



Number 235 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 23-08-2011**

News reports received from readers and Internet News articles copied from various news sites.

The advertisement is a rectangular banner. The top section is a collage of three images: on the left, a close-up of yellow wire rope pulleys; in the center, a blue and white logo featuring an anchor and a crane, with 'DNV' and '2.7-1' below it; on the right, a view of a ship's deck with various equipment. Below the collage, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting' followed by 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. The bottom section contains 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl' and a small 'VRD' logo on the right.

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The GAS MADURA seen westbound in the Singapore Straits last Saturday
Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS



The **NOORDHOEK PATHFINDER** seen arriving in IJmuiden – Photo : Jan Pug ©

Joint Chinese-Indian Oil Tanker Patrols Possible?

The Shale revolution is just getting started and we have prepared a free report which shows 3 stocks that could soon find their share prices soaring. Aside from cost, the major problem for oil importing countries is getting the purchases safely home. Essentially, there are only two options – pipelines and maritime transport. Both are vulnerable to attack and this is increasingly preoccupying Chinese leaders, especially as, according to China's Ministry of Industry and Information Technology, China's dependence on imported oil rose to 55.2 percent for the first five months of 2011, surging to 9.61 million barrels per day. What to do to secure uninterrupted supplies of 'black gold?' In a development with significant implications for the Pentagon's professed "full spectrum dominance," (i.e., quash all military opposition) the Hindustan Times reported that Beijing is cautiously sounding out India about the possibility of joint naval patrols in the Indian Ocean to safeguard tanker traffic. An official of China's Development Research Centre under the State Council, speaking on condition of anonymity, said, "The Indian government should take the initiative to propose a cooperation mechanism on sea-lanes in the Indian Ocean." Realizing the contentiousness of such a proposal with immense understatement the bureaucrat added, "China cannot initiate such a proposal. The U.S. and Japan will not support China's move" before concluding, China has to protect its ships on its own. The US is not an ally. India is not an ally."

Actually, China has had an intermittent naval presence in the Indian Ocean since December 2008, when it sent three warships to liaise with the Combined Task Force 150 (CTF 150), set up after the 11 September attacks to patrol the Arabian Sea and the coast of Africa to combat terrorism. Under command of the fleet's flagship DDG-169 Wuhuan

destroyer, the task force of two destroyers and one supply ship arrived in waters off the Somali coast in order to provide security for Chinese merchantmen, as of the 1,265 Chinese merchant ships transiting the Gulf of Aden in 2009, seven were attacked by pirates. Indo-Chinese naval cooperation is not as far-fetched an idea as it might appear on the surface. Nine months after the Chinese flotilla began operations off Somalia Indian National Security Advisor Shiv Shankar Menon said, "Is it not time that we began a discussion among concerned states of a maritime system minimizing the risks of interstate conflict and neutralizing threats from pirates, smugglers, terrorists," calling for discussions among "Asian states" and other powers on the issue. Many in China think that the time has come for a more assertive Chinese maritime presence. Li Li, a strategist in the South and South East Asian and Oceanic Studies Institute of the China Institute of Contemporary International Relations observed, "China has not announced its Indian Ocean policy. It will take time. China's rising so fast. It is, more and more, in China's interests to protect our sea-lanes in the Indian Ocean," hardly surprising, as China now receives 70 percent of its petroleum imports via the Indian Ocean. Such a move will doubtless ring alarm bells in Washington, as except for the Somalia task force China's Navy has largely limited itself to the country's coastal waters. The Pentagon's perceptions of Chinese naval capacities are shifting dramatically however, as last week's announcement that the country's first aircraft carrier, the refurbished Soviet Varyag had begun sea trials. Once fully operational, the Chinese carrier should be able to carry up to 40 Sukhoi 33-derived J-15 naval air-superiority fighters and up to 20 rotary aircraft, including Ka-28 anti-submarine helicopters. While hardly a threat to the Pentagon's current 11 operational carrier task force groups, China's maritime accomplishment led U.S. Secretary of State spokeswoman Victoria Nuland to pontificate, "We welcome any explanation from China about why it needs this kind of equipment." Combined with China's overtures to India, no doubt Pentagon wargamers are going back to reread their well-thumbed copies of Mahan's Influence of Seapower upon History. A number of practical concerns will impact a Sino-Indian naval alliance, should it ever come to pass. First and foremost, the countries are fierce economic rivals. Secondly, in 1962 India and China fought a brief but bloody war in the Himalayas over a disputed frontier, the final delineation of which yet remains to be resolved. And last but hardly least, China for many years has been a close ally of India's arch rival Pakistan, and has thrown millions of dollars into helping Islamabad develop its Gwadar port on the Arabian Sea. Accordingly, while Beijing's trial balloon of nautical cooperation would represent a major regional geostrategic shift, for the moment it remains just that – a trial balloon. **Source: Oil Price**



The **MARGRIT RICKMERS** seen outbound from Rotterdam – Photo : Harry van den Berg ©

SBM CEO stands down after first-half loss

SBM Offshore chief executive Tony Mace has announced that will stand down as CEO as of December 31, after the company's half-yearly results were tarnished by a large-cost-overflow. Mace has told SBM's supervisory board that he will not stand for re-election at the next AGM in May 2012. The supervisory board will call an EGM later this year to propose Bruno Chabas to take over as CEO. Chabas joined the company as chief operating officer in May from Acergy, where he had held the same position for eight years. He is a French citizen and has an MBA from Babson College,

USA. Mace's resignation came as SBM announced a net loss of US\$250.8 million for the first half of 2011 compared with a profit of US\$92.5 million at the same point last year. The half-year results were dominated by an impairment charge of US\$450 related to cost increases on the company's Yme and Deep Panuke projects. The company reported half-yearly turnover of US\$1.461 billion with an EBITDA of US\$359.7 million. The company also reported a record order portfolio US\$12.4 billion. **Source : Baird Maritime**



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California man pleads guilty to releasing cruise ship anchor



Photo : Dieter Jaenicke ©

A California man who grabbed national headlines last year for releasing the anchor of a moving cruise ship has pleaded guilty to one count of attempting to damage a maritime facility, the AP is reporting. The news service says Rick Ehler, 45, faces up to 20 years in prison. Ehler previously had admitted to getting drunk last November aboard Holland America's **RYNDAM**, breaking into a control room and deploying the ship's anchor. But his lawyer has been trying to get a three-count federal indictment against him related to the incident dismissed, arguing he was guilty of little more than stupidity. "He's guilty of felony stupidity — that he is," Ehler's lawyer, Daniel Castillo, told the Tampa Tribune last month. "But I don't think it should be a federal crime." The **RYNDAM** was traveling from Mexico's Costa Maya to Tampa at the time of the incident, which took place on Nov. 27, 2010. A surveillance video shows Ehler entering a restricted area and dropping the 18-ton stern anchor. Investigators say the Holland America ship avoided damage because the anchor didn't hit the sea floor, the AP says. **Source : USA Today**



The **SMIT PANTHER** seen awaiting her next customer – Photo : Bert de Kreek ©



Somali pirates hijack Indian ship with 21 crew off Oman

Somali pirates hijacked a chemical-oil tanker with 21 Indian sailors on board Saturday from near an Omani port, although the exact location was unconfirmed. India's Directorate General of Shipping said the **Fairchem Bogey**, managed by Mumbai-based Anglo-Eastern Ship Management, was hijacked while anchored in Salalah port. A Salalah-based shipping source said the vessel was being loaded with methanol when it was seized. The port's operator, APM Terminals, however, said pirates boarded the vessel while it was two miles off the coast of Oman, awaiting a berth, and commandeered it toward Somalia. Andrew Mwangura, shipping editor of The Somalia Report, who is based in the Kenyan port city of Mombasa told Reuters the position of the hijacking showed the ship was inside Oman's territorial waters. "It was captured six nautical miles south of Salalah so it is definitely inside Oman," he said, adding that a country's territorial waters usually stretch out 12 miles into the sea. "If it is Somali pirates, it means they have a mother ship they are operating with. The high season for piracy has just started." The end of the southwest monsoon winds in August marks the end of very turbulent high seas in the Gulf of Aden, making it easier for Somali pirates with small vessels to sail out and attack ships, Mwangura said. Tom Boyd, director of external communications at APM Terminals, told Reuters there were no reported injuries or deaths among the crew, adding that the Omani government was negotiating with the pirates. APM Terminals has a 30 percent share in Salalah port and operates it for the government. "The Omani authorities are in discussion with the pirates. Government leaders have met this morning at the palace of the Sultan of Oman. At 8.28 a.m. the vessel sailed in the direction of Somalia," Boyd said. Oman lies at the mouth of the Gulf, a strategic, heavily patrolled waterway which channels a bulk of the world's crude shipments. Somali pirates behind similar vessel hijackings usually operate in Indian Ocean waters, but in January, a 20,586-tonne Algerian-flagged bulk carrier was seized about 150 miles southeast of Salalah. **Source : kdvr**

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The **OTTOMAN EQUITY** seen assisted by the **SD STINGRAY** in Rotterdam-Europoort
Photo : Jan Oosterboer ©



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Long distance photo of the PSV **LEWEK ARIES** seen during "trials" in the Singapore Straits last Saturday
Photo : Piet Sinke ©

Pavit lesson for navy patrol

The chief of naval staff, Admiral Nirmal Verma, admitted that the beaching of the merchant vessel **MT Pavit** in Mumbai's Juhu seafront earlier this month was an "aberration" after which the navy had intensified its patrolling off the west coast. As a result of such patrolling, the navy had identified a ship on Friday-Saturday night that was drifting towards India. The navy chief said that an operation — probably a Vessel, Board, Search and Seizure (in which naval commandos embark on a suspect ship) — was currently on. The operation was being carried out roughly 225 nautical miles west of Mumbai.

The **Pavit**, a 1,000-tonne cargo vessel, had drifted from near Oman across the Arabian Sea and entered Indian waters before finally getting grounded in Mumbai, almost undetected through three tiers of India's coastal security grid. It made a mockery of the reinforced measures that the Centre and the navy claimed had been put in place since the 26/11 terror strikes. "The way it panned out — the **MT Pavit** — a ship that drifted for about a month, the fact that it happened is an aberration," Admiral Verma said. "Since it moved with the (monsoon) current, we are tracing the pattern. It was moving at a very slow speed," he said, indicating that radars of the navy and the coastguard may not have picked up the vessel because it was not sailing fast enough to raise an alarm. In the kind of threat scenario that India's coast security managers — at the helm of which is the navy — operate, an adrift vessel could potentially be carrying hazardous chemicals, explosives or terrorists.

"There are a lot of lessons to be learnt from it (the beaching of the Pavit)," Admiral Verma said, "and I do not see it (such an incident) happening again the way it did." He said the patrolling patterns of the navy had been intensified and the coastguard and marine police were also being pushed to co-ordinate more closely. Admiral Verma said the navy was relying heavily on fishermen to function as its "eyes and ears". Since the Pavit incident, personnel on board the navy's destroyer, the **INS Mysore**, boarded an adrift vessel last week, **MV Nafis**. Its boarding party found that the vessel's engine was disabled and it had a thirsty and hungry crew. The boarding party found small arms in the ship. The small vessel was towed to Indian waters and then on to Porbandar in Gujarat. India's claims that it had tightened coastal security since 26/11 were severely tested in three successive incidents over the last two months in or off Mumbai. First, a 10,000-tonne cargo vessel, **MV Wisdom**, got grounded. Admiral Verma said the Wisdom's passage was authorised and it was being towed to the shipbreaking yards in Alang, Gujarat. But the tow rope broke and the Wisdom drifted towards Mumbai and large amounts of oil spilled from it. In the second incident, the navy was still investigating the cause for the ship sinking in the outer anchorage of Mumbai harbour. The navy's own **INS Vindhyagiri** had gone down after colliding with **MV Nordlink**. The **Vindhyagiri** has since been salvaged and was this afternoon seen berthed in the naval dockyard. The **Pavit** was the third incident. Its owners had reported it was missing and possibly sunk. Source : telegraphindia



The **MAERSK JENA** seen enroute Rotterdam – Photo : Bert de Kreek ©

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



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Last Friday at the **Heerema Fabrication** yard in Vlissingen the nearly 2400 ton **CLIPPER SOUTH** topside was loaded at the **AMT VENTURER**. The 80-0 tons jacket for the same platform departed 1 week earlier at the same pontoon under tow of the tug **TEMPEST**, The **CLIPPER SOUTH** jacket/topside is constructed for RWE Dea and will be installed at a location 70 km NE of Bacton (Norfolk), UK.

Photo : Wim Kosten - <http://www.maritimephoto.com> ©

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A 432 TASJUA (Estonia) seen passing the IJmuiden locks enroute Amsterdam – Photo : H.Blomvliet ©

Former DDG XO gets a year for assault

The former executive officer of a Mayport, Fla.-based destroyer was sentenced during a general court-martial Thursday to a year in military confinement and given a punitive letter of reprimand, the Navy announced Friday. Lt. Cmdr. Charles Perry, who was assigned to the destroyer **Roosevelt**, was convicted in Mayport by a panel of fellow officers on charges of wrongful sexual contact, assault consummated by battery and conduct unbecoming an officer, said Lt. Cmdr. Bill Urban, spokesman for Naval Surface Force Atlantic in Norfolk, Va.

The panel did not recommend dismissal for Perry, who has 28 years' service, Urban said. Perry's retirement grade and the characterization of any future dismissal will be determined by Navy Secretary Ray Mabus, Urban said. The victims included both enlisted members and officers, he said. Urban did not identify the victims' ranks or positions, citing privacy concerns. There were three specifications of assault and battery. The Navy said Perry grabbed the buttocks of one victim on the ship on multiple occasions between October 2009 and September 2010; pulled down the shorts of another aboard ship "on or about" April 2010; and touched the genital area of another in the Jacksonville area in the June 2010 timeframe.

The panel convicted Perry on three counts of wrongful sexual contact, all for incidents cited in the assault and battery charges. Perry also was found guilty of two counts of conduct unbecoming an officer and gentleman: in one, for grabbing a victim's buttocks, making sexually offensive comments and kissing the victim on multiple occasions between October 2009 and September 2010; in the other, for what appears to have been the latter assault charge. He pleaded not guilty to all charges in April. Perry was to be confined immediately, Urban said. Perry had been removed from the ship in October, pending the completion of a preliminary inquiry and subsequent Naval Criminal Investigative Service investigation into allegations that he sexually harassed subordinate members of Roosevelt's crew, Urban said.

He was replaced by Cmdr. Robert Thompson, who has since become the ship's commanding officer. [Roosevelt](#) deployed in March as an independent deployer supporting maritime security operations in the U.S. 6th Fleet area of responsibility, Urban said.

Indian Navy's second indigenous stealth frigate commissioned



Indian Navy's second indigenous stealth frigate, [INS Satpura \(F 48\)](#), was commissioned at Mumbai. Navy Chief Admiral Nirmal Verma commissioned the warship, which he said would boost the Navy's operational capability. [INS Satpura](#) built by the state-owned [Mazagon Dockyards Limited](#), is a 143-metre-long warship with 6,200-tonne displacement. It has versatile control systems with signature management and radar cross-section reduction features. The lead ship of this category, [INS Shivalik](#), was commissioned into the Navy in April last year, [pti](#) reported. [Shivalik class](#) warships can deal with multiple threat environment and are fitted with weapon suite comprising both area and point defence systems. It has sensors for air, surface and sub-surface surveillance, electronic support and counter equipment and decoys for soft kill measures. Another [Shivalik class](#) vessel, [INS Sahyadri](#), is expected to be ready for commissioning by next year. Defence Minister AK Antony was scheduled to commission the ship but could not attend as he is indisposed, the Navy chief said. Source : [Islamic Republic News Agency](#)

Fragata "Niterói" apoia Curso Especial de Controle Aéreo Tático



De 1º a 3 de agosto, a Fragata "[Niterói](#)" realizou a fase de mar para a conclusão do Curso Especial de Controle Aéreo Tático, Turma I - 2011, em apoio ao Centro de Adestramento Almirante Marquês de Leão, localizado em Niterói (RJ).

O curso é dividido em três fases: teórica, prática em simulador e prática a bordo. Na fase prática a bordo, os alunos, com o apoio da Fragata "[Niterói](#)",

realizaram diversas missões de controle tático com as aeronaves, dentre as quais destacam-se: o controle de

aproximação e partida, ataques vetorados, planos aéreos, aproximações controladas, esclarecimentos e controle de helicóptero na cobertura002E

Na fase final do curso, os formandos controlaram as aeronaves SH-3A, AH-11A, da Marinha, e P-95 da Força Aérea Brasileira, ficando habilitados a empregá-las com eficácia. O Curso Especial de Controle Aéreo Tático teve a participação de um Oficial do Exército Brasileiro, o que reforça os laços de cooperação e o desenvolvimento da interoperabilidade entre a Marinha do Brasil e o Exército Brasileiro. **Source : defesanet**

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The **FPMC 28** seen getting shifted at the STX yard in Jinhae, South Korea. - **Photo : Bjorn de Groot ©**

Nizhny Novgorod Shipyard launches 6th dive boat of A160 project

Shipyard Nizhny Novgorod Motor Ship JSC on August 17, 2011 launched the sixth boat of a series of dive boats of A160 project - the "**Vodolaz Zyulyaev**", the shipbuilding firm said. The A160 project was designed in 2008 by the shipyard in conjunction with Agat Design Bureau Ltd. The boat is intended for diving engineering operations at depths to 60 meters at rough seas with wave height up to 4 meters, to participate in rescue and salvage operations, inspection of the harbor seabed, ship wrecks, underwater hulls of vessels and waterworks.

The A160project dive boats were ordered by the Federal Agency of Maritime and River Transport of the Russian Federation and FSI Directorate of State Customer of Programs for Development of Maritime Transport. The order will be funded through the federal program "Development of Transport System of Russia (2010-2015)."

JSC Nizhny Novgorod Motorship specializes primarily in construction of vessels and auxiliary fleet, port equipment and marine engineering products. **Source : portnews**



A busy [Scheldepoort yard](#) seen in Vlissingen Oost – [Photo : Richard Wisse](#) ©



ChSY Finishes Construction of Trawler "General Troshev"

Chernomorsky Shipbuilding Yard (Nikolaev) finished construction of big factory freezer trawler "**General Troshev**" for Russian company "**Preobrazhenskaya Base of Trawling Fleet**". The vessel is intended for fishery by over-trawling and midwater trawling. The vessel is built on Russian Registry of Shipping and has unrestricted navigation.



"It is the first of four trawlers, with which we resume building of given types of vessels. The next vessel also will be built for Preobrazhenskaya Base of Trawling Fleet of Russia. The negotiations are conducting upon the others with potential customers, particularly the Russian ones. We consider given branch of shipbuilding as prospective", - ChSY General Director Valery Kalashnikov commented finishing of construction.

Trawler's design speed is 14,3 kt, displacement is 5715 t. The length of the vessel is 104,5 m, width is 16 m, moulded depth is 10,2 m, deadweight is 1757 t.

"To adapt a project to modern conditions, developed by Leningrad Central Design Bureau "Vostok" more than 30 years ago, turned out to be complicated, but the result surpassed all expectations. Daily output of fish production is succeeded to increase from 50 t to 150 t, fish-meal – from 7 t to 17 t. According to our specialists' estimates, new big factory freezer trawlers will be found quite competitive on the modern market of fishing vessels", - ChSY Chief Designer Sergey Khalnov mentioned.

Vice-chairman of regional state administration Viacheslav Rukomanov, managers of regional and town State government bodies and representatives of "**Preobrazhenskaya Base of Trawling Fleet**" company took part in festive ceremony of vessel's delivery to the customer.

Main regions of trawler's exploitation are temperate latitudes of seas of northern and southern hemispheres. Modern navigation aids and commercial connection are installed on board. Endurance of the trawler is 70 days. Ready freezing production is stored in two holds at a temperature of -28°C and it can be transferred to the sea on transport refrigerators or can be delivered directly to the port. Main vessel's energetic plant is diesel-geared unit of nominal power 6800 electric horsepower. As main engines two diesels are installed, manufactured under license of "Pielstick" firm. In correspondence with new international standards the vessel is equipped by special sanitary throughput area with ladies' and men's change rooms, tambour-gateway and washstands with contactless electronic control. Crew of the trawler is 96 persons. There are 2 suites, 12 single, 33 double, 43 quadruple cabins as well as a companion cabin and a crew's mess room. **Source : MarineLink**

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The **AMUSEMENT WORLD** seen anchored of Bintan (Indonesia) - **Photo : Piet Sinke ©**

Panalpina launches three Rotterdam-Asia services

Panalpina launched three less-than-container-load weekly ocean services from Asia to Rotterdam, as the major forwarder grows its business on major Asia-Europe trade lanes, Journal of Commerce reports. The services provided by Pantainer Express Line, the company's non-vessel-operating common carrier, connects Shanghai to Rotterdam, Hong Kong to Rotterdam, and Singapore to Rotterdam. The new services will complement Panalpina's services into Antwerp, one of its LCL hubs, and reduce transit times by two to four days, the Swiss company said. "The newly launched direct services to Rotterdam are only a few of many more to come," said Carsten Meyer, Panalpina's global head of ocean freight LCL. **Source : PortNews**



The TSHD **UTRECHT** seen riding-high during heavy seas enroute from Badaratskaya Bay to Dudinka Yeneseh

Photo : Crew Utrecht ©

Let's be cautious about deepening port

At the risk of being labeled a heretic, let me suggest that we pause for a moment in the quickening march to get deep water for JaxPort. A few years ago, deepening the port's channel from 42 feet to 50 feet was just a proposal. Now it's being talked about as a certainty with a drumbeat of jobs, jobs, jobs. That's a particularly powerful lure in this rotten economy, but important issues are being glazed over by all the cheer leading. We can start with this one: Every port on the East Coast, and there are a bunch of them, wants to go after the increased trade that will come with the widening of the Panama Canal, now set to be completed in 2014. The wider canal will mean bigger ships, which will require deeper channels. Getting an exact cost for dredging JaxPort's channel to 50 feet is elusive, but a half billion dollars is one estimate being tossed around. Savannah is looking at a \$600 million dredging project. Miami wants \$150 million to dredge, and it's already spending \$1 billion to build a tunnel under Biscayne Bay to make it easier for trucks transporting cargo to get in and out of Miami.

Charleston and the New York/New Jersey port claim to already have deep water. With those kind of costs in mind, consider what Alberto Aleman, the chief executive officer of the Panama Canal, told a maritime publication. He said he expected only three U.S. ports will handle the bigger ships, one on the Gulf Coast and two on the East Coast. "The

East Coast has many ports, and the large container ships are not going to stop at every port," Aleman said. Instead of spending billions of dollars on dredging and expansion projects at multiple ports, it would make more sense to put politics and community egocentrism aside, and to act like adults in deciding which ports would make the most sense to invest in. That's the suggestion of Dana Beach, director of the Coastal Conservation League. He proposed using the Base Closure and Realignment Commission, which decided which military bases should be closed, as a model. Maybe Jacksonville would come out ahead. Maybe we wouldn't. But wouldn't it be better to do what's best for the nation as a whole, an argument we've certainly been making in trying to get a nuclear carrier at Mayport? There are concerns about the environmental impacts of dredging the Savannah River. Questions are also being raised about how the dredging by Miami's port will affect sea grass beds, coral reefs and water quality. And JaxPort's plans don't come without environmental risks. Dredging to 50 feet would require blasting through bedrock, and the deepened channel could very well increase the salinity levels in the St. Johns River. How would JaxPort mitigate for that? Such questions as those above aren't being asked or answered now in the push to bring deep water to JaxPort, and they should be.

Source: Jacksonville



The **VENTURA** seen moored in Andalsnes on 17 Aug 2011 - Photo : Lockhart Rae ©

LEHNKERING Reederei Adds New Modern Double-Hulled Gas Tanker to Its Fleet

LehnkeringReederei GmbH is adding a modern double-hulled gas tanker to its inland waterway fleet. The newly constructed liquid gas vessel **LRG GAS 88** picked up its first load in the Netherlands and is currently being used to ship propylene and propane. LRG GAS 88 is the 17th vessel in the company's own gas tanker fleet and will mainly sail along or near the river Rhine.

The 95 metre long and 11.45 metre wide marine hull was built at the **Orsova Shipyard** in Romania. TeamCo Shipyard BV in the Netherlands completed the superstructure work. The double-hulled tanker is powered by two 634 kW engines with low fuel consumption. The gas tanker is equipped to operate on canals and can therefore be used on secondary waterways too. It meets all the requirements in the regulations governing the shipment of hazardous goods on the river Rhine and can be used for the complete range of gaseous products that LEHNKERING transports – i.e. it is not only suitable for "classic" products like LPG, but can also ship ammonia or propylene oxide, for example. By expanding its fleet, the company is meeting the future demands of the market place. "The gas shipping market, particularly along the river Rhine, where LEHNKERING is one of the market leaders, is growing constantly. The need for the latest vessels will therefore continue to grow", says Robert Baack, COO of the LEHNKERING Shipping Logistics & Services company division. "We are using this investment to maintain what is already a very strong position in the

gas inland waterway shipping sector and are making a contribution to securing energy, and raw materials for industry.” The sister vessel, **LRG GAS 89** with exactly the same design, will be integrated in the LEHNKERING inland waterway fleet during the fourth quarter of 2011. The two new vessels reflect the LEHNKERING strategy of continually rejuvenating its gas tanker fleet. **Source: Lehnkering**



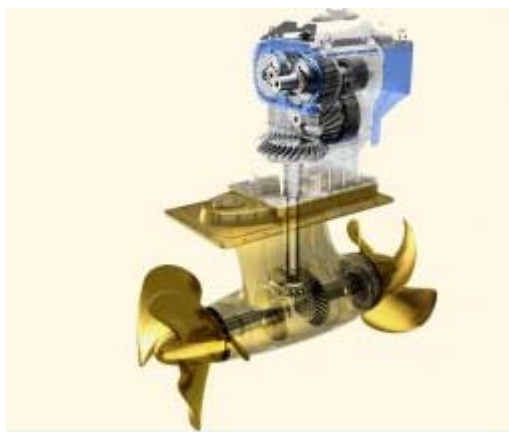
The Citra ferry **INDO MASTER 3** which services the route Batam <> Bintan in the Riau Archipelago

Photo : Piet Sinke (c)

Reintjes enters podded drive market

Reintjes' Fortjes podded drive, initially for the large yacht market

German marine transmission company Reintjes has introduced its own podded drive system, known as Fortjes, which differs from other systems by opting for non-steerable counter-rotating propellers. Targeted initially at the large yacht market, the drives are intended for power ranges between 500kW and 2,000kW, which the company says represents vessels of 15m to 36m length oa. Fortjes consists of an upper reversing gearbox, a foundation plate and a non-steerable pod with two counter-rotating propellers, which, in conjunction with an asymmetrical shaft, are claimed to offer ideal flow conditions, particularly at the rudder blade, with reduced cavitation, increasing efficiency and reducing wear.



Employing a fixed-pod design, rather than steerable pods, is said to have a positive effect on sailing stability, enhancing manoeuvrability and comfort. The compact design of Fortjes is said to save both weight and space compared to a conventional fixed-propeller drive. For a 2,000kW system, Reintjes says that Fortjes needs 2m less installation space, which

offers vessel designers and builders the opportunity to provide extra accommodation space. Shipbuilders are said to benefit from faster and easier installation, as all components can be integrated into the ship's hull within about 4 hours. The gearbox is sited in the engine room and, below the waterline, forms the basis for mounting the pod. After the foundation plate has been built into the hull, the gearbox and the pod can be interconnected. The system is intended for various types of hull form and is compatible with all normal marine engines. Either conventional steering gear and engine control or, optionally a joystick system, can be used, with all steering and control functions, including those for bow thrusters and stern thrusters, integrated in the control system. **Source : The Motorship**



The PRM vessel **PACIFIC 38** tied up alongside the **West Cressida** at the **WPS-3 platform** in the **PTTEP Bongkot field, GOT**.
Photo : Ian Philpott ©

PD Ports welcomes four new RTG cranes to Teesport

The four new RTG (rubber-tyred gantry) cranes delivered to Teesport yesterday are a key component of the current £16.7million expansion of the container terminals at Teesport and represent the biggest single equipment investment in the port since the container terminal opened in 2003. The Konecranes RTGs, manufactured in Finland and Poland

for a total investment of around £5 million, are the first of their type to be supplied by Konecranes in the UK and will allow PD Ports to significantly improve handling capacity on the Teesport Container Terminal as volumes continue to grow. "By switching from the current handling system using reachstackers to these RTGs we can store many more boxes on the same area, due to their ability to create higher, wider container stacks," says Mark Pearson, PD Ports Project Director. "They also improve the number of containers



handled per hour." The 16-wheel RTGs have a lifting capacity of 50 tonnes and can stack 1-over-5 containers high and 6 plus truck lane wide. Teesport's container terminals saw volumes increase by 45% in 2010 and capacity is currently being expanded from 235,000 to 450,000 TEU (twenty foot equivalent unit, the standard measurement for sea containers). The company's overall strategy is to expand port wide capacity to at least 650,000 TEU so further improving employment security for the current 500+ Teesport employees, and potentially creating new opportunities

for additional employment, especially important at a time when the local and national economies remain under serious pressure to create jobs. The RTGs, which were purchased after a rigorous selection process, are fitted with the latest Konecranes fuel saving system and have been designed to take future environmental requirements into account, including switching from diesel to electric power. The cranes are also equipped with the latest GPS-assisted technology for container yards. This includes the autosteering feature, which keeps the crane on a pre-programmed straight driving path, thus improving safety and increasing productivity. The RTG container positioning system is connected to the port's terminal operating system, ensuring correct, real-time container positioning and maintaining accuracy in inventory. Mr Pearson says the operators will go through a full training programme and he expects the RTGs to be in full operation by the end of September. **Source : PD Ports**



Several [Tidewater](#) supply vessel seen laid up for sale at the [Selecta Yard](#) at Batam (Indonesia), including are the [GULF FLEET 63](#), [ORIENT TIDE](#), [DURHAM SERVICE](#), [OSA VOYAGER](#), [SYLVIA TIDE](#) and others

Photo : Piet Sinke ©

GAASTRA BRESKENS SAILING WEEKEND

Nog een paar dagen maar en dan gaat (vrijdag a.s.) het [GAASTRA Breskens Sailing Weekend](#) van start. Er wordt in vele klassen zoals [Swan 45](#), [CR](#), [IRC 1](#), [IRC 2](#), [IRC 3](#), [Laser SB3](#), [Yngling](#), [First 31.7](#) en [Sport boats](#) gevaren. Inschrijvingen vanaf 23 augustus maar voor 25 augustus – 22.00 uur – zullen aangerekend worden aan 150%. Voor diegenen die nog niet hebben geregistreerd en toch graag mee willen doen, registreer dan via de website www.breskenssailing.org ! Ook uw catering kunt u via de website al op voorhand bestellen. Top restaurant [Lekker La Vie](#) heeft een prachtig pakket samengesteld voor slechts EUR 50,-- per persoon voor het hele weekend. Wij hopen u allen te mogen begroeten in Breskens.

Met sportieve groet,
Roy van Aller & Leendert Muller
Namens het GAASTRA Breskens Sailing Weekend team

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.... PHOTO OF THE DAY



The aft superstructure of the **MSC MARIA SAVERIA** seen getting installed at the **STX yard** in Jinhae, South Korea.
Photo : Bjorn de Groot ©