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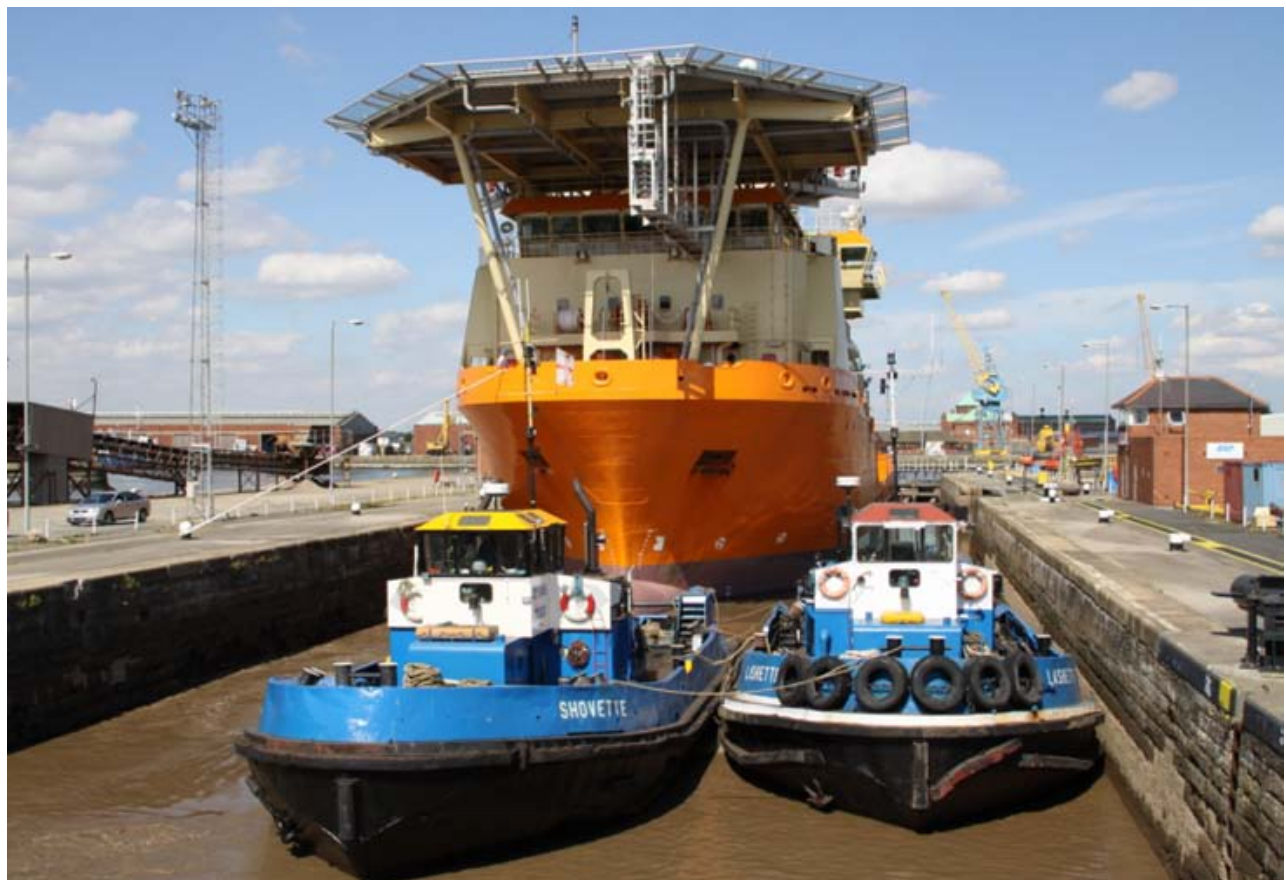
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The TOISA WARRIOR paid a short visit to Alexandra Dock, Hull backing into the lock and towering over the local tugs SHOVETTE and LASHETTE. She left after a couple of hours for Silver Pit in the North Sea.

Photo : Simon Smith (c)

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The **STANISLAV YUDIN** seen installing a jacket at the Wingate field - Photo : Wintershall / Aerolin

**Due to working abroad the newsclippings
may reach you irregularly**

Japan protests over China ships in disputed waters



A Chinese patrol ship is seen near disputed islands in the East China Sea known as the Senkaku isles in Japan or Diaoyu in China in this August 24, 2011 photo taken from a Japan Coast Guard airplane.

Credit: Reuters/Japan Coast Guard/Handout

Japan lodged a formal protest on Wednesday after two Chinese ships briefly entered what it regards as its territorial waters near disputed East China Sea islets, the latest flare-up in a long-running dispute. "Vice Foreign Minister (Kenichiro) Sasae summoned the Chinese ambassador and said the Senkaku islands are Japan's integral territory historically and in terms of international law," Chief Cabinet Secretary Yukio Edano said.

"He protested firmly and demanded they prevent a recurrence" on an incident last year, he told a regular news conference. Tokyo saw its ties with Beijing deteriorate sharply last year following its arrest of a Chinese skipper whose trawler collided with Japanese patrol boats near the isles, called Senkaku in Japan and Diaoyu in China.

The isles, also claimed by Taiwan, are located near potentially rich maritime gas reserves. Japan's Coast Guard quoted the Chinese side as saying they were in Chinese waters. China foreign ministry spokesman Ma Zhaoxu said in a statement issued late Wednesday that China's sovereignty over the islands was "indisputable," adding that the Chinese boats were in the area to "maintain normal order" for fishing. The two Chinese fishing patrol boats entered the disputed waters near the isles Wednesday morning, and stayed there for a short time, Edano said.

"Chinese fishing patrol ships approached Senkaku 12 times since the collision incident last year. What separates this from the previous 11 times is that they actually entered (Japanese) territorial waters," Edano said. Japan's Coast Guard notified the Chinese vessels that they are in Japan's territorial waters, to which the Chinese side responded by saying they are in Chinese waters and just conducting their official duties, a Coast Guard spokeswoman said.

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The banner features the P-Trap logo on the left, followed by the text 'Simple and Effective Design for Defense Against Piracy'. Below the logo are three award logos: Seatrade Awards 2011 (Finalist), safety sea Awards (Winner), and Lloyd's List Awards Global | 2011 (Finalist). To the right of these logos is a list of five bullet points: 'Easily applied to any vessel', 'Passive non-lethal safeguard', 'No crew involvement necessary', 'Deployed in minutes', and 'Suitable for all weather conditions'. The background of the banner shows a large orange ship with the P-Trap system deployed, consisting of a series of thin lines forming a barrier around the vessel.

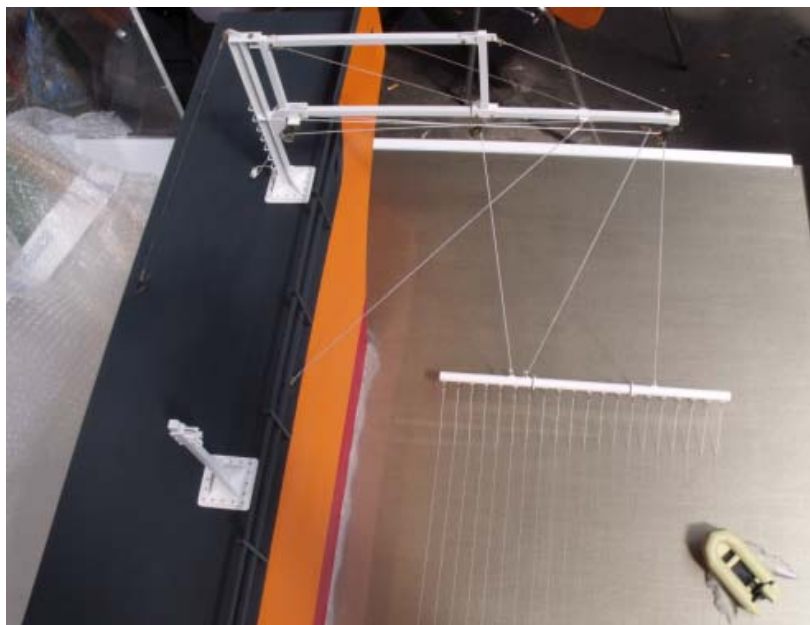
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WESTMARK'S PIRATE TRAP TO COMPETE AS FINALIST AT LLOYD'S LIST AWARDS, GLOBAL

Ship owners and maritime industry judging panel highlight new ship protection measure



[Westmark BV's](http://www.PTrap.com) anti-piracy product, [P-Trap®](http://www.PTrap.com), has been shortlisted for the Lloyd's List Awards, Global 2011. The ceremony, taking place September 20 in London, is considered the shipping industry's most acclaimed, credible and well-supported event.

Each year, the Lloyd's List Awards, Global acknowledge great achievements in shipping. This year the event will address many issues facing the maritime industry, including piracy which poses a serious safety threat to seafarers passing through the Gulf of Aden and other pirate-infested regions.

The P-Trap® will compete within the safety category alongside APM Terminals, UK Maritime & Coastguard Agency, Mitsui OSK Lines, Pacific Basin Shipping and P&O Ferries.

Westmark BV, based in the Netherlands, created the P-Trap® as a passive non-lethal

ship protection measure. Once deployed, it protects seagoing vessels from unwanted boarding attempts by pirates. The reusable system carries thin lines which float at the waterline around the sides and at the stern of a vessel. Pirate skiffs that enter the P-Trap® safety zone will run into the lines, which are designed to become entangled in their engines, disabling their vessel. The P-Trap® is designed to defend against multiple simultaneous attacks and does not require crew involvement once deployed.

Since last year, Westmark has created three prototype systems, designed to fit most seagoing ships. The effectiveness of the system was proven during trials with the Dutch Coastguard, Navy & Rescue Service.

According to the ICC International Maritime Bureau (IMB), this year, 314 pirate attacks have been reported worldwide; 18 vessels are currently being held by Somali pirates; and 355 seafarers are now being held hostage.

"The P-Trap® concept is as simple as locking your doors and windows before going to bed at night. It's practical and it makes sense," said Lodewijk Westerbeek van Eerten, creator of P-Trap®. "The option to lock the perimeter of a ship offers seafarers an extra layer of protection and peace of mind so that they can focus on their core business—the transport of goods." Dockwise, a global market leader in the transport of extremely large and heavy cargoes,

purchased and tested the system this year on one of its ships. Following three successful transits through the Gulf of Aden using the [P-Trap®](#), Dockwise is expanding the use of the system on board its entire fleet. “We welcome the opportunity to provide additional tools and resources to our crews to reduce the risk of piracy attacks at sea,” said Marco Schut, Dockwise Vice President of Operations. **For more information on P-Trap® visit: www.pttrap.com**



The **AS ALICANTIA** seen outbound from Rotterdam – Photo : Jan van der Klooster (c)

Merchant ships in 2030

Less than twenty years is well within the lifetimes of many of the ships that are sailing today, but can we expect the next generation but one – the class of 2030 – to be dramatically different? We need, as we consider this question, to look at some of the “drivers” that will govern ship design in future years. What are the customer of the ship designer, and the ultimate users of ships – the shippers – going to be looking for? Here are a few guesses.

Ships will continue their move towards increased specialisation, although more intelligent operation may well reduce those number of empty voyages. It is called better utilisation and may come from bigger shipping companies or greater co-operation between them.

They will be more efficient in terms of their fuel usage, with better engines and less waste products. We can get some sort of clue from the automotive industry, with the sort of efficiency improvements they have been able to deliver in recent years. Marine engine builders will be doing the same. And who knows, we might see the advent of commercial nuclear “cassette” power plants that can power a ship for up to seven years without refuelling, along with their specialist engineers. We will see more scale economies, with bigger and better ships of all kinds, with the proviso that the ports and the infrastructure can handle them. It makes a lot of sense from all sides, but only if the ports don't get choked up with goods they cannot shift after big ships have arrived.

We could see some revolutionary changes in the bulk trades, with less waste rock accompanying the iron ore on its long sea voyages, perhaps seeing part processing close to the mining operations, and mineral products rather than raw materials seeing spectacular growth. And in the tanker trades, it is perhaps likely that we will see more icebreaking tankers with the energy development in the Polar regions, and a shift in the deep sea oil trades as the refinery world changes.

Look for some dramatic changes in the cruise market, with innovative designers changing the whole shape of the “platforms” they need to provide floating visitor attractions. We might, at long last, see a return to the coastal shipping services in a big way, with coastal and short sea distribution taking over from choked road systems in so many industrialised countries. Look for dramatic breakthroughs in Europe, Japan and the United States in particular, where the scope for landside transport is most constrained. Enter, perhaps, the “sea lorry” and its fast, clean, congestion-free operations! **Source: Bimco**



Above seen the 2011 built CYM flag super yacht **SERENE** leaving Grand Harbour, Malta on Wednesday 17th August, 2011 for the first time with Fort St. Angelo in the background.

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

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CHEMICAL TANKER HIJACKED BY CONNING SOMALI PIRATES IN OMAN

MT **FAIRCHEM BOGEY** (IMO 9423750), a 2010 built Chemical/Oil Tanker of 25,390 dwt sailing under Marshall Islands flag was at anchor in the designated anchorage area of Salalah port at Oman in position 16 54 N and 054 03 E, awaiting berthing instructions when the hijackers managed at 01h50 UTC on 20. August 2010 to board the ship from a vessel that was ferrying a load of cattle . The ship prior to reaching Salalah had discharged cargo at Al Jubail, Saudi Arabia and from Oman port and was to proceed towards China with a crew of 21 Indian seafarers on board, who are covered by an ITF agreement. The chem-tanker had armed guards on board, but had released them in Oman. The tanker is owned by **EURUS MARITIME SA** of Singapore and its ISM Manager is **ANGLO-EASTERN Shipmanagement** (Singapore) Pte Ltd., while it is under direct management of **FAIRFIELD CHEMICAL CARRIERS** of Wilton, USA. The brand new vessel is insured by Japan Ship Owners' P&I Association.

According to Anglo-Eastern Management officials, all crew members, "appear safe with no injuries." Giving details about the hijacking, the shipping company officials disclosed that when Omani Coast Guard approached the vessel the pirates asked them to move away to avoid casualties to the crew. Questions have been raised why a new chem-tanker would be sailing from Oman to China without a load, just in ballast and without guards. After the attack the vessel was

commandeered to Somalia has been taken towards the Somali coast. It arrived meanwhile off Garacad at the north-Eastern Indian Ocean coast of Somalia, where it is anchored now. **Source : ECOP marine**



The **SHUN XIN** seen taking bunkers off Singapore – **Photo : Piet Sinke (c)**

Talks between pirates, ship management begin

Five days after the chemical tanker M T **Fairchem Bogey** was hijacked from Salalah port in Oman, the pirates on Wednesday contacted the managers of Mumbai-based Anglo-Eastern Ship Management. "contact was established between the Somali negotiators and the response team formed by the company to resolve the issue," said Ferdi Stolzeberg of MTI (Network Asia-Hong Kong).

According to Stolzenberg, talks between the negotiators of the Somali pirates and the company officials hovered on the return and safety of the crew members that include 21 Indians. Soon after the hijack, the ship was tracked down to Somali waters, but maritime officials and company executives were unable to fathom out the probable final destination of the vessel.

Till Tuesday, when the hijacked vessel finally dropped anchor at Garacad, the vessel after leaving Salalah, moved towards the northern coast of Somalia with an intention anchor in that region. However, it is presumed that rough weather at Bandar Beyla made anchoring difficult and thus the ship went towards Garacad port point from where more pirates boarded the vessel. According to maritime intelligence, there are three separate Somali groups running piracy on high seas. They have earmarked the turf along the coastline as northern, central and southern. Each group reportedly has a distinct style of functioning. Even as the talks between the pirates and the company officials progress, the External Affairs Ministry intends to take up the issue of hijacking ship from a designated anchorage area. This is the first time that a ship has been hijacked from a designated anchorage area, considered to be a high-security region as the traffic in this bay is monitored round-the-clock by port authorities.

Ironically, even as the pirates were attempting to board the ship, captain of **MT Fairchem Bogey** flashed a message to the port authorities as well as to Omani Coast Guard. **Source : DeccanHerald**

NZ launches probe into 'slave ships'

NEW Zealand has announced an inquiry into allegations that foreign fishing crews operating in its waters faced physical and sexual abuse aboard vessels likened to "slave ships". The government said it had ordered a "comprehensive" probe into the claims surrounding foreign flagged vessels chartered by New Zealand companies to

fish in the country's vast exclusive economic zone (EEZ). "We must ensure the use of all fishing vessels operating in EEZ waters supports government objectives," Fisheries Minister Phil Heatley said. "This includes protecting New Zealand's international reputation as a world-leading fisheries manager." An Auckland University report released earlier this month alleged widespread human rights abuses of crew members, predominantly Indonesian, on foreign chartered vessels.

The Maritime Union of New Zealand, which has long accused the government of turning a blind eye to the treatment of foreign crews, said the investigation was long overdue. "This inquiry will need to shine a light into dark places ... but we know in advance that it will confirm what we already know, that disgraceful practices have become the norm and accepted by the industry," union secretary Joe Fleetwood said. The report said about 30 foreign-owned vessels operated in New Zealand waters, crewed by about 2000 sailors. Its authors interviewed almost 150 crew members in New Zealand and Indonesia to seek first-hand accounts of their treatment.

The report found foreign crews earned less than one-fifth of their New Zealand counterparts and were forced to work shifts of up to 53 hours during peak periods. Crew members said sexual abuse of young men was common and described the officers in charge of the vessels as "vicious bastards" who frequently lashed out at their charges. "If anyone stands against this abuse, it has been known for them to be taken to a private cabin and beaten," one unidentified sailor said. Another described his ship as "floating freezer" with no heating, adding: "Absolutely appalling conditions just like a slum ... there are definitely human rights abuses out there, they are slave ships." The government inquiry, to be carried out by former Labour government cabinet minister Paul Swain, is due to report back by February next year. **Source : The Australian**



Support vessel **AIDA ADIB** bringing provisions to barge LTS 3000 in South China Sea.

Photo : Capt. Jelle de Vries (c)

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Now, a bonus for 'green ships' docking at Indian ports

Green is now the new buzz at the shipping ministry. In an endeavour to cut down on greenhouse gas (GHG) emissions and limit damage to coastal life, the ministry is planning to introduce a discount for 'green ships' that enter Indian ports. This is a prevalent practice at some major ports such as Hamburg in Germany, Antwerp in Belgium and Panama. The ministry has proposed offering a rebate of 25 per cent on vessel related charges on such ships.

To qualify for a discount a ship needs to score 30 or more points on the International Environmental Ship Index, which rates vessels on a scale from 0 to 100 based on factors such as fuel consumption and emissions including sulphur dioxide and carbon dioxide.

The minimum qualifying score at Indian ports, for availing the discount, is yet to be finalised. The proposal forms part of the discussions of the working group on shipping and inland water transport set up by the Planning Commission for the 12th Plan period. "The exact definition of green ships for India will be worked out after the details are discussed by the group," a senior government official told The Indian Express. **Source : Indian Express**



The brand new Field Develop Ship "**Saipem FDS 2**" seen during pipelay operations in the Usan Field (Nigeria)

Photo : Jan Klooster (c)

Sewage to be retained by liners

Up to 20 tonnes of sewage from cruise ship passengers will be held on the liners at the Auckland waterfront by the end of the Rugby World Cup. During the weekend of the finals, four cruise ships will be berthed at the wharves, and their 8000 passengers and staff will eat, drink - and retire to their cabins at night.

McKay Shipping managing director Craig Harris said the ships would hold all their sewage on board as they parked in the same place for longer than usual, up to four days. International guidelines directed that the sewage be dumped 20 miles from the coast once the ships re-embarked on their voyages, Mr Harris said. The waste would be chemically treated before being dumped, and some of the ships had facilities to convert sewage into drinking-quality water.

Meanwhile, grey water - from laundry and washing - would be taken away on barges, and fresh water piped from the wharves. Engine-room sludge, if built up, is to be sucked out of the liners and transported to recycling centres. The cruise ships will use four wharves during the finals weekend. The **Rhapsody of the Seas** will be at Princes Wharf, the **Pacific Dawn** at Queens Wharf, the **Volendam** at Captain Cook Wharf and the **Orion** at Bledisloe Wharf.

Mr Harris said the final mix of passengers was not yet known, but most would be Australian. Big groups of South Africans were also booked. The **Pacific Dawn** was expected to be a British stronghold - as it had been for the Lions' tour eight years ago. There will be eight other cruise-ship visits during the tournament. **Source :NZ Herald**



Braveheart Shipping B.V. is maritime company based in Urk, the Netherlands, specialized in hydrographical studies, surveying and crew tendering. They are proud to offer services to a number of important names in the industry. Long-term contracts have been entered into with **Port of Rotterdam**, for example. In the construction of Maasvlakte 2, PUMA chose to work with them. At the moment **Braveheart Shipping** performs survey and crew tender activities for Van Oord at Baydaratskaya Bay, Russia.

For more information about **Braveheart Shipping** go to www.braveheartshipping.com

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NAVY NEWS

Ocean Safety Secures Contract with Royal Netherlands Navy

Jonbuoy man overboard recovery system The UK's largest independent safety supplier, **Ocean Safety**, has concluded a contract to supply its Jonbuoy man overboard recovery systems to the Royal Netherlands Navy. The Jonbuoy, an automatically inflating recovery device which is designed to make simple work of hoisting a person back on board a ship or yacht, is directly manufactured by Ocean Safety. The contract was negotiated in conjunction with Ocean Safety's Netherlands distributor Datema.

Each naval vessel, including auxiliary support vessels, supply ships and frigates, now carries two Jonbuoys, one on the port and one on the starboard side.

"The Royal Netherlands Navy wanted an alternative Man Overboard recovery device that could be used quickly and efficiently, and wasn't too greedy on space," explains Mark Hart of Ocean Safety. "The turning circle of a large ship, or the launching of a rescue craft can be time consuming, and waste valuable minutes, while the Jonbuoy can instantly give support to a person in the water, and be quickly and easily brought back on deck." Ocean Safety and Datema have given the Navy full training in the use of the Jonbuoy. The Jonbuoy was selected as the MOB system of choice after extensive and rigorous sea trials with competing products. Jonbuoy is registered with a NATO Stock Number (NSN).

Used extensively in the recreational and professional sailing and boating market the acceptance of the standard Jonbuoy into the Dutch Navy is a great testament to the quality of products manufactured by Ocean Safety Limited.

SAF and US Navy conduct successful missile attack simulation

An air drone target simulating a missile attack on the upgraded Republic of Singapore Navy ship **RSS Valiant** was



successfully destroyed by a Barak anti-missile missile earlier. The drill was held in the South China Sea as part of the annual Cooperation Afloat Readiness and Training (CARAT) exercise between the Singapore Armed Forces (SAF) and the United States Navy (USN).

The commanding officer of the **RSS Valiant**, Lieutenant Colonel (LTC) Goh Kian Ngap, said the exercise was valuable to both the RSN and USN. "The CARAT exercise is a great opportunity for both the RSN and USN to interact and exercise with each together.

Many good ideas were exchanged, and the bonds of friendship strengthened," said LTC Goh. The exercise will end next Monday. **Source : AsiaOne**

Ready for another Bulava test launch

"**Yury Dolgoruky**", Russia's first fourth-generation strategic submarine, is ready to test-launch another Bulava missile this weekend. The next test launch of the intercontinental ballistic missile Bulava will take place on Saturday August 27, B-port.com reports. This will be the second time a missile is fired from the Russian fleet's newest and most advanced submarine, the "**Yury Dolgoruky**".

Sevmash shipyard, where **"Yury Dolgoruky"** was built, has officially denied that the submarine aborted test firings because of technical malfunctions when the submarine suddenly returned to base after a mission to the White Sea last Saturday. The submarine was merely conducting different tests out at sea and returned to base as planned, Rossiyskaya Gazeta writes.

"Yury Dolgoruky" conducted its first test launch of the Bulava missile on June 28. The launch was a success, with the missile hitting its target on a test ground on the Kamchatka Peninsula in Russia's Far East. This event had been awaited with major excitement both in Russia and abroad. Of the former 15 test launches of the missile, as many as seven have failed. All the tests had so far been carried out from the **"Dmitri Donskoy"** - a Typhoon-class submarine rebuilt into a test-platform for the Bulava-missile. **Source : BarentsObserver**

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Ministers reconsider mothballing carrier

THE government aims to reverse its controversial decision to mothball the first of the Royal Navy's new aircraft carriers, The News can reveal. Last year's Strategic Defence and Security Review decided **HMS Queen Elizabeth** – the first of two new 65,000-tonne supercarriers being built for the navy – would be put into storage in Portsmouth to save cash when she arrives in 2016.



But defence minister Gerald Howarth hinted at a U-turn in the next defence review in 2015 – one year before the ship comes into service with the navy. He told The News: 'The SDSR concluded we needed one carrier but clearly that has its own limitations in availability and clearly the 2015 defence review gives us an opportunity to look again in the prevailing economic conditions and see where we go from there.'

Photo : Steve Reid

'Clearly, all of us would like two aircraft carriers because that gives us the continuous at-sea capability. 'We've had

to take some pretty tough decisions but we're hoping to be in a position to recover that one in 2015.' Mr Howarth, who is the Minister for International Security Strategy, was speaking at Govan shipyard in Glasgow which – like Portsmouth – is one of six sites across the UK building the new carriers. Paying tribute to the British shipbuilding industry, he said: 'This carrier is stunning engineering. 'It's about time the UK woke up to the fact that we do have immense engineering skills in Britain and that the companies with those skills are world class – indeed they operate across the globe – and Britain's future prosperity will not be found simply on the back of financial services.' But the project to build the aircraft carriers has been branded 'a shambles' by Portsmouth MP Mike Hancock. As previously reported, **HMS Queen Elizabeth** will not be kitted out to fly the navy's latest jets when it comes into service.

Those building the carrier say it was 'too late' to alter the design to accommodate the type of plane the government wants for the new warships. This means the £2.6bn ship will be left as a four-acre helicopter landing vessel when it comes into service. The government will then have to stump up an estimated £1bn tearing the ship apart to fit catapult and arrestor gear – known as 'cats and traps' – to enable F-35C jets to fly from her flight deck. Mr Hancock, who sits on the House of Commons Defence Select Committee, said: 'If the first one does not have cats and traps then why are we building it?

'It's a complete shambles. Why are we spending more than £2bn for a helicopter landing ship?' Originally, both carriers were going to have F-35B jump jets which, like the old Harrier jets they are replacing, are designed to take off and land vertically. But the government decided in the SSDD that Britain would instead buy cheaper F-35C jets, which require electro-magnetic cats and traps to be fitted for taking off and landing.

Last year's decision was taken without knowing how much it would cost to change the design of the ships, which is now the subject of the 18-month cats and traps study that began in June. While work on the second ship, **HMS Prince of Wales**, is at an early stage, construction of **HMS Queen Elizabeth** is past the point when cats and traps could be installed before her in-service date in 2016.

A recent report by the National Audit Office said fitting them to one of the carriers will increase the overall cost of the £5.2bn project by £1bn. Some analysts warn it will cost more. A MoD spokesman confirmed: 'Our current planning assumption is to convert **HMS Prince of Wales** in build but no firm decisions will be taken until late 2012.'

DEFENCE experts have again criticised the plan to leave one of the Royal Navy's new aircraft carriers unable to launch jets. Rear Admiral Chris Parry, from Drayton, in Portsmouth who is a respected defence analyst, said: 'There are a lot of random decisions going on. 'It seems to me that the current government's strategy is to just muddle along whether it is with Libya, the new carriers or anything else. 'This is another example of a lack of coherence in long-term planning that was introduced by the Strategic Defence and Security Review.' Admiral Sir Jonathon Band called the current situation 'untidy at best'. He added: 'It is a consequence of the government's decision to change the type of aircraft.' However, the former First Sea Lord argued the government's plan has a silver lining. He said: 'This will allow the **Queen Elizabeth** to be commissioned, do all the deck trials and platform trials and make sure the design is fine. 'Then when **HMS Prince of Wales** is built we can go straight in with flying trials.' Source : Portsmouth.co.uk

S. Korean Navy to Introduce Mistral Missiles For First Time

The South Korean Navy will start equipping its patrol boats on the West Sea with man-portable missiles which will allow it to shoot at North Korean flying hovercrafts. Navy officials say the boats currently carry forty-millimeter guns that may not be able to catch up to hovercraft traveling at high speeds, so the anti-ship Mistral missiles will be used as a cover in emergency situations. The Navy has been testing the Mistral missiles with the Agency for Defense Development between January and June this year and approved its usage. Officials say heightened tensions on the western sea border prompted them to introduce the missiles for the first time. The Mistral missiles will be loaded onto boats starting the end of this month. Source : arirang.co.kr

Vietnam takes delivery of Russian-made warship

Vietnam has received a second Russian-made guided missile warship as tensions over disputed islands in the South China Sea continue, state media reported Tuesday. The Gepard class frigate, Vietnam's most modern warship, was delivered Monday at the Cam Ranh naval port in central Vietnam, the Thanh Nien newspaper said. Taking the delivery of the frigate marked a "new development" in improving "the combative strength as well as the capability of managing and defending the country's sea sovereignty," the paper quoted navy commander Nguyen Van Hien as saying.

Vietnam took the delivery of the first warship of this kind in March. The Southeast Asian nation has also ordered to buy six diesel-electric "Project 636" Varshavyanka submarines for a total of \$2 billion. The submarines are also known by their NATO nickname, "Kilos." The delivery of the first submarine was expected in three years. Vietnam's naval build-up comes at a time when tensions between Vietnam and China flare over disputed islands in the South China Sea. Relations between the two communist neighbors hit a low-point this summer after Hanoi accused Beijing of interfering with its oil exploration activities. The two sides, along with several other Asian nations, claim all or part of two disputed island chains believed to be rich in natural resources in an area that's home to vital shipping lanes. Source : googlenews

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The **GENERAL GUIBAN** seen in drydock at Keppel-Verolme in Rotterdam-Botlek - Photo : Joris Gribnau ©

HHI completes model tests of world's largest ice-breaking commercial ship

South Korea's **Hyundai Heavy Industries**, the world's largest shipbuilder, announced the completion of the final performance test for a ship model of a 190,000 dwt ice-breaking iron ore carriers at **Institute for Ocean Technology** in Canada.

When built, the 190,000 dwt iron ore carrier will be the world's largest ice-breaking commercial ship. The ship will measure 310 m in length and 51 m in width and will be able to navigate 1.7 m thick ice-covered waters at a speed of 6 knots without the help of an icebreaker.

Hyundai Heavy Industries says the ice-breaking iron ore carrier will be able to carry twice as much cargo as any existing ice-breaking commercial ship. It will also move two times faster with a 5 percent increase in fuel efficiency.

The ship will have a dual propulsion system equipped with two ring type propellers to increase mobility, a strengthened hull, and special shape to expedite ice-clearing. The demand for ice-breaking commercial ships is expected to increase as exploration of natural resources like natural gas, oil, and iron ore in the Polar regions is becoming easier. Travel distance can also be shortened by up to 40% between Asia and Europe when Arctic sailing routes are available.

Hyundai Heavy has also been developing a special welding technology for polar LNG carrier tanks and LNG FPSO since June 2010. This is part of the shipbuilder's long term strategy to meet the expected increase in demand for LNG

carriers and LNG FPSOs to be used in the polar region as interest in natural gas development in that area has been growing. **Source : MarineLog**

Revenues and profits soar at China Rongsheng Heavy Industries

Hong Kong listed shipbuilding giant China Rongsheng Heavy Industries Group Holdings Limited reports soaring revenues and profits for the six months ended June 30, 2011 - a period that saw the company mark milestones such as the launch of its first 400,000 dwt VLOC for Vale, Brazil.

Revenue for the period increased significantly to RMB 8,703.5 million - a year-on-year growth rate of 81.1 percent. Profit attributable to equity holders increased significantly to RMB 1,216.7 million - a year-on-year growth rate of 639.0 percent. Gross profit margin increased to 23.2 percent; Net profit margin after minority interest maintained at 14.0 percent

Shipbuilding revenue grew to RMB 8,436.2 million, representing a year-on-year growth rate of 85.8 percent; Engineering machinery revenue grew to RMB 236.0 million, representing a year-on-year growth rate of 200.6 percent; China market contributed revenue grew to RMB 2,582.0 million, representing 29.7 percent of total revenue (six months ended 30 June 2010: 8.5 percent)

New shipbuilding orders measured by contract value increased year-on-year by 30.3 percent to approximately USD1.3 billion. The company says that Clarkson Research data indicate that its new shipbuilding orders measured by deadweight tonnage ("dwt") represent a global market share of 9 percent and China market share of 21 percent.

Shipbuilding deliveries in the period totaled eight vessels, of an aggregate volume of 1,288,000 dwt. Revenue from the shipbuilding segment was RMB 8,436.2 million, representing 96.9 percent of total revenue. "We adjusted our tactics to adapt to the market trends. Leveraging on our success in very large ore carriers (VLOCs"), we aimed at the market segment of large bulk carriers of 200,000 dwt or above, and successfully secured ten new orders of this type," says the company.

China Rongsheng says it has been moving up the value chain by building an order book with more high-value vessels. During the period, it secured shipbuilding orders for four 6,600 TEU containerships and says it will continue developing advanced products to meet the market demand for fuel-efficient and low-emission vessel types.

The shipbuilder's first 400,000 dwt VLOC, one of the 16 orders of this type, was successfully launched at a naming ceremony, witnessed by the chief executive officer of Vale do Rio Doce.

"Despite the downturn of the shipbuilding industry during the period," says the company, "our strong ability to obtain new orders makes us stand out among Chinese shipbuilders. We were granted new orders for 28 vessels in the period, representing a total volume of 3.4 million dwt with a total contract value of approximately USD 1.3 billion, accounting for 21 percent dwt of new orders in China and 9 percent in the world. The group's total orders on hand as of June 30, 2011 were 109 vessels, representing a total volume of 17.4 million dwt with a total contract value of USD 6,751.1 million, which included 49 Panamax bulk carriers, 17 Capesize bulk carriers, 16 VLOC, 17 Suezmax crude oil tankers, two very large crude oil carriers (VLCCs), four 6,500 TEU containerships and four 6,600 TEU containerships. All the vessels in our order book are scheduled to be delivered during the period from 2011 to 2016."

Revenue from offshore engineering segment for the period, from the construction of a 3,000-meter deepwater pipe-laying crane vessel (DPV), was RMB 31.3 million. In June 2011, the DPV, constructed for strategic partner CNOOC, was successfully undocked and entered the final preparation stage for delivery. This state-of-the-art vessel was the first joint offshore engineering project between CNOOC and the Group.

China Rongsheng says it is focusing on the domestic offshore engineering market where China's growing demand for offshore oil and gas stimulates upgrading of offshore equipment. China Rongsheng has been continuously enhancing its research and development on complex vessel types such as drilling rigs and LNG carriers. An engineering team went to GTT in France for training in early 2011, in preparation for LNG carrier containment systems and mock-up installation. We have been solidifying our technical prowess for breaking the high technological barrier to the global offshore market.

China Rongsheng's marine engine building segment has been developing rapidly.

"In the first half of 2011," it says "we made breakthroughs on external sales of marine engines. We secured new orders for 26 marine diesel engines in the Period, representing a total capacity of 464,432 horsepower with a total

contract value of USD134.9 million, The Group's total orders on hand as of 30 June 2011 were 66 engines, representing a total capacity of 1,348,573 horsepower with a total contract value of USD369.7 million, of which 24 were external orders. The Group's total orders on hand as of 30 June 2010 were 23 engines, representing a total capacity of 648,310 horsepower with a total contract value of USD148.5 million, of which 3 were external orders. In the Period, we delivered 13 diesel engines with a total capacity of 227,466 horsepower. For the Comparative Period, we delivered 2 diesel engines with a total capacity of 65,970 horsepower.

"The Group completed the production of one new model during the Period: the 5S60ME-C electronically controlled diesel engine. This low-emission and fuel-efficient model meets stringent emission regulations imposed by maritime organizations and fulfills the growing demand for fuel efficient vessels." **Source : MarineLog**



Above seen Reederei Heinz Corleis (Germany) 14,587 Dwt Container **"TITAN"** (157 x 24 m) docking at Cernaival Shipyard in the port of Algeciras. **Photo : Enrique Pérez - Cernaival Shipyard ©**

Grandweld Delivers Pilot Boats to Ports of Fujairah

Grandweld Shipyards delivered **"Fujairah Pilot I"** to Ports of Fujairah. The vessel was part of contract to design, build and deliver two sister pilot boats. The 21M **"Discovery Class"** design has already built a solid reputation for providing highly efficient pilot services. The advanced double chine hull design and all round fenders ensures quick and safe pilot transfer in all weather conditions. The vessel is equipped with 2x caterpillar C32 engines and twin Hamilton waterjets. The additional features resulted in increase in vessel weight whereby a strict weight control procedure was successfully implemented to monitor and maintain the vessel displacement within the design limits. The 21M pilot

boats design is based on a series of similar boats delivered by Grandweld Shipyards to ADNOC during 2006. The sister vessel, "**Fujairah Pilot II**", is expected to be delivered on September 10, 2011. **Source : MarineLink**

What an Indian naval shipyard looks like



This photo left, courtesy of Indian milblog Broadsword, shows three sleek and modern destroyers in various stages of completion. Perhaps this appearance is deceiving, but when you look at the wider scene, you do ask yourself how they ever build such advanced vessels among the disorder and decay. (As Broadsword blogger Ajai Shukla explains, the disorder in Indian naval shipbuilding actually goes well beyond the visual.)

Another interesting question is why photos like this are so rare. Photos and video of China's new aircraft carrier are plastered all over the web (many taken from the roof of

the local Ikea). Yet India's 260m long indigenous aircraft carrier is due to hit the water this year, and no one has managed to post even a single photo online. **Source : lowyinterpreter**

ROUTE, PORTS & SERVICES



The **HAPPY ROVER** seen departing Rotterdam bound for Freetown.

Photo : Skeyes - www.skeyesphoto.com ©



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The **ATLANTIC GEMINI** seen enroute Amsterdam – Photo : Simon Wolf (c)

Venezuela, Cuba tag-team on tugs

Venezuela's PDVSA has received its second Cuban-built tugboat at a dock in Puerto La Cruz as the state-run company builds up its own fleet of workboats for the country's critical oil sector.

The 4,700 hp vessel, with thrust capability of 57 tons, was built and christened the Guaiqueri at Caribbean Drydock Company's Casablanca fabrication yard in the Port of Havana, according to Venezuela's Foreign Ministry. Two final tug boats - the **Wuarao** and **Caribe** - are expected to be delivered to Venezuela by early 2012. The first tug boat to roll out of the yard was the **Kariña** in 2010. PDVSA has teamed up with the Cuban company for up to four tugs. Neither Venezuela nor Cuba has released the value of the work order.

But PDVSA, which was hit by a massive work stoppage in 2002 that crippled its oil industry, is acquiring the tugs amid fears that the country's oil operations are still susceptible to economic sabotage. Venezuela relies heavily on oil exports and is beefing up its workboat capacity to explore the company's shallow-water sector.

The Cuban company has dry-docking capacity up to 65,000 dwt as well as the capacity for both newbuilds and vessel conversion. Venezuela Foreign Ministry said in a statement that a total of four tugboats will be built at the Cuban fabrication yard. **Source : Upstream**

Hamburg Süd Expands in West Coast Central America



Hamburg Süd's **CAP ROBERTA** seen enroute Antwerp - Photo : Willem Kruit ©

Effective from 4 September 2011, Hamburg Süd will expand its coverage of West Coast Central America by joining APL in a two loop service concept (WECA).

- String 1 (WCX – WECA1) will deploy three vessels of 1.300 TEU nominal capacity and has the following port rotation: Balboa – Puerto Quetzal – Lazaro Cardenas – La Union – Puerto Caldera – Balboa – Paita – Guayaquil – Balboa. Hamburg Süd will be providing one vessel.

- String 2 (MCX – WECA2) will deploy one vessel of 1.100 TEU nominal capacity and has the following port rotation: Lazaro Cardenas – Acapulco – Puerto Quetzal – Lazaro Cardenas.

The new service allows for a more comprehensive coverage connecting the growing market of West Coast Central America to the Hamburg Süd network. Likewise are additional possibilities opened through the connection of Paita, Guayaquil and Balboa. Source : [MarineLink](#)

Suezmax tanker Vladimir Tikhonov puts to sea along the Northern Sea Route



On 20 August 2011 the tanker **Vladimir Tikhonov**, owned by SCF Group (Sovcomflot), started her Arctic voyage from Murmansk along the seaways of the Northern Sea Route (NSR). The voyage marks the first time in the history of the NSR that such a large Suezmax tanker (more than 160,000 dwt, enhanced ice class 1A (Arc 4)) is navigating along this route. The tanker is laden with more than 120,000 tonnes of gas condensate, belonging to the Charterer Novatek. The cargo of hydrocarbons will be delivered from the port of Murmansk to a port of discharge in one of the countries of South-East Asia. The estimated length of the voyage is less than a month. The preparation for the voyage was undertaken in coordination with Novatek. SCF Group

continues the series of Arctic voyages from the Atlantic to the Pacific along the Northern Sea Route. In August 2010 the Aframax tanker SCF Baltica, of more than 100,000 tonnes dwt, followed the same route and became the largest

ship in history to navigate along the NSR. The present voyage is aimed at studying the potential for transporting the largest possible consignment of gas condensate along the route and of providing for improved economies of scale for such voyages through larger consignments. The route goes to the North of the Novosibirsk Islands, along the deepest sea lanes. At the same time the new route is challenging in high Arctic latitudes due to the harsh ice conditions. Technical arrangements for the voyage were carried out by SCF Unicom and by specialists from SCF's head office. They have worked closely with the relevant State bodies responsible for: navigational issues and hydrographic support for the voyage; the safety of navigation and also the protection of the Arctic marine environment. Russia's Ministry of Transport, the Federal Agency of Maritime and River Transport, FGUP Atomflot and the Hydrographic Enterprise of the Ministry of Transport also took an active part in the preparations.

Taking account of the remote location of the Arctic route and the absence of a developed infrastructure, and adopting measures to strengthen the safety of navigation, a mobile search-and-rescue station has been equipped to fight any potential oil spills. Meanwhile, diving and other specialist equipment has been deployed aboard one of the icebreakers throughout the tanker's voyage. All necessary means of communication, that enable the transmission of appropriate data and technical voyage parameters from the vessel in real time, have been arranged aboard the tanker, including a Glonass system. The ship's crew, headed by the Master Dmitry Belov, consists of 25 seafarers with significant experience of ice shipping. The ice watch capability has also been enhanced by the use of additional crew. The tanker **Vladimir Tikhonov** is being escorted by the world's most powerful nuclear-powered icebreakers **Yamal** and **50 Years of Victory**. During the voyage the icebreaking capability of these large ice-breakers will be determined using old ice conditions, found in the most challenging Arctic regions; the maneuverability characteristics of the tanker whilst navigating as a part of a convoy with icebreaker escort, will also be specified. The ship's arrival in the port of destination is being scheduled for the second part of September. The high latitude route, along which Vladimir Tikhonov is sailing, can also be used by other ships to provide seaborne transportation for energy from Russia's Arctic fields. **Source : SCF**



The tug **COURBET** arrived from the Ukraine in the port of Harlingen with the Damen newbuilding casco **YN 9410**

Photo : Wytze van de Witte - www.janvandewitte.nl ©



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FAIRMOUNT SHERPA DEPARTED FROM ROTTERDAM



The **FAIRMOUNT SHERPA** departed from Rotterdam bound for San Juan (Peru) - Photo : Willem Holtkamp ©



Capt Jan Weerman of the 200 tons BP AHTS **FAIRMOUNT SHERPA** seen on the bridge wing when passing his home town Hoek van Holland - Photo : Harry van den Berg ©

Naming Ceremony Held for Two Vessels Set to Ship LNG from Angola

On August 17, a naming ceremony was held at the Geoje Island shipyard of Samsung Heavy Industries, Ltd.(Samsung) in Korea for two LNG vessels being built for joint owners NYK LNG (Atlantic) Ltd. (headquarters: London, UK), a wholly owned subsidiary of NYK; Mitsui & Co. Ltd. (headquarters: Chiyoda-ku, Tokyo); and Teekay Corporation (headquarters: Vancouver, Canada) to ship LNG. The vessels are chartered by Angola LNG Supply Services (ALSS; headquarters: Houston, U.S) and will ship the LNG produced by Angola LNG Ltd. H.E José Maria Botelho de Vasconcelos, petroleum minister of the Republic of Angola; Ichizo Kobayashi, managing officer and COO of the Marine & Aerospace Business Unit at Mitsui; David Glendinning, president of Teekay Gas Services; In-Sik Roh, president and CEO of Samsung; and NYK representative director and senior managing corporate officer Masahiro Kato were in attendance. Mr. Kobayashi's wife named one vessel Soyo, and the other vessel was named Malanje by Mr. Glendinning's wife before the ceremonial rope holding the vessels in place was cut by the two women and Mr. Kato's wife.

Soyo and **Malanje** are jointly owned by NYK LNG (Atlantic) (33%), Mitsui (34%), and Teekay (33%). **Soyo** will be completed by August 30, and **Malanje** by September 30. The vessels are the first and second of four sister vessels, and the remaining two sisters are currently being built at the Geoje Island shipyard. These four vessels will be used for shipments of LNG from Angola to the global market under 20-year time charters. More attention is being given to clean-energy LNG in response to growing environmental concerns, and the NYK Group continues to provide services that meet the expanding demand for stable, economical transport of LNG.

Vessel Particulars

Cargo capacity 160,276.4 m3

Length overall 285.00 meters

Breadth 43.40 meters

Gross tonnage 100,800 tons

Shipyard Geoje Island shipyard of Samsung Heavy Industries

Source : NYK

Swansea-Cork ferry set to cut the number of weekly crossings

THE Swansea-Cork ferry is set to reduce the number of crossings per week, according to the operator's timetable.

Fastnet Line has been running thrice-weekly crossings from Swansea and Cork, with a winter break in February, most of January and some of March — plus some extra crossings in August and July. The three weekly crossings from Swansea will continue until September 18. From then on there will be two per week, and seven in total in December — three fewer than December 2010. The Post has asked Fastnet Line why the crossings are scheduled to decrease, but it did not comment at the time of going to press.

The ferry celebrated its 100,000th commercial passenger on June 25 this year, 15 months after its maiden voyage. While down on its original forecasted target, the figure does not take account the 60 sailings cancelled in January to March 2011 for ship maintenance. Earlier this summer Fastnet Line said its new schedule would take into account Swansea City's Premier League promotion to accommodate travelling Irish supporters.

Last year, the operator had an unexpected bonus when many UK and European flights were grounded on account of the Iceland volcano ash cloud, in May, resulting in a spike in ferry passenger numbers. The Irish Times reported that Fastnet Line carried 78,000 passengers in its first 12 months, and that for the route to remain profitable the company needed to carry about 90,000 passengers per year.

The newspaper said Fastnet Line introduced shorter and more flexible return breaks, cut fares by up to 40 per cent and fitted more luxury cabins, and that its freight business was steady and growing. But Fastnet Line faces stiff competition from rival Irish Sea operators, consistently high fuel costs and, like all companies, trying economic conditions. Clydach councillors Roger Smith and his wife Paulette are frequent sailors, even earning a free crossing after 10 trips. Mr Smith said the ferry trips to Cork and back were more expensive than the Fishguard to Rosslare route, but that it was worth it. "It's so comfortable, the timings are more convenient and you spend less on (car) fuel,"

said Mr Smith, who has family on Ireland's west coast. "I am disappointed if it's coming down to two sailings a week, but two is better than none at all." The previous Swansea-Cork ferry, run by a different operator, ceased sailing in 2006.

The new venture came about thanks to the West Cork Co-operative, which bought the ship, the **Julia**. The co-operative raised around £2.5 million from businesses hit hard by a drop in tourism trade. It achieved this by offering 300 shares of 10,000 euros each. Most were purchased by Irish companies, with 15 to 20 bought by organisations in the Swansea area. **Source: South Wales Evening Post**



A early morning image of Pacific Bulk's " **Santiago Basin** " arriving at Ravensbourne , Dunedin to discharge fertilizer on the August 25th 2011 **Photo : Ross Walker (c)**

Sharing for your kind reference and information from source "Hong Kong Marine Department"

The Marine Department of Hong Kong issues Merchant Shipping Information Note regarding Engine room fire cause by improper oil filter maintenance as follows:

A fire broke out in the engine room of a Hong Kong registered ship while she was en route from China to India. The fire resulted in serious injury of a mechanic and damage to the engine room. The fire was caused by improper maintenance of the oil filter for the generator engine.

This Notes draws the attention of the shore management and shipboard staff to ensure proper maintenance of ship's machinery and lessons learnt from this incident.

The Incident

1. A fire broke out in the engine room of a Hong Kong registered ship while en routing from China to India. A mechanic suffered serious injury and the accident caused damage to the engine room.
2. The investigation into the accident revealed that the fire was caused by improper maintenance of the lubricating oil filter for the generator engine. The third engineer did not use the maker's tool and also did not follow the maker's instruction to bleed off the air from the lubricating oil filter after replacing the filter element. The air plug of the lubricating oil filter came off, the oil spurted onto the hot exhaust pipe and caused the fire.
3. Foam extinguishing system was used on board. The foam tank and its control panel were installed inside the steering room located adjacent to the engine room. At the time of the accident, the doors of both the engine room and the steering room were left open. Therefore when the fire broke out, the smoke went to the steering gear room. The Master decided to abandon ship as the crew could not access the steering gear room to release the foam to the engine room.

4. The other contributory factors to the accident identified in the investigation were:

- poor leadership displayed by the Master during abandon ship and crew members on board were not adequately trained through regular and systematic drills, and exercises in handling emergency situations; and
- implementation of the safety management system on board was ineffective in the areas of crew training, emergency preparedness and maintenance of ship's equipment and machinery.

Lessons Learnt

5. The lessons learnt from these accidents are:

- maintenance must be carried out by proper tools and strictly follow the maker's instruction;
- fire doors for the engine room must be closed at all times;
- management ashore and masters of vessels should ensure shipboard staff are properly trained to handle emergency situations of all scenarios, including the dealing with fire inside the engine room; and
- regular safety audits should be carried out so that any deficiencies in the implementation of safety management system could be identified and rectified at an early stage.

6. The attention of ship owners, ship managers, ship operators, masters and officers is drawn to the lessons learnt above. **Source : Alfa Ship Managers**

Newbuilding suezmax tanker delivered to Nordic American

increasing the fleet and bolstering the dividend and earnings capacity

Nordic American Tankers Limited took delivery of the **Nordic Breeze**, a suezmax newbuilding tanker of 158,000 deadweight tons built at Samsung Heavy Industries Co., Ltd. , South Korea. The **Nordic Breeze** will be employed in the Gemini Suezmax cooperation. One further vessel, the **Nordic Zenith**, is also under construction at Samsung. This suezmax vessel is expected to be delivered in October this year. Going forward, the Company is seeking to increase its dividend and earnings capacity through further expansion. The Nordic Breeze newbuilding is an important addition to the NAT fleet. The Company has ample financial resources with one of the strongest balance sheets in the industry. At the end of 2010, Nordic American had 15 vessels employed in the market. Through disciplined financial management and a well-defined operating model, the Company is expected to have a fleet of 19 suezmax vessels when the Nordic Zenith joins the fleet in October, representing a fleet increase of about 26% in less than a year.

Source : Nordic Tankers



The **VALLE BIANCA** seen outbound at the Westerscheldt river – **Photo : Willem Kruit ©**

Record year anticipated at Port of Panama City

The News Herald newspaper says this year was a record-breaking one for the Panama City Port Authority, and the organization expects next year to be even better. Executive Director Wayne Stubbs told the City Commission that this

year has been a good one, and next year revenues are expected to increase by about US\$1 million. Mr Stubbs presented the port's budget for the 2011-2012 fiscal year to the City Commission. It will be included in the city's overall budget.

According to a letter written by Stubbs to City Manager Ken Hammons, the port projects a 9 per cent increase in revenue and a 3 per cent increase in operating income for the upcoming fiscal year, which starts October 1.

The News Herald said operating revenue is budgeted at US\$12.2 million for the 2011-2012 fiscal year, up from the projected revenue of this fiscal year of US\$11.09 million. Operating income is budgeted for US\$5.07 million, up from a projection of US\$4.9 million for this fiscal year. The port's capital budget includes increasing container handling capacity, dredging the berth area, improving berth strength and increasing on-port rail capacity. Design work for a distribution warehouse is also planned. **Source : Dredging News Online**

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.... PHOTO OF THE DAY



Cobelfret's **VESPERTINE** seen passing the Caland Bridge in Rotterdam-Europoort – **Photo : Simon Mostert (c)**

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