

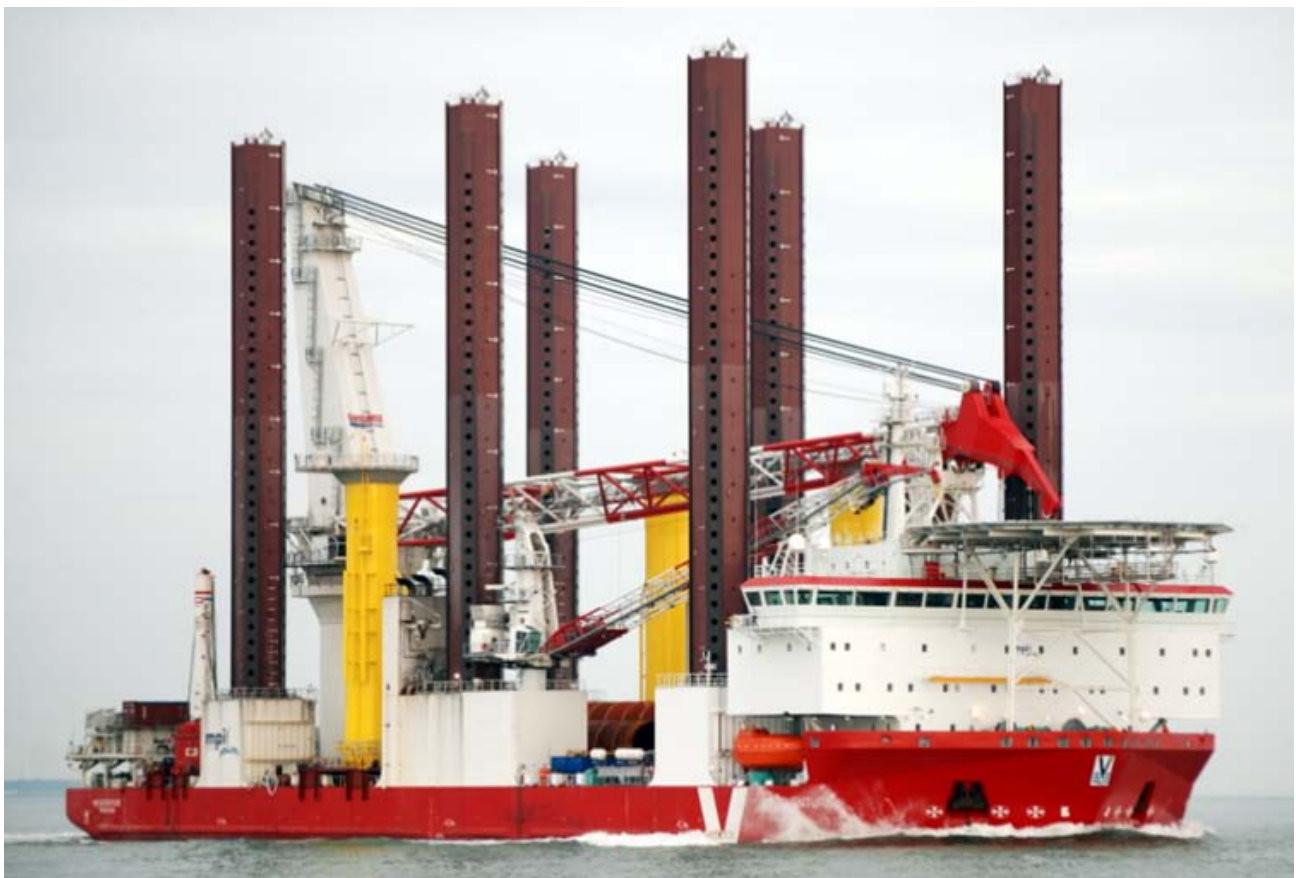


Number 239 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 27-08-2011**

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



www.lekko.org



The MPI RESOLUTION departed from Vlissingen loaded with wind turbines parts bound for the British coast for installation works.

Photo : Richard Wisse – www.richard-photography.nl (c)

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A new platform extension, so called Riser Access Tower, fabricated at **Mercon** and to be installed by **ALE Heavylift** next to the **Shell /NAM platform K-15 FA1** seen leaving Rotterdam (24/8) on the **UR 98** barge, towed by Harms '**Centaurus**' with assistance of Urag '**Elbe**' and **Bugsier 21**. Transport at the moment at IJmuiden waiting on weather.

Photo's : Jan Oosterboer (c)

Shipping giant reports revenue is up by 12%

THE **James Fisher group** has reported a 12 per cent boost in revenue. The Barrow-based public company has revealed its half-year figures which show the group's revenue is up from £131.6m in 2010 to £148m. The group's operating profit has increased by nine per cent to £17.4m. James Fisher is divided into four divisions; offshore oil services, marine oil services, specialist technical services and defence.



The **PEMBROKE FISHER** seen enroute Amsterdam – Photo : H.Blomvliet (c)

It is involved in a wide range of niche activities – from transporting petrol and aviation fuel by ship and providing specialist engineering services for offshore oil and gas developments, to building small rescue submarines and keeping them on standby for foreign navies. The group employs 100 people at its headquarters in Michaelson Road, Barrow. Speaking to the Evening Mail, chairman Tim Harris said the results showed the success of the company's strategy of exporting UK-based skills to Asia and Africa. Mr Harris said: "We take UK expertise and promote and sell them in the markets of the world with the most potential. We have seen that the UK, Europe and USA markets aren't the best so we take these skills and sell them in Asia and Africa."

"We are not deserting the UK, we are just focusing on where the opportunities are." The latest figures, which reveal a 26 per cent profit growth in offshore oil and a 29 per cent growth in defence, are indicative of the company's strong development over the last 10 years, Mr Harris said. The company's defence division also performed strongly, aided by an £11m contract for a modernisation of the Swedish navy's submarine rescue vehicle, another indication of the increasing amount of work worldwide. Mr Harris said: "We have had a good growth record over the last 10 years, it has grown significantly in terms of revenue and our share prices... There are tremendous opportunities for growth." James Fisher undertakes a number of contracts for International Nuclear Solutions, including decommissioning at Sellafield, but Mr Harris said the company does not expect to be significantly impacted by the recent announcement of the closure of the Mox plant. The James Fisher group was set up in 1847 in Barrow by James Fisher, who created a fleet of ships to transport iron-rich haematite from the Cumbrian hills to support the Industrial Revolution. Mr Harris added: "We feel very much part of the local community in Barrow." **Source : North West Shipping Mail**

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The **NOBLE GLOBE TROTTER** seen moored in the Wilton harbour in Schiedam - Photo : Gerrit Altena (c)

Oil Tanker Freight Rates At 1-Month High



The **ANANGEL FORTUNE** seen tanker bunkers off Singapore – Photo : Piet Sinke (c)

Very Large Crude Carrier shipping rates on the benchmark Middle East to Japan route (Ras Tanura/Chiba) settled at a one-month high Tuesday due to higher cargo bookings, but vessel oversupply will limit any significant gains, Richard Arnesen, Global Head of Tankers at Oslo-based Spectron Energy Services, said Wednesday. On Aug. 23, VLCC rates

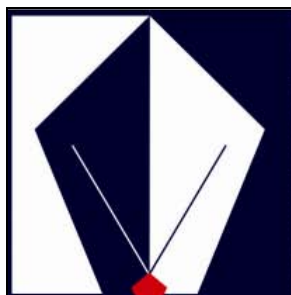
on the Middle East to Japan route, or TD3, settled at a one-month high of \$2,659/ton (average earnings) or W47.50 in the Worldscale measurement of shipping rates.

Worldscale is a methodology used to establish payment of freight rates for an oil tanker's cargo. In negotiating a price to pay, the rate is referred to as WS100, or 100% of Worldscale. "The charterers had been a bit slow to work their cargoes into the market and all of sudden we saw more cargoes being worked at the same time. So now the owners are trying to get the rates up a little bit, but there are still too many ships around for any major change in rates," Arnesen said. With opposition forces now in control of much of Libya's oil fields, refineries and export terminals, Libyan crude could start returning to world markets, which could boost aframax Med rates, Arnesen said. "There will be cargoes leaving from Libya which can only help." Libyan output was around 1.6 million barrels before civil war broke out in February.

Aframax rates for 80,000-metric ton vessels loading at Libya are currently being quoted at WS 92.5, brokers said. The main shipping route for aframax from Libya is to Trieste, Italy, Libya's biggest customer. **Source : Dow Jones / gCaptain**



Spotted in Eidfjord, Norway - "**Deutschland**" departing, assisted by Bukser & Berging's "**Bever**".
Photo : Anders Bohn Hansen (c)



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No Russian seismic surveys in Barents Sea

Norway is well ahead of schedule with seismic surveys in the Barents Sea.

Russia will not begin seismic surveys on their side of the newly established border in the Barents Sea this year, a Norwegian petroleum web site writes. According to several different sources, the Russians will not start seismic surveys on the eastern side of the so-called delimitation line this year, Petroarctic writes. This means that the seismic vessel "**Harrier Explorer**", which is chartered by the Norwegian Petroleum Directorate, will be operating alone in the area rest of the season.

The weather conditions in the Barents Sea have been very good in the last months, and the vessel has collected data from 7000 kilometers of this year's collection program, which covers 12 700 kilometers. The vessel started collecting data in the Barents Sea on July 8, the day after the Norwegian-Russian Agreement on Delimitation of the Barents Sea came into force.

The seismic surveys will be concluded next autumn, which means that the Norwegian Petroleum Directorate will have the results ready sometime in the winter 2013. The first drilling will not start until 2014. If the Russians start seismic surveys next summer, they could also have analyzed results ready by 2013. In all likelihood both countries could start simultaneous exploration of the area in 2014. **Source : BarentsObserver**



The **MARIANNE SCHULTE** seen moored at the Port Chalmers container terminal August 25th -

Photo : Ross Walker ©

ALE launched it's second AK190 crane, with a loadmoment of 190000 tonmeter!!

On an open day last Saturday, 20th of August 2011, ALE Heavy Lift launched it's second SK190 crane near it's Dutch R&D center in Breda, the Netherlands. The crane has a max. loadmoment of 190,000 tonmeter and outperforms all it's competitors. ALE Heavy Lift is owner and operator of two of these Lifting machines, especially developed to lift large pressure vessels for Refineries and chemical plants, as well as modules for Offshore platforms and FPSO's

See a 2.5 min video impression of this biggest crane on: <http://www.heavyliftspecialist.com/news/>

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Dry bulk shipping costs up to 4-mth high

The cost of hauling iron ore, coal and other dry bulk commodities by sea jumped to a four-month high on strengthening Chinese demand, Bloomberg reports. The Baltic Dry Index advanced 3.6 per cent to 1,515 points, the highest since April, Baltic Exchange data show.

Daily returns on capesizes, the biggest ships in the index, climbed 9.9 per cent to US\$16,631, the most since January, according to the London-based bourse, which publishes daily rates for more than 50 maritime routes. Chinese imports of iron ore, used in steelmaking, advanced 6.8 per cent in July, the most since March, customs data show.

The nation's steel production gained 15 per cent to 59.3 million metric tons that month, accounting for 47 per cent of global output, the World Steel Association reported. 'The stronger freight rates comes in response to higher interest by charterers in fixing vessels, predominantly into China from West Australia and Brazil,' said Thomas Zwick, an Oslo-based shipping analyst at Lorentzen & Stemoco AS, in a report. 'The number of open positions is starting to narrow, signalling a tighter tonnage balance.' The Baltic Dry Index is still 45 per cent lower than a year ago after the global

fleet expanded faster than demand. Orders for new capesizes at ship yards are equal to 33 per cent of existing capacity, according to data from Redhill, England-based IHS Fairplay.

'The major iron ore miners were all very active taking available ships,' said Natasha Boyden, an analyst at Cantor Fitzgerald LP in New York, in a report. 'Fundamentally, the increase in demand could be partly driven by surging domestic inflation in China making the high-quality, imported iron ore more attractive.'



The newbuilding **DON DANIEL** seen enroute from Rotterdam to Amsterdam ([Shipdock yard](#))

Photo : Willem Harlaar ©

DONJON MARINE UNLOADS WIND FARM COMPONENTS



From August 19 through 21, 2011, Donjon Marine Co., Inc. supplied **Chesapeake 1000** derrick barge services to BBC Chartering USA LLC to unload 22 wind power nacelles weighing 87 metric tons each from the M/V **BBC ORINOCO** at Searsport, Maine. Donjon's tug **Atlantic Salvor** mobilized the derrick barge from its home base in Port Newark, NJ to Searsport, ME. The nacelles were discharged from the M/V **BBC ORINOCO** over the course of three, 10-hour work days. Prior to the **Chesapeake 1000's** arrival, the **BBC ORINOCO** self-discharged the tower sections and blades associated with the wind farm project. The wind farm components are ultimately bound for the Record Hill development in Western Maine.

"Donjon was excited to work on this cargo unloading project with the help of our **Chesapeake 1000**, the East Coast's largest heavy-lift capacity derrick barges in service today," said Steve Newes, Vice President and Project Manager, Donjon Marine Co., Inc.



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Captain Wei Jiafu to step down as Cosco chief, but will stay on as chairman



The **COSCO NINGBO** seen at the Elbe River – Photo : Manué Gerrits - www.manuegerrits.nl ©

CHINA Cosco Holdings CEO Captain Wei Jiafu will step down as leader of the nation's biggest shipping company to be replaced by former China Shipping Group executive Ma Zehua. But Captain Wei will remain as chairman. A company official told Reuters that a change had nothing to do with Captain Wei's "capabilities or business performance, but because of his age", adding such changes were routine at state-owned enterprises.

Hong Kong-listed China Cosco Holdings warned investors earlier this month that it would likely produce a net loss in the first half due to falling freight rates and high oil prices. The Cosco Group earlier approved the creation of a board of directors, something already in place at a handful of other Chinese state-owned enterprises.

Meanwhile some Baltic Exchange members have "raised concerns" over allegations that China Cosco Holdings failed to make charter payments for bulk carriers it hired, reported Bloomberg. The situation would be subject of a review when the exchange's membership committee meets soon, said Baltic CEO Jeremy Penn. Source : Schednet

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The **BOW SPRING** seen in Rio Grande – Photo : **Marcelo Vieira** ©

Alphaliner sees oversupply in container shipping industry



Above seen the **MAERSK EMDEN** moored in Rotterdam - Europahaven at the APM terminal August 24th

Photo : **Ronald Beekman** (c)

THE container shipping industry is heading towards a prolonged slump that could last longer than the 2009 downturn, Paris-based maritime consultancy **Alphaliner** has warned. In the absence of a strong rebound of the Western economies, trade growth is expected to remain behind fleet growth for quite some time, it said. The main carriers' operating margins have slipped this year and the poor operating conditions experienced these days could well last for

two more years, given the prevailing oversupply situation. Unlike the 2009 recession, which resulted in the first fall in demand for container shipping ever experienced by the industry, the current slump is caused by an oversupply of capacity and weak demand growth in the European and US economies. The lull in containership orders between the fourth quarter of 2008 and the first quarter of 2010 brought the orderbook down from 60 per cent to 26 per cent of the existing fleet, but this did not solve the overcapacity problem.

The strong recovery in 2010 bought time for shipping lines. Record earnings helped many of them to restore their battered balance sheets, while additional capital was raised in the hope of a sustained recovery for the industry. This triggered a new wave of containership orders and the 2.3 million TEU of capacity contracted since June 2010, pushed the orderbook back to 30 per cent, compared to the existing fleet. Some industry sources continue to underestimate the impact of the excess supply problem, citing misleading supply growth figures of seven per cent for 2011 and 2012 and a capacity shortage in 2013. As it turns out, the actual growth rate for 2011 and 2012 will be close to 8.5 per cent, while the 2013 supply growth will exceed 10 per cent, due mainly to the recent surge in containership orders. The bias in favour of large containerships is expected to create a severe oversupply on the main east-west lanes. The orderbook for vessels of over 8,000 TEU currently represents 85 per cent of such ships. Within this size segment, an equivalent of 62 per cent of the existing 8,000-TEU plus fleet is to be delivered in the coming 28 months (until December 2013).

This translates into an average annual growth of 23 per cent. These VLCS and ULCS will push further 6,000-8,000 TEU ships out of the east-west trade lanes, inducing a risk of contagion of oversupply to north-south trades, a process which has already started. Ships in the 3,000-5,000 TEU range could therefore bear the brunt of the cascading of capacity. Paradoxically, the comparatively low order figures for smaller units may turn out to be an advantage in view of the expected cascading that will filter down all along the capacity spectrum. Unlike the situation in 2009, the impact of the supply growth will not be mitigated significantly by reduced average sailing speeds, since extra-slow steaming is already widely adopted by the current fleet. The reduction of the idle fleet since the first quarter of 2010 has obscured the underlying overcapacity problem. Weak utilisation levels on both the Asia-Europe and Asia-US routes resulted from carriers' futile efforts to increase market share, pursue a high-volume and low-cost strategy, thus inducing a competition frenzy. The structural oversupply problem is exacerbated by the excess shipbuilding capacity, with a significant number of shipyard slots still to be filled. **Source : Schednet**



Red Arrows 'will not fly' at Hoylake Lifeboat Day

THE Red Arrows will not perform at this weekend's Hoylake Lifeboat Day, it has been confirmed.

A spokeswoman said that although the jets have been ungrounded, it is "highly unlikely" they will be cleared to give displays yet. The news will come as disappointment to Wirral residents who were looking forward to the eagerly-anticipated return of the elite aerobatics team. Earlier this week, the **Red Arrows'** media communications centre said

it was impossible at this point to say whether the team would, or would not, be appearing at the annual Hoylake lifeboat event.

But now their absence has been confirmed. Flight Lieutenant **Jon Egging**, 33, from Rutland, died when his **Hawk T1** aircraft plunged to the ground near Bournemouth Airport in Dorset on Saturday after completing a formation display over the town's seafront.



The RAF has grounded all its **Hawk T1** training jets while a service inquiry is carried out into what caused the tragedy.

Investigators will first assess whether the circumstances of the crash are unique or whether other aircraft could be affected as well. Once air chiefs establish there are no wider safety concerns about the Hawk T1, the Red Arrows can begin flying again. Defence sources say it is impossible to predict how long this will take, but it is likely to be days or weeks.

The in-depth full inquiry is expected to last months. An inquest into **Flt Lt Egging's** death at the Bournemouth Air Festival was opened at East Dorset Coroner's Court in Bournemouth and adjourned until a later date for a full hearing, a coroner's officer said. The Ministry of Defence declined to comment on reports suggesting that the crash near the village of Throop may have been caused by a bird being sucked into the aircraft's engine.

A spokesman said: "A full service inquiry into the details of the crash has been initiated. It would be inappropriate to speculate on the causes of the incident at this time. **Source : Wirral Globe**

See also : http://www.youtube.com/watch?feature=player_embedded&v=GpDWnzc8E7o

NAVY NEWS



A Chinese PLAN type092 strategic nuclear submarine seen receiving the supplies prior departure

Navy officer tweets on HMS Astute grounding 'charges'

A Royal Navy officer who was commanding a new submarine when it ran aground off Skye has claimed that he will not face charges over the incident. The nuclear-powered **HMS Astute** got into difficulty while undergoing trials in October 2010. Andy Coles, who was commanding the vessel, said on the social networking site Twitter that it was now time to "rebuild my reputation". The Ministry of Defence (MoD) would not comment on the tweets. Military personnel need permission to speak to the media and it was not clear whether Mr Coles would be reprimanded for the messages on the internet.



HMS ASTUTE seen after the grounding – Photo : Tommy Bryceland – Scotland (c)

The MoD would only confirm that a probe into the grounding had been completed. A spokesman said: "The Royal Navy Police Special Investigations Branch commenced an investigation into the incident on 23 November 2010.

"This investigation has now concluded. "The Royal Navy is considering the RNP SIB's report. It would be wholly inappropriate for the service to comment further at this stage." The Daily Record newspaper reported that Mr Coles lives in Devon. On Monday, he wrote on Twitter: "10 months to the day after the grounding have finally been told 'no charges' to be brought." A follow-up tweet said: "Time to rebuild my reputation and career... After a well earned week in Greece." During the incident last year, **HMS Astute** was grounded for several hours before being towed into deeper water by coastguard tug. It later emerged that the submarine had been damaged in the operation. Source : BBC

Destroyer prepares to leave Clyde

The latest member of the Royal Navy's fleet of hi-tech warships is beginning preparations to leave the Clyde for the final time. The Type 45 destroyer, **Dragon**, is the fourth ship of its kind built by BAE Systems for the Royal Navy.



Above the class leader of the Type 45 - Daring class **HMS DARING (D 32)** seen moored in Portsmouth Naval bas
Photo : Piet Sinke (c)

She will leave the Clyde for the last time today (Saturday) and head to Portsmouth to be formally handed over to the Ministry of Defence. Built at the Scotstoun yard on the Clyde, she is part of the Navy's class of six Type 45 destroyers along with **Daring, Dauntless, Diamond, Duncan** and **Defender**. The first, HMS **Daring**, was commissioned in July 2009, followed by **HMS Dauntless** in June last year. The third, **HMS Diamond**, was commissioned in Portsmouth in May. All six warships are scheduled to be in service by the middle of the decade. Royal Navy Commander Darren Houston said it is a "huge privilege" to be the ship's first commander. He said: "The primary role

of **HMS Dragon** is as an air defence platform, which means that we can protect ourselves or work within a task group of ships.



The third unit of the Daring class **HMS DIAMOND** seen outbound from Portsmouth – Photo : Piet Sinke (c)

"However, we are a multi-purpose unit and will take on a number of other roles, including counter terrorism, anti-piracy and we can also act if there requires to be an evacuation of British citizens from other countries, as we have seen in places like Libya and Lebanon in 2006."

Keith Dickie, who is ship manager of **HMS Dragon** until it is handed over to the Navy, said: "The ship itself has been on the go for about four years, with around 1,000 people having worked on it throughout, but the programme including the design of it has been happening for 10 years. It feels fantastic to see the ship finished." Source : MidlothianAdvertiser

Name	Pennant number	First steel cut*	Launched	Date of commission	Status
<u>Daring</u>	D32	28 March 2003	1 February 2006	23 July 2009	In service
<u>Dauntless</u>	D33	26 August 2004	23 January 2007	3 June 2010	In service
<u>Diamond</u>	D34	25 February 2005	27 November 2007	6 May 2011	In service
<u>Dragon</u>	D35	19 December 2005	17 November 2008	Expected 2011	Stage 1 trials
<u>Defender</u>	D36	31 July 2006	21 October 2009	Expected 2012	Fitting out
<u>Duncan</u>	D37	26 January 2007	11 October 2010	Expected 2013	Fitting out

Helders marinevliegveld vrijwel zeker gered

Het voortbestaan van het door bezuinigingen bij Defensie bedreigde vliegveld in Den Helder is vrijwel zeker. De provincie Noord-Holland wil tot en met 2016 jaarlijks 1,1 miljoen euro bijdragen om Maritiem Vliegveld De Kooy open te houden. Eerder zegde Den Helder Airport B.V. op jaarbasis al 3,4 miljoen euro toe. Door de hogere bijdrage vanuit de regio voor de burgerluchtvaart op De Kooy kost het vliegveld Defensie minder geld. Bron : RNW

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Above seen Myklebusthaug Management's (Norway) 4,633 Dwt General Cargo "DINA" (100 x 16 m) docking at Mario López (Cernaual Group) Shipyard in the port of Málaga. - Photo : Cernaual Shipyard

ASRY announced as strategic sponsor of 2nd Bahrain Maritime Festival 2011

Arab Shipbuilding and Repair Yard Company (ASRY) has signed up as strategic sponsor of the second annual Bahrain Maritime Festival (BMF) 2011. The BMF has been conceptualized by the GOP as an initiative to commemorate World Maritime Day (WMD) which is usually celebrated during the last week in September and which focuses on a single theme. This year's week-long festival will be held from 25th - 29th September under the theme: "Piracy: Orchestrating the Response", which aims to generate awareness on the global threat from piracy. World Maritime Day is an annual global initiative launched by the International Maritime Organization (IMO), which aims to commemorate the international maritime industry's contribution towards the global economy, specifically in the shipping and logistics sectors.

Commenting on ASRY's participation this year, Chief Executive Officer Chris Potter, said, "We are delighted to again take up the strategic sponsorship of the 2011 World Maritime Day for the second consecutive year. The maritime industry has seen something of a boom in recent years, and with it has grown the threat of piracy along most of the world's major shipping lanes. Modern piracy has become a very serious problem, not only affecting those immediately involved, but also rippling outwards to affect global economies, individual companies and the general public. Our support of the BMF this year is our way of helping generate the awareness that modern-day piracy deserves, and focusing on the best international response practices to piracy." GOP Director General, Hassan Ali Almajed said, "We are very pleased that ASRY has once again given us their support as a strategic sponsor of BMF 2011. This support is testament to the success of The Bahrain Maritime Festival last year, and the importance that we and our partners give to issues such as piracy. We are looking forward to making this event even more of a success than was last year's event." IMO member countries worldwide, including Bahrain, Australia, Canada, the United Kingdom, and the United States join together to observe World Maritime Day every year. The event's date varies by year and country but it is always celebrated during the last week of September. Bahrain's initiative has been designed to spread out the festivities over a longer period in order to increase accessibility and allow for more activities to be held. **Source: General Organisation of Sea Ports**

Guangzhou Shipyard H1 net profit down to \$41.2m

Guangzhou Shipyard has blamed rising labour costs, stronger Chinese currency and vessels price decline for its lower net profit in the first-half of this year, Seatrade Asia online reports. The Chinese yard posted net profit of RMB263.4m (\$41.2m) in the first six months compared to a profit of RMB341.3m in the same period of 2010.

Revenue improved to RMB4bn compared to RMB2.8bn a year ago. An impairment loss of RMB179.5m also contributed to the lower net profit, Guangzhou Shipyard said in a statement. **Source : PortNews**

Japanese ship orders sink 58.2 percent in July

Japanese export ship orders fell for the third straight month in July on a year-on-year basis, plunging 58.2 percent to 484,020 gross tons, according to figures released by the Japan Ship Exporters' Association, the Journal of Commerce reported.

The year-on-year pace of decline in July was faster than 4 percent in May but slower than 65.7 percent in June. In July, Japanese shipbuilders received orders for 13 export ships, all of which are bulk carriers. The 13 ships total 228,679 compensated gross tons. Japanese export ship orders had grown for 17 months in a row until April after going through a serious slump due to the deep global economic downturn triggered by the financial crisis that erupted in the United States in the autumn of 2008.

The JSEA figures also showed that Japanese export ship orders in the first seven months of this year dropped 12 percent from a year earlier to 5,544,992 gross tons. Japanese shipbuilders received orders for 133 export ships —122 bulk carriers, five tankers, four general cargo vessels and two marine resource research vessels— between January and July. The 133 ships total 2,531,511 compensated gross tons. **Source : PortNews**

Daewoo Shipbuilding wins ship order from Hyundai Merchant

South Korea's Daewoo Shipbuilding and Marine Engineering has won a deal to build 5 container vessels for Hyundai Merchant Marine, the firms said on Tuesday, Reuters reports. Hyundai said in a statement that the five 13,100 twenty-foot equivalent unit (TEU) vessels would sail Asia-Europe routes. Hyundai said in early August that it would spend \$639 million in adding the five ships. **Source : PortNews**

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Iskes **GINGER** seen passing the Kiel Canal - Photo : Tony Zech - www.zech-photo.de ©

FPSO OSX-1 begins journey toward oil and gas production in Brazil

OSX Brasil S.A., a Brazilian publicly held company, focused on the provision of equipment and services to the offshore oil and gas industry, by means of an integrated operation in shipbuilding, leasing of exploration and production (E&P) units, and operation and maintenance (O&M) services, hereby informs its shareholders and the market in general that: **FPSO OSX-1**, the first floating production, storage and offloading vessel in OSX's fleet, has concluded its conversion in Singapore and set sail for Brazil. The journey is estimated to take 40 to 50 days. The FPSO OSX-1 is commissioned to produce the first oil for our client OGX Petróleo e Gás Ltda. (OGX), which is expected to start oil production during the fourth quarter of 2011. Chartered by OGX for a period of 20 years at an average day rate of US\$ 263,000, FPSO OSX-1 will be employed in the Waimea accumulation, in the Campos Basin. "Last week, I participated with OSX's and OGX's teams in the sail-away ceremony of **FPSO OSX-1** in Singapore, symbolizing the official delivery of the unit, which is an important achievement for both companies," said Carlos Bellot, OSX's Leasing and Chief Operation Officer. FPSO OSX-1 was built by the Samsung shipyard in Korea, and was customized to meet the technical specifications required by OGX and Brazilian law in the Keppel shipyard, in Singapore, which carried out the construction, modification and upgrade of the modules located on the hull, known as the "topside". Both shipyards have a strong reputation for carrying out these activities. "For OSX, receiving the **FPSO OSX-1** means the beginning of a routine that will be repeated dozens of times from now on: OSX delivering FPSOs and WHPs for production of oil and gas by our client OGX, and by other companies dedicated to making real the oil discoveries that Brazil has been conquering," concluded Luiz Eduardo Guimarães Carneiro, OSX's Chief Executive Officer. Source : PortNews



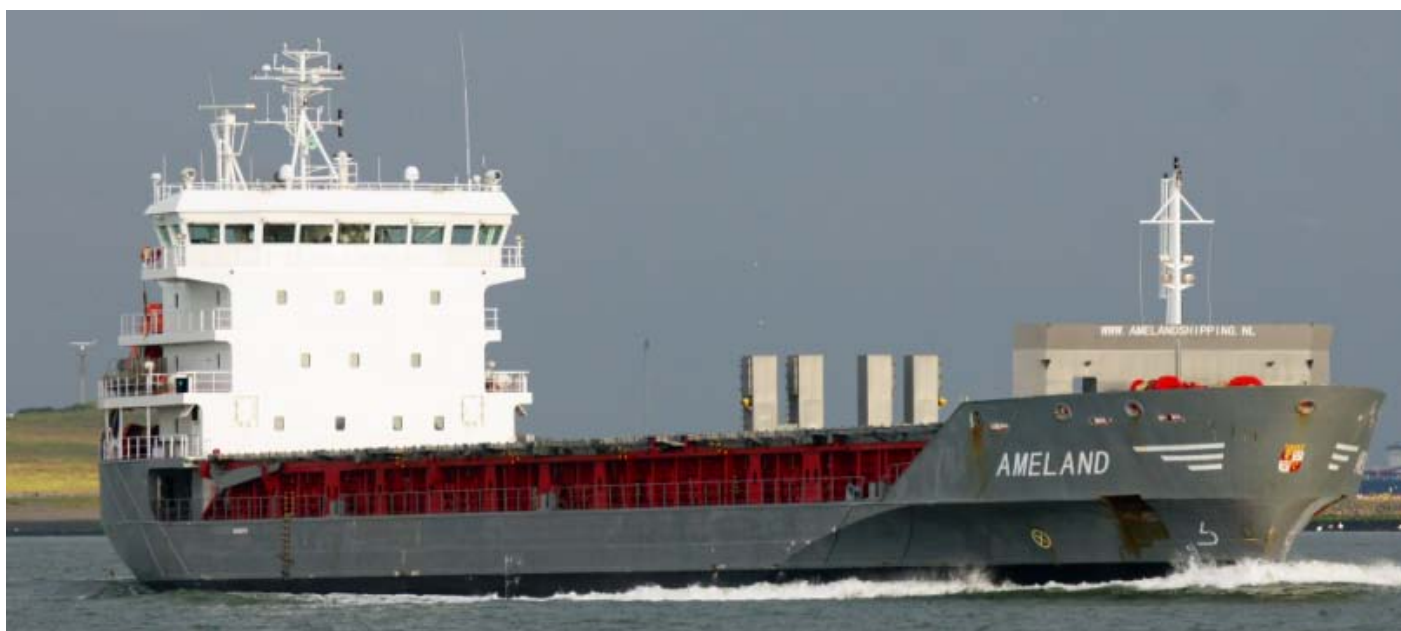
The **BERNHARD SCHEPERS** seen enroute Rotterdam – Photo : Mark de Bruin (c)

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APL makes NY-NJ terminal move, as NYCT proves too small for big ships

SINGAPORE's APL, the container shipping arm of Neptune Orient Lines, is moving away from the New York Container Terminal (NYCT) without saying where it is going, reported the Staten Island Advance. But there is much speculation that APL is eyeing a deal with Maher Terminals in New Jersey, but no comment has come from either side. Both terminals face the problem of the shallow air draft under the Bayonne Bridge. When asked whether it had signed a deal with Maher, APL said it doesn't comment on contracts, but confirmed NYCT's announcement of the shipping line's impending departure, reported American Shipper. APL accounts for more than a third of NYCT volume.

NYCT chief executive Jim Devine said APL will not be renewing its lease at the terminal because it needs bigger facilities to accommodate bigger ships. Attempts to enlarge the terminal have had little success, Mr Devine said, adding that bridge tolls New York state wants to impose does not make the terminal more attractive. "Doing business here, as opposed to in New Jersey, runs an average truck US\$100 more per trip," he said. **Source : Schednet**



The **AMELAND** seen outbound from Rotterdam – Photo Kees Torn (c)

SapuraCrest confirms Clough Marine Construction deal

SapuraCrest Petroleum Berhad has confirmed that it has signed a conditional agreement to acquire Clough Limited's marine construction and offshore engineering operations in Australia, UK and US for a cash consideration of A\$127 million (RM400 million). The agreement was signed in Perth, Australia, earlier this month by SapuraCrest Executive Vice-Chairman and President YBhg Datuk Shahril Shamsuddin and Mr John Smith, Chief Executive from Clough.

SapuraCrest said that apart from providing a global platform, the acquisition also provides an opportunity for the group to expand its activities in subsea and deepwater segments with capabilities such as conceptual, front-end engineering design, detailed design of platforms and pipelines as well as full subsea installation including SURF (subsea construction, umbilicals, risers and flowlines) covering offshore oil and gas production. According to SapuraCrest, the wider capabilities, network and asset base following the acquisition will strategically position it to tap opportunities to expand its regional footprint in the key offshore markets of Indonesia, Vietnam, Thailand, China, Australia and India, as well as Brazil.

The Malaysian market, which currently accounts for a substantial portion of the company's order book, will continue to be a priority given the increasing job prospects. A spokesperson for the company said: "This acquisition is timely given the solid prospects offered by key offshore markets over the next five years as well as the growing potential of upstream petroleum activities. "Clough's marine construction business will undoubtedly complement the group's existing assets and services, which are already well-poised to take advantage of the anticipated uptrend in the sector.

"What is more, we will have strategic access to a team of highly qualified professionals as well as key customer relationships in Australia thanks to Clough's experience and reputation in onshore and offshore EPC (engineering, procurement and construction) activities dating back 90-odd years."

The Australian market is already a familiar one to SapuraCrest's IPF division, and its flagship vessel **Sapura 3000** has achieved an impressive track record which includes the recently completed RM512 million Devil Creek Development Project involving transportation and installation of offshore facilities.

In addition, **Sapura 3000** will soon be providing offshore transportation and construction activities worth RM482 million for the Montara Development Project and is anticipating to secure jobs for the Gorgon offshore natural gas project in Western Australia slated to begin in 2013. This comes close on the heels of the group submitting tenders for offshore Brazilian jobs with the country's oil major Petrobras. **Source : Offshore Shipping Online**



The **LADY NORA** seen outbound from Rotterdam – Photo : Harry van den Berg ©

RIL sub-lets sole drilling rig to Malaysia's Petronas

Reliance Industries has sub-let the only deep-sea drilling rig it currently has to Malaysia's Petronas, leaving no rig deployed at any of its oil and gas blocks in offshore India. Reliance has sub-let its Transocean-owned ultra-deep water drillship **Dhirubhai Deepwater KG-2** to Petronas at least till the year-end, industry sources said. **Dhirubhai Deepwater KG-2**, a high specification ultra-deep water drillship capable of operating in 12,000 feet of water and drilling to 35,000 feet, may drill two wells for Petronas off the coast of Brunei, beginning next month, which may take up to four months to complete.

Following the move, Reliance does not have any operational offshore drilling rigs in Indian waters, sources said. Reliance had in March last year received Dhirubhai Deepwater KG-2 from Transocean on a five-year contract at a day rate of USD 510,000, sources said, adding that the Mukesh Ambani-led firm is charging the same day rate from Petronas. A company spokesperson did not reply to an email sent for comments. Reliance has not drilled all of the wells it had committed in 2006 to win approval for investing up to USD 8.8 billion on its showpiece eastern offshore KG-D6 block.

Natural gas production from the block, at 47 million cubic metres per day, is 31 per cent less than the target, a phenomenon which the oil regulator, the Directorate General of Hydrocarbons (DGH), says was on account of not drilling the required number of wells.

Reliance has so far drilled only 20 out of the 22 wells committed by March, 2011, in the main Dhirubhai-1 and 3 gas fields of the KG-D6 block. As per its 2006 commitment, the number of producing wells should go up to 31 by the end of the current fiscal. Sources said without a drilling rig, it cannot drill any well this fiscal. The DGH wants Reliance to immediately take up drilling of the 11 committed wells so as to raise output, which had in March last year touched 61 mmcmd. Production has since late last year declined amid falling pressure in the wells.

Reliance currently holds 90 per cent interest in KG-D6, while the rest is with Niko Resources of Canada. It is selling a 30 per cent stake in the block and 22 others to UK's BP Plc for over USD 7 billion. In 2009, Reliance had sub-let another rig, **Dhirubhai Deepwater KG-1**, to state-owned Oil and Natural Gas Corp (ONGC) at a dayrate of USD 495,000 to 510,000 for four years (about Rs 3,195 crore). ONGC was to pay a day rate of USD 495,000 to Reliance for the first 180 days and USD 510,000 from the 181st day onward. **Source : Deccan Herald**



The **HYDRA** and **DRAIT** seen moored in Mistley - Photo : Derek Sands (c)

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Customs Intercepts Another Deadly Cargo At Lagos Port

THE Nigeria Customs Service, NCS, at the Tin-Can Island Port intercepted a 40" foot container containing arms and ammunition and arrested one Mr Niyi Osunsanya, a Customs agent contracted to clear the cargo. Speaking to newsmen on the development, Customs Area Comptroller, CAC, of Tin Can Island Customs, Mr. Charles Edike, said the container with number TUCU 9598802 contained two vehicles - a Range Rover Sports and a Chevrolet Express bus - which were brought in from the United States.

Edike said the security items found in the container were weapons that could cause damage to Nigerians, adding that with the arrest of the agent, it will not take long before the importer will be apprehended. He said: "Yesterday evening officers examined the container and found that some items are of security concerns to us and after the search, more items were uncovered and these were ammunition, a hand gun, pellets. These things are beyond the ordinary.

"Besides the hand gun and cartridges found inside the container, other security items uncovered include several packs of tear gas, a long torch that has a camera, Naval caps, military boots, United States Army barge and other security barges as well as military belts." Meanwhile, officers from the Federal Operations Unit, FOU, of the NCS, yesterday, stormed the Ports and Terminal Multi-purpose Limited, PTML, Command extension at the Mile 2 end of the Apapa-Oshodi expressway, shooting indiscriminately into the air causing clearing agents, passers-by and those working around the area to run for their dear lives. The incident which occurred some minutes past noon, saw the Customs officers chasing the fleeing agents.

Speaking on the development, Public Relations Officer of the terminal, Mr. Steve Okoma, said leaders of the associations came to the terminal and forcefully ejected all the agents from the terminal without any explanation.

According to Okoma, after ejecting the agents, the team led by the Association of Nigeria Licensed Customs Agents, ANLCA, locked the officers inside the terminal, claiming that there is an important meeting for all agents. He explained that the FOU operatives responded to the SOS call sent by an agent to come to aid of Customs officers who were held to ransom. An eye witness who identified himself as Leonard Ifi, explained that though there was a rowdy situation earlier on as a result of the insistence by leaders of the various agent associations that the terminal be locked up to enable them hold their meeting to discuss the Tin-can Island issue, the situation was calm before the shooting incident

Source : All Africa



The **SCF PLYMOUTH** seen enroute Amsterdam – Photo : Marcel Coster (c)

Seoul comes to owners' aid

The South Korean government will purchase ships on behalf of struggling Korean mid-sized shipping companies, going through a liquidity crisis, using \$461m of funds in the Korea Asset Management Corporation (KAMCO) shipping fund in the second half of the year. The Ministry of Land, Transport and Maritime Affairs and Korea Shipowners' Association said on August 24 that KAMCO received applications for '2011 KAMCO shipping fund for ship purchase,' a ship purchase program for shipping industry's structural modification, from Korean shipping companies and debt financing institutions. Source : Seatrade Asia

EYE ON THE WORLD

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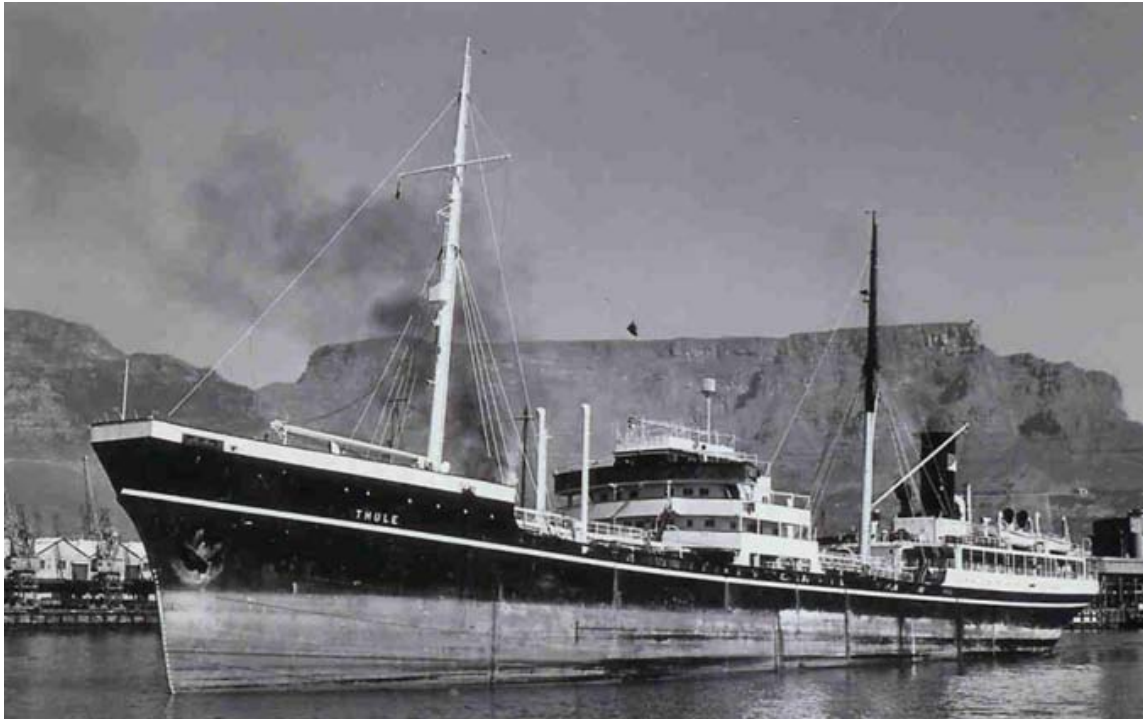
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OLDIE – FROM THE SHOEBOX



Built in 1926 at **Blohm & Voss**, Hamburg as the cable ship **NEPTUN**, the steamer was converted to a tanker during WW II. Post war she was renamed **THULE** when she became part of Britain's Hector Whaling fleet.

Photo: Robert Pabst (c)

.... PHOTO OF THE DAY



The **BELUGA I** seen operating in in the South China Sea - Photo : Capt. Jelle de Vries ©

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