-I.

"The decision [to choose the type of submarine] is left to the powers-that-be in Delhi, based on their requirements and needs. I cannot really comment on that. But as a shipbuilder, I think we would be tremendously leveraging our skills and expertise attained over a period of four to five years [of building the Scorpenes] if we carry on with a similar kind of submarine. It will certainly make us happy," Vice-Admiral (retd.) H.S. Malhi, Chairman and Managing Director of MDL told The Hindu at a recent interaction in Mumbai.

"The money shelled out for transfer of technology [ToT] for the Scorpenes currently under construction would be well worth it if you have similar submarines, the Scorpene Plus. Then you are leveraging the technology over many more submarines," Mr. Malhi added. With depleting submarine force levels staring it in the face, the Navy had, last year, sought information on bigger conventional submarines with improved attack and stealth features, besides endurance. A request for proposal (RFP) in this regard is awaited. While two of the P75-I submarines thus contracted would be built at the collaborators' yard, the remaining four would be split between two Indian shipyards.

Mr. Malhi said there was no official communication on the MDL being handpicked by the Defence Acquisition Council (DAC) to build three of these. He, however, maintained that the yard "should be the natural choice, having made six [Scorpenes]." (Reportedly, another PSU, Hindustan Shipyard Limited (HSL), Visakhapatnam, would get to build one).

It was to MDL's credit, Mr. Malhi said, that it reconfigured all German equipment and stations set up for the construction of HDW submarines in the 1980s and early 1990s to suit the French Scorpenes. So, if the Navy chose a submarine type other than Scorpene, the yard would have to reconfigure the stations all over again as different submarine types used different grades of steel and welding technology. This would also engender teething issues such as difficulty in absorbing technology.

"Since material and technology for different submarine types are different, the skill sets required to build them are varied, too. In terms of pressure hull fabrication, MDL is rated very high and our collaborators sometimes say, not entirely in jest, that they wouldn't mind sourcing pressure hull for the submarines they are going to manufacture for Brazil from us," said Mr. Malhi.

On the Scorpenes under construction, he said, procurement of material posed a problem in the initial stages. "As we started procuring, we realised the sanctioned amount for material won't be enough to buy the entire lot. So we approached the government with revised figures and got the go-ahead in turn."

The revised timeline envisages commissioning of the first Scorpene in 2015 following which a submarine would be delivered every nine months. "September 2018 is when the last boat would be due for delivery. The first may take a longer time than originally planned, but when the entire project is completed, the delay would be no more than nine months," he said.

"The structural and regular outfitting [laying of pipe and cabling] of the first Scorpene has begun and the second is soon to follow suit. Now we are absolutely on track to meet the new contractual provisions. The teething issues are way behind us. Supply of material and armament is steady and the steel comes from France, but ironically, DCNS, the company originally manufacturing Scorpenes, buys it from ArcelorMittal."

To fastrack Scorpene construction, the yard is setting up a new workshop and a launching platform in the adjoining Alcock Yard. "From the fourth submarine onwards, construction will concurrently take place in two yards. Which means you will have two lines of construction, which will be fully operation when P75-I commences."

Asked about the reported breach in the East Yard in July that led to submergence of components in the submarine dry dock, the CMD said the flooding would have 'zero impact' on the course of construction. "We are making a wet basin jutting out into the sea. The basin is also connected to the dry dock of the East Yard. When it was dried up for construction, it was checked for leaks. There was a fissure and water came into the dry dock. We have now filled up the fissure and water is being pumped out. There has been zero impact of this on the Scorpene project," he said, adding this would have no cost or time implication.

To a query, Mr. Malhi said the termination of collaboration between Spanish Navantia and French DCNS — the developers of Scorpene — had not affected the yard. "We have people from Spain here as part of the ToT agreement carrying out their contractual obligation." **Source : The Hindu**



L 177 HS Rodos from Greek Navy visited Odesa, Ukraine.

USS Carney Departs Malta

Guided-missile destroyer **USS Carney (DDG 64)** departed Valletta, Malta, Aug. 17, completing a scheduled port visit. The visit was part of Commander, U.S. 6th Fleet (C6F) efforts to build global maritime partnerships with European nations, and improve maritime safety and security. While in Valletta, the crew participated in cultural activities, opened the ship for tours, conducted a community relations project at Selmun Beach, and attended a wreath-laying ceremony to commemorate the 69th anniversary of Operation Pedestal, known by the Maltese as the Santa Marija Convoy.

"The wreath laying was beautiful and I was lucky to be part of the ceremony," said Ensign Catherine Crum. "Operation Pedestal was the last effort by the Allies to get a convoy of supplies to Malta so they could continue to fight the Axis powers and disrupt their logistics convoys to Africa." "The entire event was an awesome experience and a great opportunity to meet some amazing people," said Crum. Carney is homeported in Mayport, Fla., and is on a three-month deployment supporting maritime security operations and theater security cooperation efforts in the C6F area of responsibility.



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The banner features a collage of images: on the left, yellow industrial pumps; in the center, a red oil tanker at sea; on the right, two workers in orange safety gear. The Mariflex logo, a blue circle with a white ship silhouette, is positioned between the pump and tanker images. The text 'Mariflex Pump Services B.V.' is written in red and white across the middle, and 'Professionals in liquid cargo handling and transshipment.' is in white on a black background on the right.

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Kenya Navy ship **KNS NYAYO** approaches the Mtongwe Jetty on 16th August 2011 with its crew on board after two and a half years of midlife refit in Italy.

SHIPYARD NEWS

Balenciaga Shipyard launches lead ship of four ERRVs series for North Star

The first in a series of four new designated IMT950 emergency response and rescue vessels (ERRV's) "**Grampian Don**" was launched at Balenciaga Shipyard in Spain on Tuesday this week, Offshore Ship Designers reported. North Star Shipping, a division of the Craig Group, will use the brand new vessel to replace older tonnage.

Source: offshoreshipdesigners.com

ROUTE, PORTS & SERVICES

Dundalk dredger up for sale

Afloat.ie reports that, as a consequence of the statutory transfer of operations from [Dundalk Port Company](#) to the [Dublin Port Company](#) in July, the grab-hopper dredger, **Hebble Sand** is up for sale.

Last year Dundalk Port Company had accumulated significant trading losses. Against such difficult conditions, Dublin Port Company decided to exit the businesses of dredging, ships agency and stevedoring in the Co. Louth port with effect from the end of September. The Dublin Port Company has sought expressions from interested parties in undertaking the remaining activities of the port on an exclusive basis.

The Dundalk registered dredger arrived to the capital port on 14 July where she remains berthed at the Bulk Jetty in Alexandra Basin. Afloat.ie said her previous owners, the Dundalk Port Company were unique in that they were the only port company to own and operate a dredger in the Republic. For many years the dredger has carried out numerous contract assignments in ports throughout the island of Ireland including work on the Samuel Beckett swing-bridge and the most project was at Queens Quay, Belfast on the Lagan close to the city-centre. Hebble Sand was launched by Richard (Shipbuilders) of Lowestoft for British Dredging and later used by Associated British Ports to serve a network of UK ports. Afloat said that despite her age, the near fifty-year-old veteran vessel has been kept in excellent condition and this was evident during a rather unusual appearance for a ship of her type when attending the Dublin Docklands Maritime Festival in 2009. **Source : Dredging News Online**



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The "UT 755 LN" **GREATSHIP DHRITI** seen off Singapore last Saturday – **Photo : Piet Sinke ©**

Port of Rotterdam Container Traffic Up 9.7 Percent

Cargo through Port of Rotterdam in the first half of the year increased 1 percent year-over-year to 215 million metric tons, as a 9.7 increase in container handling helped offset a decline in oil products shipments. Throughput of 20-foot container equivalent units at Europe's largest port rose to 6 million within the same period, while bulk cargo shipment fell 4 percent to 140 million metric tons, the Port of Rotterdam Authority said.

"The Port of Rotterdam's positive development is connected strongly to world trade, especially that related to China and Germany," said Hans Smits, the authority's CEO. "The significant unrest on the financial markets and its influence on the trust of consumers and producers can have a negative influence on world trade and thus on our throughput."

Smits said he expects "light growth" over the next six months despite the economic uncertainty.

The port's revenue rose 9 percent to \$140.8 million in the first half of the year from the same period a year ago, as it increased industrial area letting and received higher port dues.

The Dutch cargo hub invested \$267.3 million in the first half of the year, down 7 percent from the same period a year ago. The port said it expects to spend about \$480 million in the second half of the year, which will allow it to finish the year with a 16.9 percent higher investment than in 2010. **Source : The Journal of Commerce Online**



The **INA K** seen off Pointe Noire – **Photo : Marc Veenstra ©**

CMA CGM-Maersk to super slow steam round the Cape on FAL 5-AE8 backhaul

A CMA CGM-Maersk Line big-ship Asia/Europe loop will employ super-slow steaming on its eastbound backhaul leg for 10 weeks, with 14 days to be added to the eastbound transit during that period, Maersk has announced. The line said the slow steaming plan on the **FAL 5-AE8 service** comes "as a direct consequence of the cancelled westbound sailings and the related slide of the westbound schedule", Maersk said.

The port rotation is Ningbo, Shanghai, Shenzhen-Yantian, Tanjung Pelepas, Port Kelang, Le Havre, Rotterdam, Hamburg, Rotterdam, Zeebrugge, Port Kelang, Singapore and back to Ningbo. The backhaul from Zeebrugge to Port Kelang stretches to 37 days. For comparison, Maersk's AE1 service takes only 21 days to transit from Bremerhaven to Singapore.

The service had been previously slow steaming with 10 vessels (five each from CMA CGM and Maersk) with an average capacity of 13,486 TEU. ComPair Data shows two additional, but not-yet-allocated vessels will be added for the service now being super slow steamed. The service was started by the lines in mid-2010 as one of the first to deploy 13,000-TEU vessels.



The **BRO DISTRIBUTOR** seen enroute Amsterdam – Photo : Simon Wolf ©

NWS Holdings disposes of New World First Ferry (Macau)

NWS Holdings Limited announced that **New World First Holdings Limited** which is jointly owned 50-50 by Chow Tai Fook Enterprises Limited and NWS Holdings has entered into a sale and purchase agreement with Shun Tak – China Travel Shipping Investments Limited to dispose of all shares in New World First Ferry Services (Macau) Limited and New Ferry – Transporte Marítimo De Passageiros (Macau), Limitada. The disposal includes catamarans and concession agreement granted by the Macao SAR Government. The total consideration for this disposal amounts to approximately HK\$350 million.

The disposal of **New World First Ferry** (Macau) is part of NWS Holdings' ongoing corporate strategy to streamline its businesses in order to consolidate the Group's resources and align its business focus on high growth areas such as infrastructure projects. Furthermore, the sale proceeds from the disposal will further strengthen the Group's overall financial position and enable the Group to deploy more capital to fund large-scale infrastructure projects, thereby enhancing shareholder returns. Upon completion, STCTS will maintain the current service and sailings and retain the staff of **New World First Ferry** (Macau). Ticket fares will also remain unchanged. Last but not least, this transaction will create a win-win situation by improving cost efficiency for both parties. **Source: NWS Holdings.**

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The **FAIRPLAY 26** seen in action in Rotterdam-Europoort during **LEKKO day 2011**

Photo : Leen van der Meijden ©

Seaworthiness questioned in the Philippines

The Philippine Coast Guard (PCG) Thursday called on the stricter compliance of the certification issued by the Maritime Industry Authority (MARINA) on seaworthiness of shipping vessels following several reported maritime and grounding incidents over the past months. Lieutenant Commander Algier Ricafrente, Coast Guard Public Affairs chief, said that the call was made by the country's maritime law enforcement agency due to reported grounding and collision incidents involving commercial vessels over the past month, the most recent grounding incident in Tacloban City last Tuesday, where the PCG already hired accredited divers to conduct inspection on M/T NongNuj after it ran aground while maneuvering along the vicinity of an oil depot. Ricafrente mentioned that the MARINA should impose high standards and stricter penalties when it comes to vessel safety matters since they have recorded at least 12 grounding incidents since the start of the year, while collision incidents were recorded since May which is quite unusual compare to their previous records in the past. **Source : Seatrade Asia**

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Richardson Devine launches 558-passenger catamaran ferry

Incat Crowther, Newport, NSW, Australia, reports that Hobart, Tasmania, shipbuilder **Richardson Devine Marine** recently launched the 37 m catamaran passenger ferry **Kilimanjaro III**. It is the third vessel from the designer builder partnership for **Coastal Fast Ferries** in Tanzania, Africa.



Kilimanjaro III was developed following the success of **Kilimanjaro I** and **Kilimanjaro II**. Incat Crowther and RDM were approached by the operator to develop a larger, faster and more versatile vessel. The result is a 558 passenger vessel that is larger than any other vessel on the Zanzibar – Dar Es Salaam route and capable of the more rugged offshore route to the Island of Pemba.

Kilimanjaro III also carries more passengers at less cost per-passenger to the operator, taking further advantage of the operation's revenue-making potential. Taking advantage of a broader beam than its predecessors, **Kilimanjaro III's** passengers are accommodated in a mix of seating levels and styles. Economy' class passengers are seated in leather reclining seats with full air-conditioning, a kiosk with a table seating area, and expansive, full wrap around views from the large tinted windows.

First class passengers on the mid deck enjoy a luxurious seating arrangement utilizing large reclining leather seats complete with leg support. All of the interior seats are supplied by George Eknes of Norway. Outdoor seating from Beurteax Australia is provided on the open upper deck as well as on the awning covered aft mid deck where passengers are still able to be entertained via a 55 in outdoor television. Additional bench seating is provided on the bow and across the stern to maximize capacity. The wheelhouse is a spacious area with wrap around visibility. There are three Beurteax helm seats and access to wing control stations **Kilimanjaro III** features Incat Crowther's new generation hull form, which offers increased efficiency and improved seakeeping. She is powered by a pair of Cummins

KTA50 engines, each producing 1,340 kW. Excellent performance on sea trials proved the virtues of the hull form. Loaded performance was recorded at over 31 knots, and the vessel will operate at 29 knots at 77% MCR.

Length Overall: 38.1 m
Length Waterline: 37.3 m
Beam: 10.5 m
Draft Max: 1.8 m
Draft Hull: 1.1 m
Depth: 3.65 m
Fuel: 6 000 liters
Fresh Water: 1 500 liters
Sullage: 1 500 liters
Passengers: 558
Service Speed: 29 knots
Main Engines: 2 x Cummins KTA50
Installed Power: 2 x 1340kW @1900 rpm
Propulsion: 2 x Propellers
Generators: 2 x Cummins 170kVA, 1 x Cummins 17kVA
Construction Material: Marine Grade Aluminum
Flag: Australian Flag USL/NSCV 1C



The bulker **OCEAN EMPEROR** seen arriving at the EMO in Rotterdam-Mississippi harbour assisted by the tugs **SMIT EBRO**, **FAIRPLAY 24** and **SMIT PANTHER** Photo : Eric Verdam ©

Technip receives a Letter of Intent for the Lucius development project in the Gulf of Mexico

Anadarko Petroleum Corporation has issued a Letter of Intent to Technip for the engineering, construction and transport of a 23,000 ton **Truss Spar** hull for their Lucius field development. This field is located in approximately 7,100 feet (2,165 meters) of water, in the US Gulf of Mexico.

This Letter of Intent allows Technip to begin preliminary work on the project including purchase of long lead items for the hull in advance of the planned sanction date of December 2011. The **Lucius Spar** will have a capacity of more than 80,000 barrels of oil and 450 million cubic feet of natural gas per day. Technip's operating center in Houston, Texas, will provide the overall project management. The detailed hull design and fabrication will be carried out by Technip's yard in Pori (Finland), where most of the previous **Technip Spar** projects have been manufactured.

This Spar will be the fifteenth delivered by Technip (out of eighteen worldwide) and thus demonstrates both the leadership of the Group for this kind of floating platform and its ability to tackle ultra deep water developments. It also confirms the Pori yard track record expertise and great capabilities to deliver state-of-the-art platforms.

First oil is scheduled for 2014.

The **Lucius Spar** will be jointly owned by Anadarko (35%), Plains E&P (23.3%), ExxonMobil (15%), Apache (11.7%), Petrobras (9.6%) and Eni (5.4%).

.... PHOTO OF THE DAY



The Dutch **L 801 JOHAN DE WITT** seen moored at the Mega Pier in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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