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ITC's **BLUSTER** seen outbound from Rotterdam – Photo : Skyphoto Maassluis

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Comite Kerstfeest op Zee is verhuisd

Sinds een paar jaar geleden er perikelen ontstonden rondom het voortbestaan van het Zeemanshuis aan de Heyplaat is er veel veranderd. De partijen die er bij betrokken zijn konden niet met een eensluidende visie op de toekomst komen waardoor subsidieverstrekkingen zich terugtrokken. Omdat wij vorig jaar al hadden ingekocht hebben wij toch nog een plaatsje gekregen n.l. het scheidsrechtshokje. Het was een gigantische puzzel om alles erin en, ingepakt, er weer uit te krijgen. Begin dit jaar hoorden wij dat wij ook daar



niet meer in konden. We stonden dus op straat. Ons werd meegedeeld dat men naarstig op zoek was naar een andere locatie, maar daar merkten wij niets van. In die tijd was het de Bodegraafse ondernemer [GERRITSE IJZERWAREN](#) die een nieuwe filiaal opende op een steenworp afstand van het Feyenoord stadion. Via familie is de directie gevraagd of we de voor hen onbruikbare ruimte van 40 m2 op de begane grond mochten huren voor vijf maanden. Toen de directeur hoorde dat het om een goed doel en vrijwilligerswerk ging zegde hij deze ruimte direct gratis toe. Wij mogen deze ruimte gebruiken met alle faciliteiten zoals water en elektra. Bovendien zijn de goederen verzekerd. Het is in deze tijd bijna niet voor te stellen dat een bedrijf zoveel sociaal gevoel bezit. Het is des te verbazender als men bedenkt dat dit bedrijf wel heel erg ver van de koopvaardij af staat. Het is een toplocatie, gemakkelijk bereikbaar voor leveranciers en rederijen. Er is voldoende parkeergelegenheid en het is goed beveiligd. Het is hartverwarmend dat ook alle



personeelsleden ons met alles van dienst zijn en gasten koffie of thee aanbieden als wij er nog niet zijn. Deze ruimte is echt een geschenk uit de hemel maar we moeten ons wel bedenken dat we niet oneindig lang op de goedheid van een groothandel in ijzerwaren kunnen teren.

Alle partijen in het zeemanswelzijnswerk moeten onverwijld aan de slag om een nieuwe stek voor zeelieden te realiseren in het havengebied waar die zeelieden ook komen. Daar zal dan ook een ruimte voor ons in moeten worden gerealiseerd.

Zie ook : www.kerstfeestopzee.nl



The Drillship **WEST CAPELLA**, currently drilling for the USAN project offshore Nigeria and as seen from the **Saipem FDS2** – Photo : Capt. Howard Baker – MWS - LOC



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Newbuilding ordering activity remains subdued, but that could change soon

In its latest weekly report on the newbuilding market, [Clarksons](#) noted that “market enquiry has been relatively subdued this week with a limited amount of new enquiry as owners are still trying to gauge after their holidays where true value lies in newbuilding after the recent sales activity in the second hand market in both the dry and wet sectors. On the positive side of things it is encouraging to see that for the dry market the BDI has increased in excess of 20% so far this month.

Any further increase in dry activity would very much help the Chinese Yards with fresh orders, as we have discussed previously and being the core product of the Chinese newbuilding market. The larger Korean Yards are no doubt pleased that they continue to take orders and have options declared, thus allowing them to get closer to their year-end targets or in some cases exceed them. It is reported that Samsung are now over their year-end target having secured USD 14.2 Bln worth of business against an annual target of USD 11.5 Bln. Hyundai and DSME are also understood to now be over 80% of their respective year-end targets having taken orders for over USD 16 Bln and almost USD 9 Bln respectively. The story is sadly not so good for the Japanese Yards - with the Yen now trading at below 77 to the

Dollar, the Japanese debt rating being downgraded by the ratings agency Moody's from Aa2 to Aa3 and now today their Prime Minister resigning, we sadly don't see the currency recovering to a level that the Japanese Yards so desperately need it to, to allow the Yards to competitively quote for export orders" said the world's largest shipbroker and maritime researcher.

In a separate weekly report, Piraeus-based shipbroker Golden Destiny said that "this week also passed with silent newbuilding business as only 15 fresh orders reported worldwide at a total deadweight of 851,800 tons, posting a 20% week-on-week decline with subdued activity in the tanker segment and some new deals emerged for bulk carriers. This week's total newbuilding business is down by 68% from similar week's closing in 2010, when 48 orders had been reported with bulk carriers and tankers being the protagonists of the newbuilding scene grasping 63% and 31% share respectively of the total ordering activity. In terms of invested capital, the most overweight segment appears to be the LNG attracting 90% of the total invested capital, whereas transactions bulk carriers hold this week's lion share, 47% of the total ordering activity" said Golden Destiny.

It went to mention that in the bulk carrier segment, the kamsarmax vessel type made his appearance again in the newbuilding scene with Chinese player Da Tong Shipping placing one single order in New Times Shipyard for delivery in 2013. Furthermore, South Korean player, Global Marine Finance, has placed an order for two 82,000dwt units in Korea's Sungdong yard at an estimated price of \$35.5mil each for delivery in 2013. In the handysize segment, Qingshan Shipyard in China is said to have won a series of orders from two dry cargo operators, [OSL Shipping](#) of Hong Kong and [Wilmar International](#) of Singapore for delivery in 2013. "In the tanker segment, Chinese shipbuilder Guangzhou Shipyard has won a single MR product order for a 48,000dwt vessel by compatriot owner, Huahai Petroleum Transport Co, for delivery in 2013 at an undisclosed contract price. In the gas tanker segment, [Colar LNG](#) of Norway has extended its LNG ordering spree by adding two more 160,000 cu.m units in Korea's [Samsung Heavy Industries](#). The order follows a similar 6 units order placed earlier in the year. It has also confirmed a 170,000 cu.m floating storage and regasification unit to be built in the same yard. All nine units will be delivered in 2013 and 2014.

Furthermore, Korea's yard [Daewoo Shipbuilding and Marine Engineering](#) has won an order for a floating storage and regasification vessel from Excelebrate Energy of U.S. at a cost of \$280 mil due for delivery in 1Q 2014. In the container segment, a German owner has secured two units order of 3,820 TEU in Chinese yard, [Taizhou Catic](#) at an undisclosed contract price for delivery in January and March 2013" concluded the shipbroker.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The [CONDOCK V](#) loaded with [CSD Jokra](#) seen moored in Onne Port, Nigeria" - Photo : Jos van Oijen (c)

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

An advertisement for Franklin Offshore Europe. The background is a close-up of thick, dark mooring ropes. On the right, two workers in high-visibility yellow and orange gear and hard hats are looking at something off-camera. The text 'FRANKLIN OFFSHORE EUROPE' is in large, bold, white letters. Below it, 'Your provider of integrated mooring and rigging services!' is in a slightly smaller, bold, white font. To the right of the workers is the Franklin Offshore logo, which is a blue globe with a white 'F' inside. Below the logo, the text 'FRANKLIN OFFSHORE' is in blue. At the bottom right, the contact information 'tel. +31(0)78 - 618 78 77' and 'www.franklin.com.sg' is in blue.

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Legal battle in the air hangs over ships

The direction of a legal battle over the European Union's regulation of airlines' greenhouse-gas emissions (GHGs), which has great implications for the maritime industry, maybe revealed as soon as next month. The European Court of Justice is expected to deliver its initial findings in a case brought by US airlines against the UK Government and European Commission over the inclusion of international airlines in the EU Emissions Trading Scheme (EU ETS) as soon as late September.

The international maritime industry has a lot at stake in this case. Brussels is also formulating a proposal to regulate GHGs from all shipping in the EU in much the same way. The chances of it successfully doing so will be heavily influenced by the outcome of the aviation case in Europe's highest court. An initial ruling from the ECJ could come in September or October, although there are expectations the full course of legal action could carry over into next year, which takes beyond the date the regulation comes into force. From January 1, Brussels will bring airlines into the EU ETS and require the surrender of emissions permits for every tonne of CO2 emitted during operation on all internal and international flights to and from EU airports. Airlines, their trade associations and government transport officials in the US, China, India, Russia and the Asia-Pacific have railed against the move. Their key argument is that applying EU law to foreign airlines violates international law governing aviation, and violates the very sovereignty of other nations. European airline associations are also putting the squeeze on Brussels, fearful that the intense lobbying by foreign governments and airlines will see the Commission bow to pressure and exempt foreign carriers, disadvantaging EU carriers. This appears unlikely, however, with provisions for exemption only available to those countries with similar emissions caps in place to the EU's ETS.

In the face of at times furious attack, the European Commission appears to be sticking to its guns. It has consistently argued that it wants to see the aviation and maritime sectors in Europe subject to the same emissions controls as land-based emitters. Emissions from these sectors are expected to grow enormously worldwide over coming decades without controls. The Commission has long said it would look to implement market-based measures (likely emissions trading, or possibly a bunker levy) on international shipping to reduce emissions if no global agreement to do so emerges from the IMO or UNFCCC. The IMO has agreed the mandatory application of new energy efficiency design and operational standards for vessels, EEDI and SEEMP, but these measures do not cap or reduce emissions overall, only slowing their growth over the next 20 years. Because of this, Brussels' position previously has been that EEDI and SEEMP would not be enough to stop it proceeding with its own regulation of shipping. It is currently expected to reveal a proposal in the second quarter of 2012 and aim for implementation around 2014. However, if the US airlines case were successful, this would force the European Commission to reconsider similar action in shipping. An International Civil Aviation Organisation agreement earlier this year to reduce airline emissions growth also left it open for the EU to go ahead with inclusion of the sector in its ETS. **Source: Carbon Positive**

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WHALE VS HYUNDAI FAITH



Above seen the **HYUNDAI FAITH** moored in Rotterdam-Europoort, the 340 mtr long container vessel arrived in port with a dead whale on her bulbous bow, as the crew never noticed something during the trip it is not known where the liner had the collision with the whale, in Rotterdam the port authorities removed the remains of the whale which is transported to the Dutch National History Museum **NATURALIS** in Leiden.

NATURALIS is open every day of the week from 10am to 5pm.

Photo's : Ramon Crans ©

Security Council Concerned at Maritime Piracy in West Africa

Security Council Voices Concern over Maritime Piracy in West Africa's Gulf of Guinea

The Security Council voiced concern over increasing maritime piracy, armed robbery and reports of hostage-taking in the Gulf of Guinea, saying the crimes were having an adverse impact on security, trade and other economic activities in the sub-region. The Council took note of efforts by countries in the Gulf of Guinea to tackle the problem, including joint coastline patrols by Nigeria and Benin and plans to convene a summit of Gulf of Guinea heads of State to discuss a regional response. "In this context, members of the Council underlined the need for regional coordination and

leadership in developing a comprehensive strategy to address this threat,” said a statement read out to the press by Ambassador Hardeep Singh Puri of India, which holds the Council’s rotating presidency this month. The Council urged the international community to support countries in the region, as well as the regional organizations – the [Economic Community of West African States](#) (ECOWAS) and the Economic Community of Central African States (ECCAS) and other relevant bodies, in securing international navigation along the Gulf of Guinea, including through information exchange, improved coordination and capacity building.

The Council took note of the intention by the Secretary-General to send a UN assessment mission to look into the situation in the region and explore possible options for UN support. Members of the Council also stressed the need for the UN Office for West Africa (UNOWA) and the UN Office for Central Africa (UNOCA) to work, within their current mandates, with the UN Office on Drugs and Crime (UNODC) and the UN International Maritime Organization (IMO), as well as with all concerned countries and regional organizations. For more details go to UN News Centre at <http://www.un.org/news>

Source : NZScoop



The **QUEEN ELIZABETH** seen outbound from Rotterdam – Photo : Johan van der Lee ©

The advertisement for Vlierodam B.V. features a collage of images. On the left, there are yellow lifting equipment and wire ropes. In the center, there is a logo with an anchor and the text 'DNV 2.7-1'. On the right, there is a large offshore construction vessel. Below the collage, there is a blue banner with white text that reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting'. Below this banner, there is a white banner with blue text that reads: 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. At the bottom, there is a white banner with black text that reads: 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. On the right side of the bottom banner, there is a small logo for Vlierodam.

Swiber gains momentum offshore

[Swiber Holdings Limited](#) has announced that its orderbook has gained momentum, growing to US\$777 million. This follows contracts awarded to its offshore subsea diving subsidiary, [Kreuz Holdings Limited](#) totalling approximately US\$25 million, with a US\$10 million option, from a leading offshore construction company in the oil and gas business located in the Middle East. This is the third consecutive quarter of growth in the group’s order book, surpassing the second quarter of FY2011’s healthy orderbook of US\$752 million. Swiber will be utilising its in-house fleet of vessels to perform the full spectrum of projects comprising subsea installation works, which will commence in the third quarter of FY2011. Source : Offshore Shipping Online



The **TOMBARRA** seen arriving in Durban (South Africa) – Photo : Neville West (c)

Cosco's Contract Dispute Could Hurt The Entire Shipping Industry

Chinese state-controlled shipping company [China Cosco Holdings Cp.](#) has been locked in multiple disputes after it withheld payments on contracts. The disputes have stem from Cosco's unwillingness to pay long-term contract rates that it is bound to, which are higher than market prices falling a collapse in the shipping boom.



Rather unique photo with seen the **3 COSCO sisters COSCO NINGBO, COSCO GUANGZHOU and COSCO HELLAS** moored behind eachother in Felixstowe - Photo : Graeme Ewens (c)

Moody's has warned that the dispute could have major impact on the credit rating of the dry bulk industry as a whole, according to Financial Times. Cosco is said to have withheld payments for long-term ship charters for as much as \$80,000 a day at the peak 2008 levels. Specifically it is withholding payments on one ship held by Navios Maritime Holdings and three ships belonging to Navios Maritime Partners.

Cosco has defended its actions and said it is common practice in the industry. The company's executive director said disputes are normal when contracts are being adjusted, and added that individual shipowners were hyping things up, according to Financial Times. Typically companies are insured against defaults by charterers, but many have taken to the courts and had Cosco ships seized as collateral against unpaid fees. George Achniotis, chief financial officer of Navios Maritime Holdings said he doesn't expect to make a claim and hopes to see a settlement soon. George Economou CEO of DryShips Inc. who has 18 ships from two companies said last week that he will resort to seizing Cosco ships around the world if payments aren't met. Swiss company Bunge SA, had a Cosco vessel seized as it sought \$294,252 in fees among other costs, and Cosco had another vessel seized in Louisiana, and one in Singapore, all over payment disputes, according to Bloomberg. Cosco's dry-bulk business reported a first-half operating loss of 2.68 billion yuan, and its container-ship business lost nearly 950 million yuan. The company is said to be struggling with cutting costs and is trying to avoid being suspended from the Baltic Exchange.

Cosco which only a decade ago was a typical state-owned shipping conglomerate, is said to have taken to chartering ships as part of a larger political move. In 2007, the Communist Party announced that 75% of China's trade should be

carried out on Chinese ships. While, Cosco's Chairman Wei Jiafu has said the contracts were being reneged to maximize shareholder value, Financial Times reported that the real motive was bringing down China's import costs.

Source : [Businessinsider](#)

Latest update : Greece-based [DryShips Inc](#) , which is in a lease payment dispute with [China COSCO Holdings](#) , said the Chinese shipping conglomerate had resumed higher payments on three of its disputed vessels.



The Portuguese flagged [ATHENA](#) seen outbound from Ijmuiden – **Photo : Pieter Piscaer (c)**

Rough seas stall rescue of 20 on ship off Taiwan

Rough seas have stalled a rescue of 20 sailors on the 1983 built Panama-registered 6379 grt tanker [Maju Jaya 3](#) ([Fen Jing III](#)) that became grounded off southern Taiwan during a typhoon. Coast guard official Huang Shih-hsien said Tuesday the rough seas have stopped a trawler from getting close to the "[Fen Jing III](#)." He said the 11 mainland Chinese and nine Indonesian sailors on board are safe onboard the tanker which lost power at the Tsengwen River estuary, possibly because of mechanical problems before grounding.

Typhoon Nanmadol pummeled southern Taiwan before weakening to a tropical storm and heading toward southern China. One person died in Taiwan and at least 25 in the Philippines. Source : [Seattle Times](#)



SVS Frobisher seen departing Mombasa as a Guard ship escort vessel equipped with all the latest gadgets to protect commercial shipping against piracy. www.guardships.com **Photo : Philip Fay**

Sandefjord-ferry in near miss with the quay in Strömstad

Only 30 meters from the quay in Strömstad the [Color Viking's](#) power failed. The Captain's quick decision to drop anchor, probably prevented a major accident. The ferry had a blackout, all power was gone. The captain took a very quick decision to drop anchor, and thanks it was a major accident avoided, says terminal manager Kenth Johansson to the local newspaper Strömstad Tidning.

When the power failure occurred, the passenger ferry was on a steady course straight toward the pier. A Witness tells about the sound of something crashing, but according to the newspaper, this was probably the sound of the anchor dropping. We had a good 15 meters to the good at the jetty. Had the captain not been so observant and made a quick decision, the ferry probably would have gone clean right into dock stern-first. Swedish coastguards and sea rescue services were quickly on hand to assist, as a precaution. The [Color Viking](#) which arrived from Sandefjord, eventually docked with its own power, and the passengers could disembark. [Source : ta.no](#)

Cruise passengers sue over gastro illness on ship

More than 130 British holidaymakers are taking legal action against cruise line [Fred Olsen](#) after allegedly falling ill on board one of its ships. The cruise line was this week accused of "repeatedly failing to protect the health of tourists" on the [MV Boudicca](#) following several outbreaks of sickness. Irwin Mitchell, a British law firm that specialises in travel-related cases, is representing 138 people who claim they suffered severe gastric illness on the ship, which sails to the Canary Islands, Europe and west Africa, between 2009-2011. Some of those passengers have blamed poor hygiene.

Fred Olsen accepts that illness has occurred on the ship, but says the symptoms suffered by passengers were indicative of norovirus – a common cause of infectious gastroenteritis that it says is beyond its control. Eric Swift, 75, and his wife Margaret, 80, from Halesowen, West Midlands, said they fell ill when they boarded a cruise to Cape Verde in April. Mr Swift said he had spoken to at least 20 people who were suffering from similar symptoms and suggested that at least one in eight passengers was unwell. He criticised the standard of food and claimed he was served undercooked meat.

He suggested that past instances of illness on the ship demonstrated that it had an "inherent problem", and he alleged that a Fred Olsen representative told him there had been an outbreak of sickness on the ship during its previous voyage. "The ship should not have been allowed to sail without thorough cleaning and checks," he added. Mr Swift said that he and his wife, who each spent three nights confined to their cabin, were later offered a discount on a future cruise, compensation which he described as "derisory". They contacted Abta, the travel association, and were put in touch with Irwin Mitchell. Elizabeth Tetzner, travel law expert with the firm, said: "We are aware of guests who have travelled on nine different cruises on board the [Boudicca](#) since October 2009, many of whom have reported similar symptoms of diarrhoea and vomiting, which raises concerns about the adequacy of protection given to passengers.

"What is needed, in situations like this, is a full investigation and, if necessary, a thorough deep clean, in line with the accepted current guidelines. Likewise, any crew members who are suffering symptoms or are otherwise able to pass on an infection must be stopped from sailing." Although Fred Olsen blamed the outbreaks on norovirus, Irwin Mitchell claims that one of its clients was confirmed as having campylobacter, a bacterium that is usually associated with eating contaminated food.

Fred Olsen rejected suggestions that poor hygiene was responsible for any outbreaks of illness. "Norovirus is very infectious and can spread to other people very quickly," it said in a statement. "As the onset of the illness is so sudden and there are no warning signs, it is not possible to detect it until symptoms develop. "The health, safety and wellbeing of our guests and staff on board remains our priority at all times, and we believe that our systems for preventing the spread of illness on board our ships are among the best within the industry." Earlier this year, Irwin Mitchell and another travel law firm, Pannone, reported that there had been a sharp increase in the number of British holidaymakers seeking legal representation after falling ill abroad, particularly at hotels in Turkey and Egypt. [Source : Sydney Morning Herald](#)

CASUALTY REPORTING



Tanker met koolwaterstof geborgen op Oosterschelde

Afgelopen dinsdag morgen omstreeks 08.00 uur is de Luxemburgse binnenvaarttanker '**Connemara**' gestrand op de Oosterschelde, in de Witte Tonnen Vlije ter hoogte van Stavenisse. Het schip was geladen met 2499 ton Koolwaterstof. Bergingsleepboten van [Multraship Salvage](#) en [Polderman](#) spoedden zich ter plaatse. Ondanks de snelle reactie konden de sleepers '**Zephyrus**' en '**Delta**' het 110 meter lange schip door het snel vallende water niet meer vlot krijgen en werd besloten bij het volgende vloed getij een nieuwe poging te ondernemen. De bergers namen diverse voorzorgsmaatregelen zoals het ter plaatse brengen van olieschermen en het mobiliseren van meerdere bergingsleepboten en een tankschip voor eventuele overslag van de lading. Ook werd een bergingsteam ter plaatse gemobiliseerd inclusief een gevaarlijke lading specialist. Omstreeks 15.10 uur wisten de bergers het schip bij opkomend water gecontroleerd vlot te trekken. De '**Connemara**' is vervolgens naar de Krammersluizen gesleept alwaar een duikinspectie zal plaatsvinden. Op het eerste gezicht is er geen visuele schade geconstateerd aan schip en/of haar lading.

NAVY NEWS

\$250k bill after navy ship breakdown

The New Zealand navy's multi-role ship **Canterbury** has racked up a \$250,000 repair bill after breaking down on its way to a Brisbane dry dock for maintenance. It was the latest in a series of problems to strike the 9000-tonne sealift and amphibious support ship since it was commissioned into the navy in Melbourne in 2007. **Canterbury** was heading to Brisbane in June when the turbocharger on its starboard engine failed shortly after it left the Devonport naval base in Auckland, forcing the ship back to Devonport for repairs. The navy said the repairs took a week but when the ship put back to sea to resume its voyage to Brisbane, it had another engine breakdown at sea.

On the second breakdown the ship's captain ordered the engine to be shut down and the ship continued on one engine while engineers worked to fix an injector blockage. The navy said the cause of the turbocharger problem, which forced the ship back to the Devonport Naval Base, was still being investigated by the manufacturer.

"The cost of the repair was approximately \$250,000 with about \$200,000 of this cost being replacement parts," said a navy spokesperson. The navy said the manufacturer was still investigating if the original parts could be repaired and returned to navy stores as spares. The breakdown meant **Canterbury** was a week late to dock in Brisbane but the time was made up in dock with staff working long hours and six days a week and the ship returned to New Zealand on schedule. In dock the propellers, shafts and rudders were removed, valves were replaced and the hull was painted.



The **L 421 CANTERBURY** seen in Lyttleton – Photo : Alan Calvert (c)

The breakdown was the latest in a series of sagas to strike the ship since it was commissioned as part of the \$500 million Project Protector scheme which saw the navy get seven new ships -- **Canterbury**, two offshore patrol vessels and four inshore patrol vessels. On its maiden voyage the ship was hit by big seas in the Bay of Plenty and lost one of its rigid hulled inflatable boats (RHIB) when it was washed out of its storage alcove in the hull. Later in 2007 a member of the ship's company, 22-year-old Byron Solomon, died when the RHIB he was in capsized as it was being lowered during an exercise near Cape Reinga off the Northland coast. The problem was found to have been caused by a faulty shackle holding the RHIB's bow rope to the ship when the RHIB was launched. The shackle released prematurely and inexplicably, causing the bow of the RHIB to drop into the water, leading to the capsize. The RHIB's lowering system also failed to release and Mr Solomon was trapped under the overturned RHIB when it could not be winched back onto the ship.

Both the shackles and the RHIB were replaced with different models. The \$130 million ship had been plagued by problems and after a British marine expert inspected the ship, it was estimated the navy would need to spend \$20 million to make it fully seaworthy so it could perform the tasks the navy expected of it. The navy also decided to replace the two landing craft on the ship after problems with weak bow ramps and stability. The government negotiated a deal with, BAE Systems, the Australian builders, who paid \$85 million as its share of fixing a range of faults, including the landing craft. Source : NZ Herald

See the fly-by of two Canadian Airforce **CF-18 HORNET's** complete with afterburners before **U2** takes the stage for the final show of the U2 360 Tour in Moncton, New Brunswick
<http://www.youtube.com/watch?v=9dJ5kVUZlq8&fmt=18>

Iran sending submarine, warship to Gulf of Aden, Red Sea

An official Iranian news agency says Iran is sending a submarine and a warship to the Gulf of Aden and the Red Sea. Press TV quotes the commander, Rear Adm. Habibollah Sayyari, as saying the deployment will serve the country's interests and "convey the message of peace and friendship to all countries."

The item on Press TV's website Tuesday said the presence of the Iranian navy would "tighten security for all countries." Sayyari said the ships would also fight against pirates. Somalia, on the southern coast of the Gulf of Aden, is a base for many pirate gangs. The body of water is south of Iran. Source : Press TV



The Belgian Tripartite MCM **M 921 LOBELIA** seen entering Malta - Photo : **Gejtu Spiteri (c)**

SHIPYARD NEWS



The lower midships section on the new Royal Navy Aircraft Carrier has just been floated off the barge which brought it from the River Clyde. The operation took place of Blackness Castle on the River Forth on August 30th. The attending tugs are **Fidra**, **Seal-Carr** & **Oxcar** of Forth Estuary Towage, plus the Svitzer tugs **Cleveland Cross** & **Forth**.

Photo : **Iain Forsyth ©**

China's yards suffer dramatic order loss

In the first seven months of the year, the Chinese shipbuilding industry suffered a drastic loss in orders, down 30% year-on-year, with many yards reporting not a single order thus far in 2011. According to the China Association of National Shipbuilding Industry's (CANSI) recent statistical data, China's shipbuilding output in Jan-Jul period has climbed to 38.46m dwt up by 9.3% from the same period last year. However, newbuilding orders during the seven month period decreased 29.2% to 23.58m dwt. Newbuilding orders in July ended up 1.98m dwt, which is about 5.55m dwt lower than deliveries in the same period. **Source: Seatrade-Asia**

Krasnoye Sormovo Shipyard lays new RST27 products tanker

Krasnoye Sormovo Shipyard held keel-laying ceremony for the lead tanker of a series of products carriers of project RST27, the MNP press service said. The contract for 5 newbuilds was signed between the shipbuilder and Volga-Balt-Tanker in June 2011. Three of them are scheduled for delivery in 2012, the next two - in 2013. The RST27 project was developed by Odessa-based firm Marine Engineering Bureau to the class of Russian Maritime Register of Shipping KM Ice1 R2 AUT1-ICS OMBO VCS ECO-S Oil tanker (ESP). The working draft prepared by the Volga-Caspian Design Bureau (Nizhniy Novgorod). The Volga-Don max tankers with six cargo and two slop tanks are designed for mixed river-sea transportation of crude oil and petroleum products (two types of cargo), including gasoline, with no flash point limits (permanent temperature of 60° C). The double-sides and double-bottom hull ensures enhanced environmental safety.

The vessel has 5378dwt at 3.6m draft in fresh water and 6980dwt at 4.2m draft in salt water. The RST27 project ship's dimensions satisfy the Volga-Don Canal and Volga-Baltic canals. LOA - 140.85 m, beam - 16.86 m, depth - 6 m, the volume of cargo tanks - 7828 cbm, of slop tanks - 280 cbm, of ballast tanks - 4650 cbm. Operational speed - 10 knots. Crew - 12., 14 accommodations, including a sanitary cabin and a pilot cabin. The vessel is powered by two 1200kW Wartsila 6L20 main engines.

Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo shipyard meet the requirements of MARPOL conventions, having the state-of-the-art equipment.

MNP Group (Sea, Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group comprises enterprises based in Nizhny Novgorod - **Krasnoye Sormovo Shipyard**, Sormovskoe Engineering and the Volga-Caspian Design Bureau. **Source : Port News**

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The **CENTAURUS LEADER** inbound Port Phillip Bay 29 August - Photo : Bill Barber (c)

Deep-water addition sees busy Shanghai Port get even busier.



Buoyed by the robust Chinese economy, the port of Shanghai, which ranks as the world's largest port in terms of both cargo and container traffic, has seen its total container throughput skyrocket in recent years. The volume of containers handled is so great that it now exceeds the total handled by all Japanese ports combined. Shanghai Port surpassed Singapore to become the world's busiest port in 2010 in terms of both cargo and container throughput, which is the number of units handled by a port. The container throughput for the first six months of this year is up more than 10 percent, year on year.

The biggest factor behind the growing freight volume is the opening of the Yangshan Deep-Water Port in 2005. Sand sediment in the original **Shanghai Port**, which faces the mouth of the Yangtze River, limited

the accessibility of large vessels. It was, therefore, decided to reclaim land around islands about 30 kilometers offshore and to build one of the world's largest deep-water ports there. The Shanghai city government recently opened the interior of the Yangshan port facilities to foreign media and other parties. The 32.5-km Donghai Bridge links the mainland to the port. A 30-minute car ride across the bridge brought a partial view of the deep-water port, covering a total area of 8.14 square km. Sixty large cranes lined the side of a quay that continued for about 5.6 km. Large vessels anchored near the far end were barely visible due to the vast distance. The first, second and third phases of the port's construction are complete and the fourth and final phase is currently under way. A total of about 70 billion yuan (840 billion yen, or \$11 billion) is said to have been invested in the Yangshan port project. "The mind-boggling size of this structure is all about China's pride and honor," said an employee of a Japanese distribution company well versed on the port. Yangshan customs officials said the port handled 10.1 million 20-foot equivalent units (TEU) of containers in 2010, surpassing the total container throughput at Japan's three largest ports of Tokyo, Yokohama and Kobe combined (9.73 million TEU). This put the total container throughput of Shanghai Port, including previously existing port facilities, at 29.07 million TEU. The corresponding statistics for the first six months of this year was 15.31 million TEU, up 10.5 percent year on year. The annual container throughput is likely to top the 30 million TEU level this year, sources said. There has been considerable support by China's central government, which plans to turn Shanghai, by 2020, into an international hub not only of finance but also of shipping.

"China has big markets inland," said Shao Xiaoping, head of Yangshan port customs. "Ports in other countries are no match for us in terms of demand. In the future, we hope to strengthen our cargo relay functions to make our port an international hub." **Source : asahi**



HAL's **RYNDAM** visited Malta – Photo : Gejtu Spiteri (c)

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OOCL Adds Two Cranes at Taiwan Port

[OOCL](#) plans to increase productivity at its Kaohsiung Container Terminal in Taiwan by up to 10 percent by adding two super-post-Panamax gantry cranes to the existing six cranes.

It ordered two more cranes as part of a service enhancement project designed to expand KAOCT's capabilities. Two of the six gantry cranes that are currently in operation at the terminal will be replaced by the new cranes, which have a 22-row outreach.

The new cranes are expected to be in operation by July 2012, enabling KAOCT to simultaneously handle two container ships with capacities of more than 10,000 20-foot equivalent units. OOCL also plans to extend the terminal's 2,231-foot-long berth by an additional 246 feet in order to service two mega vessels berthed together. OOCL estimated that the new cranes will increase KAOCT's productivity by 8 percent to 10 percent and shorten vessel berthing times.

Source : [The Journal of Commerce Online](#)



[Click](#) at the crane and see the power of hydraulics in this 9 minutes movie of [Liebherr](#)



August 28th the tug **ALPHONSE LETZER** departed from Porto Amboim (Angola) with in tandem tow the Heerema barges **H405** and the **H406** bound for Cadiz, Spanje with a bunker stop planned in Dakar (Senegal), upon departure the transport was assisted by Heerema's **LUCALA** and the **UNION FIGHTER**

Photo : Crew Union Fighter ©

Port plea for dredging sop

The **Calcutta Port Trust** (CPT) has requested the Centre to continue with the annual dredging subsidy of Rs 350 crore till it completes three projects. CPT chairman M.L. Meena said they expected the projects — transloading at western Sandheads and new ports at Haldia and Diamond Harbour — to shore up the port's revenues and reduce dependence on facilities that relied on dredging.

"I am hopeful that these facilities will be ready in the next three years. I have requested the government to continue with the dredging subsidy till then," Meena said. The ministry of finance as well as the Planning Commission had in the past raised serious objections to the subsidy and even questioned if a port should continue to operate while causing such a drain to the national exchequer.

Calcutta and Haldia, part of the CPT, are both riverine ports located on the banks of the Hooghly in Bengal. The CPT dredges 20 million cubic meters of silt every year so that big ships can come. Even then, average draft for Haldia has declined to 7 meters from 9 meters in the last five years. The CPT is planning to handle large vessels at western Sandheads and then bring the cargo to Haldia and Calcutta by smaller ships and barges. However, the Orissa government has challenged the port's move in courts.

"This is the most important step for CPT's future existence and Bengal's industry," Meena said. The transloading facility will be operated by private operators on a public-private partnership mode. **The Shipping Corporation of India**, Gammon and Adani have shown interest in the project. The CPT plans to use the same model to build a Rs 1,600-crore bulk cargo terminal at Salukkhali near Haldia and a Rs 2,000-crore container terminal at Diamond Harbour. Adani, GMR and Mundra are among the nine that showed interest for Haldia. Meanwhile, the CPT posted an over six times rise in net surplus at Rs 114 crore in 2010-11. **Source : telegraphIndia**



The **PACIFIC VOYAGER** seen loading a reel with weight of 70 tons in Jurong Port (Singapore)
Photo : Jan Beenhakker - BEKO transportconsultants ©



The **UNION WRESTLER** arrived with the **GIANT 4** from Canada back in Rotterdam
Photo : Henk van der Heijden ©

Japanese port resumes international service

Regular international container services will partially resume next month at the most important port in the northeastern Japanese region of Tohoku, which bore the brunt of the earthquake and tsunami in March, the Journal of Commerce reports. The **Port of Sendai-Shiogama** in Miyagi Prefecture will reopen the China-South Korea Route on Sept. 26 with the arrival of the first container ship operated by South Korea-based **Namsung Shipping Line**, the Miyagi prefectural government said. The China-South Korea connects Miyagi Prefecture with such cities as Busan, South Korea, and Dalian and Qingdao in China.

The Miyagi prefectural government did not say, however, when the Port of Sendai-Shiogama will be able to restart its two other regular international container shipping routes: the East Asia route and the North America West Coast-Southeast Asia route, which includes Los Angeles and Oakland. Container services resumed at the Port of Sendai-Shiogama on June 8. But the port has not yet been fully restored, and container services there have so far been limited to domestic feeder ships. The **Port of Sendai-Shiogama** is one of 23 Japanese ports designated by the central Japanese government as specially important ports for international maritime transport. It is the only such port damaged by the March 11 twin natural disasters.



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The **RIJNBORG** seen outbound from Rotterdam – Photo : Cees de Bijl (c)

CMA CGM hopeful despite 258pc profit fall to US\$237 million in first half

MARSEILLES' **CMA CGM**, the world's third largest carrier, has posted a first half net profit plunge of 258 per cent to US\$237 million year on year, drawn on revenues of \$7.3 billion, an increase of eight per cent. During the first half, the big French carrier moved more than 4.8 million TEU, an increase of 9.1 per cent, outperforming the projected eight per cent rise for the market.

The company expects to make a profit in 2011, adding that the market will remain tough in the third quarter, but anticipates improvement in the last quarter, said chief financial officer Michel Sirat. **CMA CGM** also experienced a five per cent increase in volume in its South American and Caribbean trades, reported Reuters with transatlantic loops showing a six per cent rise while transpacific strings increased 11 per cent. Mr Sirat said the decline in first-half net profit reflected an decrease in unit revenue, which fell two per cent compared to the same period of 2010 and seven per cent compared to the second half last year. Mr Sirat said the carrier expected to achieve full-year volume growth of eight per cent although the market context is complicated and volatile. Source : Schednet

OOCL and Cosco upgrades Far East-Med loop from 5,500 to 8,888-TEU ships

HONG KONG's [OOCL](#) and [Cosco Container Line](#) are upgrading their Far East-Mediterranean Express (MAX/MEX) service from 5,500 TEU to 8,000-8,888-TEU ships.

OOCL now deploys the 8,888-TEU [OOCL Beijing](#), the 8,888-TEU [OOCL Canada](#) and the 8,063-TEU [OOCL Europe](#) on this service while Cosco deploys 8,495-TEU [COSCO Korea](#), the 8,495-TEU [COSCO Thailand](#) and the 8,400-TEU [COSCO Napoli](#). The MAX/MEX rotation is Shanghai, Ningbo, Hong Kong, Shenzhen-Shekou, Singapore, Jebel Ali, Dammam, Port Kelang, Singapore, Hong Kong and back to Shanghai. **Source : Schednet**

First laid up ferries removed

[DIMITROULA](#) and [ROMILDA](#) are the first units from the laid up GA Ferries fleet that have been towed out of the Port of Piraeus, bound for the Turkish scrap yard in Aliaga. A new tender has now been issued by the board of the Port of Piraeus authority, for three other ships, the high-speed vessel [JETFERRY 1](#), the [MACEDONIA](#) and the [PANAGIA AGIASOU](#). The price has been lowered by 20%. **Source : shippax.se**

Doek valt voor KTK in Panama

De vestiging van Kompania di Tou Kòrsou (KTK) in Panama zal de komende drie maanden definitief worden opgedoekt, bevestigt president-commissaris van Curaçao Port Authority, Amparo dos Santos. "We zijn blij en opgelucht dat de verliesgevende vestiging wordt opgedoekt en dat de rotzooi, die door de voormalige directeuren werd veroorzaakt, is opgeruimd. Er is de afgelopen maanden heel hard gewerkt om alles zo goed mogelijk te regelen." Het contract/concessierecht van KTK van vijf jaar met het verschepingsbedrijf Evergreen Line, om bij de Colon Container Terminal (CCT) sleepwerkzaamheden te verrichten, heeft een opzeggingstermijn van drie maanden. Gedurende deze periode zal de Venezolaanse Maveco-groep de werkzaamheden en de licentierechten overnemen. Dos Santos licht toe dat de KTK-sleepboten Tiburon en Barakuda, die in Panama geregistreerd zijn, na de opzegtermijn door de Maveco-groep gehuurd zullen worden om vervolgens in Venezuela te worden ingezet. "We hebben een hele mooie huurovereenkomst met de Venezolanen kunnen sluiten van ongeveer 6 tot 7 duizend dollar per dag per boot. Op jaarbasis zal de huur een bedrag van 5 miljoen dollar genereren."

Omdat de registratie van de bovengenoemde boten en de Orca in Panama plaatsvond, hoefde men op Curaçao geen invoerrechten te betalen. De drie boten, waarvan de [Orca](#) de grootste is, werden vorig jaar aangekocht. Omdat de vestiging opgedoekt wordt, zal de registratie elders moeten plaatsvinden. Dos Santos stelt dat er ook aan registratie is gedacht: "In vergelijking met de vorige directie is nu alles goed geregeld." Met Maveco worden er tevens contracten afgesloten om de sleepboten [Orca IV](#) en [Manta](#) in Venezuela in te zetten. De onderhandelingen hierover werden acht maanden geleden al gestart. Na de wisseling van de Raad van Commissarissen (RvC) van CPA afgelopen november, werd herhaaldelijk gesteld dat de Panamese vestiging 'zwaar verlieslijdend' zou zijn geweest. Om de financiële situatie van de Panamese vestiging grondig uit te zoeken, werd medio maart Glenn Richardson voor een periode van drie maanden in de functie van general manager aangesteld. Zo werd het feit aangehaald dat KTK-Panama uitsluitend in de Colon Container Terminal (CCT) opereerde. Het contract houdt in dat KTK alleen containerschepen van Evergreen mag slepen.

De vestiging was in dat opzicht dus geheel afhankelijk van de opbrengsten van dit verschepingsbedrijf. Het contract leverde ongeveer 75 uur per maand aan sleepwerk op. Het uurtarief bedraagt 1300 dollar, waar dertig procent aan commissies afgaat. De opbrengsten waren volgens de huidige directie in schril contrast met de uitgaven. De operationele kosten van de vestiging zouden vorig jaar vanaf juli tot eind december 1,2 miljoen gulden hebben bedragen en de aflossing voor de aanschaf van de twee sleepboten bedroeg 1,4 miljoen gulden over een periode van zeven maanden. Er werden tevens vraagtekens geplaatst bij het 'buitensporig hoge loon' van de Operational Manager van de vestiging, Eduardo Lugo, van 24.000 dollar per maand. Deze ex-werknemer heeft vier maanden voor het verstrijken van zijn jaarcontract aangegeven door de wisseling van de directie zijn contract niet te willen verlengen. Hierop heeft KTK het loon niet meer betaald. Lugo heeft nu een claim ingediend bij het Panamese gerecht voor maritieme zaken, waarin hij vier maanden loon eist van KTK, oftewel 96.000 dollar. Deze zaak loopt nog. De ex-general manager, Augustin Tinchí Díaz, heeft onlangs een kort geding aangespannen en gewonnen tegen CPA/KTK voor een bedrag van 39.064,75 gulden, omdat hij de beëindigingsvergoeding, die op 1 maart wederzijds werd overeengekomen, nog steeds niet uitbetaald had gekregen. CPA is tegen het besluit van de rechter in beroep gegaan.

en ook deze zaak loopt nog. CPA meent dat de twee cheques, die zijn verzilverd/verduisterd voor een bedrag van 32.450 dollar, onder de verantwoordelijkheid van Diaz vielen. Dit ondanks het feit dat de verduistering plaatsvond ruim nadat Diaz vertrokken was en de voormalig medewerker in Panama, Francisco Oñate, heeft toegegeven dat hij de handtekeningen heeft vervalst om de cheques te kunnen verzilveren."Er zijn in Panama, behalve op de sleepboten, geen lokale werknemers uit Curaçao meer in dienst. De vestiging werd voornamelijk door buitenlands personeel bemand", aldus Dos Santos.

OLDIE – FROM THE SHOEBOX



Above seen the 177 mtr long (621 passengers) **QUEEN FREDERICA** departing Cape Town under Chandris colours seen during a summer day in December 1967. The vessel was laid down in 1925 at the **William Cramp** yard in Philadelphia as the SS **MALOLO** for the **MATSON NAVIGATION COMPANY**, and made her maiden voyage in November 1927, renamed in **MATSONIA** in 1937 and in 1948 in **ATLANTIC**, and she got her final name in January 1955, **QUEEN FREDERICA**.

The vessel was laid up November 1973 in Eleusina (Greece) and sold for scrap in July 1977

Photo : Ian Shiffman ©

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.... PHOTO OF THE DAY



Global Industries owned **GLOBAL 1200** spotted in Pensacola, Florida on August 29th 2011 mobilizing for her next project. - **Photo : Mark Robers (c)**

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