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**At the KNRM lifeboat station Katwijk aan Zee, a family day was organized, family members of the crew of the lifeboat DE REDDER were invited to visit the station and make a trip on the lifeboat  
Photo : Maart Barnhoorn (c)**

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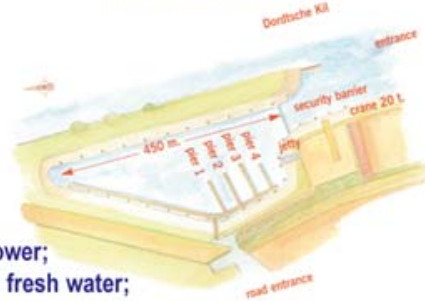
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Another photo made onboard the Katwijk aan Zee KNRM lifeboat **DE REDDER** during the family day  
Photo : Maart Barnhoorn (c)



## Shipbuilding activity and orders expected to pick up as the year draws to a close

With more and more vessels currently being delivered and shipyards in Asia resuming works after the summer holiday period, the shipbuilding market activity is expected to pick up on both ends, deliveries and orders. According to the latest weekly report from Clarksons, "in Korea – there remains a number of outstanding options that are due to be declared over the forthcoming months - and this will have a bearing on how Korean appetite evolves. With the major yards having a good level of forward coverage now, pressure to continue to book business at cost competitive levels is somewhat diminished. However, potential lapsed production intensive options may free up capacity and create opportunities - and this will be something to watch.

In China - 2013 capacity continues to remain relatively abundant. State yards will drive price in the short term, as they attempt to fill outstanding forward capacity - and we anticipate that there will be a pocket of opportunity for owners to secure competitively priced tonnage from quality facilities - The private yards continue to struggle and it seems likely that Chinese shipbuilding capacity is poised to go through a major period of consolidation - as these yards fail to secure new business and struggle to compete at required levels" said Clarksons.

In terms of business deals concluded, shipbroker Golden Destiny mentioned in its latest weekly report that "the last two weeks we have witnessed more intense activity in the bulk carrier segment, but overall the newbuilding business remains at lower levels from the end of July. The week closed with 22 revealed orders reported worldwide at a total deadweight of 1,509,200 tons, posting a 53% week-on-week increase due to more robust bulk carrier newbuilding business with 6 fresh bulk carriers reported in contrast with 4 tanker units ordered. This week's total newbuilding business is up by 64% from similar week's closing in 2010, when 14 orders had been reported with tankers being in the frontline grasping 50% share of the total ordering activity. In terms of invested capital, it is not clear which sector is again the most overweight since a large number of offshore support vessels has been reported at an undisclosed contract price, while bulk carriers hold this week's lion share, 45% of the total ordering activity. In the bulk carrier segment, notable order of this week has been the placement of 3 newcastlemax type units of 205,000dwt by Kumiai Navigation of Spore in China's Dalian Cosco yard at an undisclosed contract price for delivery in 2013. Despite the distressed outlook of this segment, some operators are still considering the placement of such size units.

In the tanker segment, the Greek presence has monopolized the activity of this week with the placement of two aframax units of 115,000dwt in China's Shanghai Waigaoqiao shipyard at a cost of \$46 mil each and two MR units of 74,000dwt in Sungdong of South Korea at an undisclosed contract price. In the meantime, it comes as surprise the news that China Merchants Energy Shipping aims to boost its tanker fleet over the next three years by adding 10 ships, including VLCCs to increase its fleet amid the adverse market conditions in the very large crude carrier segment" said Golden Destiny.

Meanwhile, the Piraeus-based shipbroker said that "in the demolition market, the scrapping momentum remains at a high pace with the oversupply of vessels urging shipowners for more disposals in the future. The top cash buyer Wirana Shipping Corp expects the market to stay buoyant for another four to five years due to the excessive number of newbuildings ordered during the boom and the minimal level of scrapping between 2003 and 2008. Meanwhile, scrapping activity in Bangladesh has been silent since July with scrap buyers and owners waiting the potential closure of the market on October. In terms of scrap prices there has been a sharp volatility recently in the Indian subcontinent region with levels still hovering at lower levels. India is now paying \$505/ldt for dry/general cargo and \$525/ldt for wet cargo, while there is optimism for a spike in levels offered after the end of the Eid holidays and the monsoon season. Pakistan remains weak due to the levels offered and weak demand from the month of Ramadan and there are expectations for a firmer rebound. China despite its price gap with the Indian subcontinent region has shown a stability in the levels offered and demand gaining every week more solid position in the ship recycling industry. The week ended with 20 vessels reported to have been headed to the scrap yards of total deadweight 825,859 tons. In terms of the reported number of transactions, the demolition activity has been marked with a slight increase of 11.1% from previous week's high levels, while there has been also a similar increase in terms of the total deadweight sent for scrap. In terms of scrap rates, the highest scrap rate has been achieved this week for a handy tanker vessel M/T "CARIBIC" of 17,079dwt built 1988 with 6,000tons of lightweight at region \$590/ldt in India, however the said vessel contained stainless steel. Bulk carriers continue to be the most popular scrap candidates grasping 45% of the total recorded demolition activity, in contrast with 20% of the interest that the tanker segment attracted. At a similar week in 2010, demolition activity was standing at 55% lower levels, in terms of the reported number of transactions, when 9 vessels had been reported for scrap of total deadweight 309,133 tons with zero reported activity in the bulk carrier

segment. India and Pakistan were offering \$395 -\$400/ldt for dry/general cargo and \$430-\$435/ldt for wet cargo, while Bangladesh market was inactive” concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Unicorn's **LAVELA** seen in Cape Town – **Photo : Ian Shiffman (c)**

## **Bureau Veritas extends class to cover offshore drilling safety**

Leading international classification society Bureau Veritas has extended its classification rules to include the items of drilling equipment which are essential for the safety of offshore drilling operations. These cover well control equipment including Blow-Out Preventers, marine risers, tensioning systems, heave-compensation systems, drawworks, mud circulating systems, cementing equipment, drilling derrick and supporting structures. Offshore drilling operators can turn to one body to assess the entire drilling unit and equipment under one integrated approach.

Dan Frorup, Vice President, Offshore Deep Sea Global Business Unit, Bureau Veritas, says, “The Deepwater Horizon incident has shown the offshore industry that dividing responsibility for the safety assessment of offshore vessels from that of the equipment they use is not the best way to drill safely offshore. A holistic approach which assesses the drilling equipment and well control equipment along with the floating unit they are deployed from will deliver safer offshore drilling.”

Bureau Veritas has completed a full review of classification and certification of offshore drilling rigs, reacting to the needs of both industry and national authorities concerned with the safety of offshore drilling. A new set of rules, NI 569, cover the classification of new generation drillships. Drillships are Mobile Offshore Drilling Units particularly adapted for drilling operations in deep to ultra-deep offshore environment. The rules include an update to the IMO MODU Code due to come into force in 2012.

“We have updated the rules for all types of drill ship,” explains Frorup. “But now we have gone further and added the possibility to class all the drilling equipment which is safety-related at the same time. It will substantially increase overall safety and environmental protection.”

Units classed under BV's offshore rules can add the optional notation DRILL, published in NI 570. DRILL covers all safety-related drilling equipment. DRILL is applicable to all types of offshore rigs including drillships, semi-submersible, jack-up and Tension Leg Platforms. The new structural Rules in NI569 cover the hull assessment with particular attention to the interface between the hull and structures supporting drilling equipment. Structural assessment is based on specific loading configurations considering typical operations of drillships, including transit, drilling preparation, BOP running, casing running, normal drilling, standby at the intended site and survival. New structural requirements are explicitly defined for moonpool area and moonpool structural details, including hydrodynamic effects. Prescriptive requirements for safety aspects are complemented by risk assessment techniques which are consistent with the requirements of various national regulations. Both NI569 and NI570 DRILL Rules cover design assessment criteria, construction survey, qualification of novel technology and in-service survey. Technical requirements of recognised standards widely used by drilling industry, such as API, are taken account of in NI 570 as is on-going feed-

back from BV's industrial partners in the drilling industry to ensure the rules remain current with the latest technology and also expected changes to national requirements.

Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has close to 50,000 employees in 930 offices and 330 laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performances by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.



The **ARIES** seen moored in Brest – Photo : Emmanuel GODILLON - [www.photodemer.net](http://www.photodemer.net)

## **T.O.S. and Sheffield join forces in new provider of construction crew for Offshore and Oil & Gas industry**



In July 2011 **T.O.S. (Transport & Offshore Services)** and **Sheffield Offshore Services** have joined forces to broaden their range of high quality personnel services. The new venture is called 'TOS Sheffield Pte. Ltd.' By joining forces, they will be able to supply a full range of crew, consisting of both maritime and construction crew, with TOS Sheffield supplying the construction crew. This will be particularly interesting for customers in the Offshore and Oil & Gas industry. Mr. Kees Wagenaar (Managing Director T.O.S.): 'Our customer will have the benefit of dealing with one single party, thus being provided with a full range of crew at a fair price. By establishing our joint venture in Singapore, we can keep the operational costs low and still provide high quality services.' Covering nearly every time zone

TOS Sheffield will be able to benefit from an extended network of local branch offices as maintained by its founding fathers. Offices are located around Europe (The Netherlands, Czech Republic, Poland and Ukraine), South America (Brazil), the Middle East (Dubai and Saudi Arabia) and Asia (Singapore, Malaysia, Thailand, Vietnam, the Philippines and Indonesia). 'One of our goals for the near future is to cover every time zone. And we are well on our way! We are convinced this will be very convenient for our customers who are based worldwide too.' According to Mr. Bryan Kee, Chief Executive Officer, Sheffield Offshore Services. Sheffield Offshore Services was established in 1999 and has been headquartered in Singapore ever since. The company has seen continuous growth -reaching a turnover of 20 Million Euro in 2010- and several international branch offices have been established. Sheffield is specialised in providing construction crew, drilling crew and project management teams. T.O.S. -Transport & Offshore Services- was



established in 1992 and has its headquarters in Rotterdam, The Netherlands. Over the last 20 years T.O.S. has become a well-reputed service supplier in the maritime industry, with a company turnover for 2010 exceeding 30 million Euro. T.O.S. is specialised in the provision of maritime crew for all possible segments of shipping, including but not limited to offshore, merchant fleet, dredging, wet contracting and inland shipping.



Birds eye view of the **CARLO MAGNO** as seen in Ijmuiden – photo : Joop Marechal (c)

## **Anniversary of Senkaku Islands collision finds Chinese boat captain barred from sea**

It has been nearly a year since Chinese fishing boat captain **Tan Qi Xiong's** arrest after his vessel's collision with Japan Coast Guard (JCG) ships near the disputed Senkaku Islands in Okinawa Prefecture on Sept. 7, 2010. Tan was released some days later, and was hailed as a hero upon his return to China. Little, however, has been said of him in the Japanese media since, prompting the Mainichi to try and find out what's happened to Tan over the past year.

It is in this port on the Taiwan Strait that I've found Tan. On this day, the air thick with the scent of the ocean, there are just over 10 fishing boats docked at the wharf, some 100 fishermen swarming around them unloading their catches. Tan's home is about a 10 minute walk from the water.

"So you came here by air, did you?" the now former boat captain says when he appears. He has the muscular body of a veteran fisherman, but also looks a little plumper than he did during his star turns on the nightly news a year ago. His second-floor living room is decorated with a photo of himself taking a bouquet at the airport the day he returned to China after his release from Japanese custody. Joining it on the wall is a large flag with the words "Hero of the Chinese People" written on it, as well as a smaller banner from the local government proclaiming Tan to be a "Model of Morality." Obvious pride has been taken in the display of these awards and commendations, though the man himself appears lonely as he sits absorbed in a program on a flat screen TV.

"If a reporter comes to talk to me, I have to inform 'them,'" Tan says. "I can't really say anything." He makes a call on his mobile phone, and just 10 minutes later we are joined by two officials, probably the local government's public relations head and security officer. They ask for my press ID and begin a barrage of questions: "When did you arrive?" "Where are you staying?" My answers are duly recorded in a notebook before the officials tell me, "You don't have a permit, so we can't let you collect information." According to a May article in the Mingpao News, a Hong Kong paper, Tan denies that he intended to ram the Japanese Coast Guard vessels on Sept. 7, 2010.

"I ran into the (JCG) ships because they changed course suddenly," he was quoted as saying. Also, in complete contradiction to the JCG's account of the incident, Tan also said the Japanese officers who boarded his fishing trawler struck him with a rod on the right shoulder and kicked him in the left leg. On this day, however, as he stands silently by the two government officials, Tan appears deeply frustrated at being forbidden to speak freely.

Just after his return to China a year ago, he vowed to keep fishing around the Diaoyu Islands -- the Chinese name for the Senkaku Islands. According to Mingpao and other news sources, however, the local government prohibited Tan from ever going back to sea. The government bought his trawler and found a job for him working on the pier for 3,000 yuan a month, or about 39,000 yen. Tan, who apparently made about 10,000 yuan before the incident, no longer has the wherewithal to travel outside Jinjiang, and he is always under the watchful and increasingly robust "protection" of the local authorities.

This complicated existence is much more difficult than being on the ocean," says Tan, who smokes four packs of cigarettes a day. He goes through several cigarettes while I'm at his home, sucking them back and flicking the butts into a bucket at his feet. "I'm not fishing anymore," he says in a painfully lonely voice.

Down at the port, trawlers the same color as the one Tan helmed during his run-in with the JCG head out to sea one after another. According to the local fishermen, many of the boats fish in waters close to the Senkaku Islands. One fisherman who apparently returned from the disputed patch of sea four days before tells me, "Those islands belong to China. Since the incident last year, I've never been told not to fish there, and I'll have no problem going there from now on, either." Also since the collisions, China has boosted sorties of fishing patrol boats to the Senkaku area, two of which made the first violation of Japanese territorial waters by such boats on Aug. 24. A year on from Tan's run-in with the JCG, it appears the Senkaku chain is once more to be a flashpoint for confrontation between China and Japan.

Source : Mainichi Daily News



The pilot tender **DRACO** seen during the world harbour days in Rotterdam

Photo : Joost Zaal (c)

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[http://www.youtube.com/watch?v=ZPOYJjkWTuM&feature=player\\_embedded](http://www.youtube.com/watch?v=ZPOYJjkWTuM&feature=player_embedded)

## Baltic index rises, rally seen losing steam

The **Baltic Exchange's** main sea freight index or BDI, which tracks rates to ship dry commodities, rose to its highest in nearly nine months on Tuesday although there were doubts if a recent rally was likely to be sustainable. Brokers

said a growing ship glut was set to cap dry bulk freight rate gains in the coming months. The overall index rose 0.97 percent or 17 points to 1,767 points, in a fifth session of gains and was at its highest since Dec. 24. The index had hit a near seven-month high last month.

The rally has been driven by firmer coal and iron exports from Australia to China had boosted the capesize market. coal imports into Japan have also picked up. "Many have been sceptical about the whole recovery process. Essentially it has been the capes none of the others (ship segments) have shown any major recovery," said George Laziridis, head of research with Greek ship broker Intermodal. "There were much more (capecize) cargoes and fixtures reported but there are also so many vessels working around these areas. It is doubtful that rates can continue on for too long."

Last month, the index, which gauges the cost of shipping commodities including iron ore, coal and grain, dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and is still over 30 percent down from the same period last year.

The Baltic's capesize index rose 0.5 percent on Tuesday, with average daily earnings rising to \$24,575 a day and at their highest since Dec. 17 last year. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "Our channel checks with brokers and owners indicate that rates moved quickly on strong volume and may now be ahead of themselves. While little visibility exists, the duration of this rally will likely be dependent on the size of the backlog of cargoes that are currently making their way to the market from the miners, destined for Asia," Deutsche Bank said on Tuesday.

"This time last year, we saw a rate rally, with similar export volumes, although average rates were nearly double current rates at \$40,000/day, amidst a lower supply of ships. Given the increased supply y/y, last year's highs should be an aspirational rate ceiling although there is no guarantee, we will revisit year ago levels." The Baltic's panamax index rose 0.67 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$13,195. Worries over the health of the world economy have signalled more pain and even bankruptcies among dry bulk ship owners, who face a glut of new vessels ordered when times were good. U.S. stocks were poised to fall sharply at the open on Tuesday on fears the euro zone's sovereign debt crisis was worsening and the U.S. economy was slipping back into a recession. **Source: Reuters**



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## China to save shipping sector at any cost

China's campaign to protect its maritime industry during a severe downturn will become more costly for foreign companies as Beijing grabs a bigger slice of the profits for shipping iron ore, coal and grains to the world's second largest economy. China's shipping sector -- led by state-owned COSCO Group -- has become one of the world's most influential with its fleet more than doubling over the last decade, matching the country's appetite for commodities and raw materials.

The global economic slowdown, however, has led to an oversupply of vessels and low freight rates, forcing Chinese shipping companies to take audacious action to support their businesses. COSCO has demanded shipowners reduce the rental costs for their ships, while also piling on the political pressure for Beijing to stop competitors from entering the country.

Being the key import country in the dry cargo business and almost everything else, they want to throw their weight around and secure more of the business themselves, said Anders Karlsen, analyst for Nordea Markets. COSCO, China's top maritime conglomerate, recently angered many in the freight community by unilaterally halting payments for vessels it had chartered, so it could renegotiate better terms. In response, shipowners threatened to seize COSCO-operated vessels. For any charterer not to pay hiring costs in an attempt to renegotiate charter rates is very bad business, said Arthur Bowring, managing director of Hong Kong Shipowners Association.

If there are people out there doing that and COSCO is one of them, I do hope it will come back to bite them.

**Source : IndianExpress**



## Dismasted Sail Training Vessel Leader



**Weymouth RNLI** all weather relief lifeboat 17-33 **Beth Sell** launched Monday at 1743 to a report from the coastguards that a 24 metre Sail Training vessel with 16 person onboard requiring assistance due to dismasting 1 mile South of Portland Bill. Wind was WSW force 7 with rain showers. Weymouth RNLI Lifeboat arrived on scene, assessed the situation. With the mast on rigging in the water on the vessel port side, the crew had secured it alongside as best they could. With no injuries onboard, and with the crew happy, a tow was transferred to the vessel. The vessel was towed to Weymouth Harbour where it was moored alongside at 2230 with the assistance of Wyke Coastguard Rescue Officers. **Weymouth RNLI Lifeboat** was refuelled and made ready for service at 2305.

Photo's : crew Weymouth lifeboat ©

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## Campbell Johnston Clark on the expansion path

Boutique shipping law firm **Campbell Johnston Clark** has been expanding rapidly during the twelve months since it was set up by three former Holman Fenwick Willan partners, **Jonathan Campbell**, **Alistair Johnston** and **Julian Clark**. From a base of three partners, two assistants, one paralegal and two secretaries, the law firm now numbers Five Partners and a total of 19 fee earners, including two Marine Managers, both of whom have prior extensive City Firm and Marine experience. In addition, joining as a consultant from 1 September is **Filippo Lorenzon** a senior lecturer at Southampton's Institute of Maritime Law and its current Director.

The three partners who had previously worked together during their seven years at HFW perceived a gap in the shipping legal market and decided to set up their own niche shipping business. As such they are unusual as many boutique shipping partnerships are being snapped up by larger firms. "We set up last year when we identified the need for a full range pure shipping practice that could act as an extension of its clients' business." The team cover the whole range of services from insurance to commercial work, from ship finance to casualty work. Some 70% of clients are owners, with 30% finance clients. "We are increasingly working for entrepreneurs and private equity clients as well as corporate ones," says Jonathan Campbell.

The firm already has a wide geographic spread of clients spanning the UK, Greece, Turkey, Cyprus, Germany, Dubai, New York, Houston, Scandinavia, Switzerland Japan and Singapore and are expanding their international trade practice to service to the big trading houses. To date, the firm has received instructions from virtually every International Group Protection & Indemnity Club and a number of the major Marine Insurance syndicates and companies.

The founding Partners comment, "our aim has been to try and reinvent the way law firms operate in the marine sector. We don't have targets for fee earners, but work as a team, much more like a legal department than a traditional law firm. We don't operate an "eat what you kill" policy and both our lawyers and Partners are focused on client service rather than hourly rates. Our fee structures are innovative and include fixed fees for stages of the work, and annual retainers that include free advice when the client needs it. The new firm continues with its aim to become the world's leading pure shipping practice, with an eventual target size of 10-15 partners and 20-30 assistants. "By not becoming too big and therefore compartmentalised we will continue to give clients the personal service they deserve for a cost that they appreciate".

For further details please contact Julian Clark on Tel + 41 (0) 207 855 9669 or email [Julian@cjmarinelaw.com](mailto:Julian@cjmarinelaw.com)

## Rescue drama as woman goes overboard from ferry in North Sea

A woman was rescued after falling from a ferry, off Flamborough, last night. A Sea King helicopter and two lifeboats were scrambled following reports the woman, in her 20s, was in the water at around 8.30pm. The DFDS Seaways ferry turned around, located the woman and launched its own rescue boat which picked her up. The helicopter from Leconfield airlifted her to hospital, where she is recovering. A Humber Coastguard spokeswoman said: "She was very lucky to be located as the ferry would have travelled another mile before turning round. It was also pitch black. "She is in remarkably good condition and is just suffering from the effects of being in the water for about half an hour." The ferry was travelling from Newcastle to Holland. It is not known how the woman came to fall overboard.

Source : [thisishullandeastriding](http://thisishullandeastriding)



## Defensie beveiligt 2 kwetsbare zeetransporten



De Ministerraad heeft ingestemd met de inzet van militaire beveiligingsteams – de zogenoemde **Vessel Protection Detachments (VPD's)** – aan boord van 2 zeer kwetsbare, grote transporten met een relatief lage snelheid. De teams, bestaande uit zwaarbewapende mariniers, gaan de schepen beschermen tegen piraterij.

Het eerste beveiligde transport is het half-afzinkbare transportschip **TRANSHELF** van de Nederlandse firma **Dockwise**, dat is beladen met een groot offshore constructieplatform. Het **Vessel Protection Detachments** is afgelopen maandag aanboord gegaan in Singapore van de **TRANSHELF** en het zware zeetransport is vertrokken naar Sharjah in de Verenigde Arabische Emiraten, waar het naar verwachting eind september

aankomt. Medio oktober stapt het tweede VPD aan boord van het grootste windturbine installatievaartuig ter wereld, het **MV MPI DISCOVERY** van rederij **Vroon**. Dit schip vertrekt uit Singapore, om begin november in Groot-Brittannië aan te komen.

### Inzet VPD's

*Half maart besloot het kabinet om voor het eerst zelfstandige militaire beveiligingsteams te plaatsen aan boord van Nederlandse koopvaardij schepen, om deze te beschermen tegen piraterij. Elke aanvraag van een reder wordt getoetst aan het draaiboek 'bijstandaanvragen bij piraterij en gewapende overvallen op zee'. Dit biedt ruimte om in uitzonderlijke gevallen zelfstandige militaire teams aan boord van schepen te plaatsen.*

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## Passengers abandon smouldering South Korean

120 people abandoned a ferry that caught fire off South Korea's southern coast early on Tuesday, many of them by jumping into the water before being rescued, the coastguard and reports said. The 1998 built 4,000-ton **Hyundai Seolbong**, bound south-west from Busan to Jeju island, was near Yeosu on the south coast of the mainland when a fire broke out in the hold. The coastguard sent dozens of patrol boats. All 128 people on board the ferry evacuated the smouldering vessel, starting with the old, children and pregnant women, MBC TV said. Many passengers descended ropes and jumped into the water before being rescued. Dazed and exhausted, faces blackened by smoke, the passengers were later dropped off at Yeosu port, the TV said. **Source : straitstimes.com**

## COURBET LOST 2 INLAND WATER TANKERS



The tug **COURBET** (492 gt, built 1982) which departed as seen left from Rotterdam September 1<sup>st</sup> towing the inland water tankers **VESTLAND** and **ATLANTIC TRADER** bound for Lagos is reported that the tug lost the two barges, 80 miles south of Penmarc'h in the morning at 0830 hrs, Sep 5<sup>th</sup>.

**Photo :**  
**Hans Hoffmann (c))**

The barges **Vestland** measuring 90m x 10m and the **Atlantic Trader** measuring 109m x 12m respectively. The captain first announced that he mastered

the situation and would be able to retrieve the barges. Later the **Abeille Bourbon** was alarmed and a plane provided aerial surveillance to assess the drift of both barges. At 0630 hrs it was decided to take the **Vestland** in tow by the **Abeille Bourbon**. The towing started at 0725 hrs, but the barge sank at 0810 hrs, on a water depth of 2000 m. The barge was containing 7 metric cube of diesel fuel. The drift of the **Atlantic Trader** is being monitored. – **Source : Lloyds Casualty report**

## NAVY NEWS



**HMS LIVERPOOL** arrived in Malta for a 4 days port visit – **Photo : Gejtu Spiteri ©**

## Yury Dolgoruky to Pacific in 2011

The submarine is successfully undergoing trials. It should be delivered to the Pacific fleet already this year, Vladimir Putin said at a party meeting with United Russia this week according to the transcript of the speech posted at the Prime Minister's portal.

The statement follows the second successful test-launch of the Bulava intercontinental ballistic missile in late August. The test was the second launch from "Yury Dolgoruky" in the White Sea this summer. The submarine is the first of the new **Borey-class SSBN** to be commissioned. Last Delta-IV class SSBN was commissioned from the submarine yard Sevmash in Severodvinsk in 1992.

The two next Borey-class submarines, the "**Vladimir Monomakh**" and "**Aleksandr Nevsky**" are also to join the Pacific fleet after they are commissioned from Sevmash. The Borey-class will replace the older Delta-III class SSBNs in the Pacific. In the same speech, Vladimir Putin said 4,7 trillion roubles will be allocated for retrofitting the Russian Navy until 2020. The goal is clear: to build a modern fleet that is capable of tackling all tasks, ranging from nuclear containment to maintaining a presence in the world ocean, to protecting our economic interests and biological resources, Putin said. **Source : BarentsObserver**

## SHIPYARD NEWS



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## Taiwan's shipbuilder CSBC Corp H1 profit up 99% to \$44.7mIn

Taiwan's state-backed shipbuilder CSBC Corp doubled its net profit in the first-half on strong orderbook stretching until 2015. First-half net profit soared 99% to NT\$1.3bn (\$44.7m) compared to NT\$653.1m in the same period of last year. The Taipei-listed shipbuilder registered revenue of NT\$14.1bn compared to NT\$12.4bn a year ago. CSBC is sitting on an orderbook of 43 ships to be delivered from its Kaohsiung and Keelung yards. The larger Kaohsiung yard is running at full capacity until the second-half of 2015 while the Keelung yard is busy until the first-half of 2014. **Source : PortNews**

## Ingalls Shipbuilding Starts Fabrication on fourth U.S. Coast Guard National Security Cutter

**Huntington Ingalls Industries, Inc.** announced that its Ingalls Shipbuilding division celebrated the "start of fabrication" of the U.S. Coast Guard's fourth National Security Cutter, **Hamilton (WMSL 753)**. The shipbuilding



milestone signifies that 100 tons of steel have been cut and fabricated utilizing a robotic plasma arc cutting machine at Ingalls' steel fabrication complex. Ingalls received the \$480 million contract to build Hamilton in November 2010. The ship is scheduled to be delivered to the U.S. Coast Guard in the fall of 2014.

"Start of fabrication is obviously one of the most important milestones in the life of a ship," said Mike Duthu, Ingalls' program manager, U.S. Coast Guard programs. "Our shipbuilders are looking forward to keeping this line of production moving forward on National Security Cutters. We're improving ship-to-ship and implementing construction enhancements to ensure the Coast Guard is getting the best quality ship at an affordable price."

Ingalls has delivered the first two NSCs, **Bertholf (WMSL 750)** and **Waesche (WMSL 751)**. **Stratton (WMSL 752)**, the third of eight planned ships in the **Legend class** of highly capable, technologically advanced multi-mission cutters, will be delivered to the U.S. Coast Guard on Friday. NSCs are the flagship of the Coast Guard's cutter fleet, designed to replace the 378-foot Hamilton-class High-Endurance Cutters, which entered service during the 1960s. NSCs are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110.

Ingalls builds the NSC hull and mechanical and electrical systems, while Lockheed Martin builds and integrates the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities onboard the cutters.

The Legend-class NSC is capable of meeting all maritime security mission needs required of the High Endurance Cutter. The cutter includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutter in the U.S. Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater. **Source: Globe Newswire.**

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The **DA MING HU** seen in Houston – Photo : Harry Stott (c)



## Union disappointed at Stena Line decision

[Nautilus International](#) has expressed disappointment at Stena Line's decision to operate the [HSS Stena Explorer](#) service on a seasonal basis only. Stena Line has written to the Union to confirm that the fast craft service between Holyhead and Dun Laoghaire will operate until 13 September 2011 and not recommence until May 2012 with all 53 crew jobs being placed at risk of redundancy. A 30-day consultation has begun and the Union will be looking to find alternative solutions to the current downturn in trading. 'It is always disappointing when we face challenges like this and we are seeking urgent talks with the company,' said industrial officer Steve Doran. 'We believe that any drop in revenue from the fast craft service is only a temporary issue due to the current financial crisis and there is evidence elsewhere that trade has already begun to recover.'

'Our aim will be to ensure that we retain the professional mariners that this nation is dependent on as so many of our goods are transported by the sea,' he confirmed. In a letter to the Union, Stena Line claimed that on average just over 70% of the route's turnover is generated between May and September and unlike the Ropax vessels, the fast craft service generates very little freight revenue. Consultations are expected to take place during September but Stena have announced that they expect redundancies to begin at the end of the month. [Source : nautilusint.org](#)



The [SUPER SERVANT 4](#) seen in the Strait of Gibraltar, she's on her way to Port Everglades.

[Photo : Martijn / Calamity Jane ©](#)

## Chevron takes capacity at UK South Hook LNG terminal

U.S. oil firm Chevron on Tuesday bought an option to use spare liquefied natural gas (LNG) import capacity at Britain's South Hook LNG terminal, less than two weeks after energy trader Trafigura signed a similar contract, Reuters reports. "The agreement provides Chevron with the flexibility to bring LNG into the United Kingdom when opportunities arise," said Gregor Cameron, general manager of Chevron Natural Gas Europe. The announcement comes less than two weeks after South Hook Gas signed an agreement with energy trader Trafigura to also make use of spare import slots at the Welsh terminal. South Hook Gas -- a joint venture between Qatargas (70 percent) and ExxonMobil (30 percent) -- owns and manages the 15.6 mtpa capacity at South Hook LNG terminal and also has regasification agreements with Total Gas & Power, ConocoPhillips and EGL. [Source : PortNews](#)

## Shanghai's first half throughput increases 10.5pc to 15.3 million TEU

THE Port of Shanghai lifted 15.3 million TEU during the first six months of 2011, a year-on-year increase of 10.5 per cent, Xinhua reported. Inbound containers increased 9.8 per cent to 7.5 million TEU while outbound boxes were up 11.2 per cent to 7.8 million TEU.

Sea-river intermodal boxes increased 19.3 per cent, or 1.04 million TEU, to 6.4 million TEU, taking up 42 per cent of the total. Shanghai overall throughput in this period rose 10.3 per cent to 353 million tonnes. Inbound cargo grew 8.3 per cent to 221 million tonnes. Outbound cargo jumped 14 per cent to 132 million tonnes. Foreign trade cargo increased 9.2 per cent to 163 million tonnes. The port distributed 445 million tonnes of cargo in the first half of the year, up 6.9 per cent with 353 million tonnes going by waterway, taking up 79.4 per cent of the total. **Source :** Schednet



Allseas **LORELAY** seen outbound from Keppel Verolme in Rotterdam-Botlek – **Photo :** Skyphoto Maassluis ©

## Technip Awarded Contract by Maersk Oil in the North Sea

**Technip** was awarded an installation contract, worth approximately €40 million, by **Maersk Oil North Sea UK Limited** for the Gryphon Area Reinstatement Programme – GARP(1), located about 320 kilometers North-East of Aberdeen in 110 meters of water.

This contract covers installation of 15 dynamic risers(2), 2 dynamic and 2 static umbilicals(3), 11 flexible flowlines(4) as well as subsea equipment.

Technip's operating center in Aberdeen, Scotland will execute the contract, which is scheduled to be completed in the second semester of 2012. Vessels from the Technip fleet will be used for the campaign, including **Skandi Arctic** and **Wellservicer**.

(1) The GARP project aims at reinstating the subsea infrastructure of the Gryphon field which production was stopped following damages occurred during a storm early in 2011.

(2) Riser: a pipe or assembly of pipes used to transfer produced fluids and or products from the seabed to surface facilities, and transfer injection or control fluids from the surface facilities to the seabed.

(3) Umbilical: an assembly of thermoplastic hoses which can also include electrical cables or optic fibres used to control subsea structures from a platform or a vessel.

(4) Flowline: a pipe, laid on the seabed, which allows the transportation of oil/gas production or injection of fluids. Its length can vary from a few hundred metres to several kilometers.



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## ABERDEEN HARBOUR REMAINS CRITICAL ENERGY HUB FOR NORTH WEST EUROPE

Continued growth in oil and gas-related traffic at Aberdeen Harbour has further underlined the port's critical importance to the energy sector in north-west Europe. More than **3,574** support vessels have visited the port so far this year, compared with 3,394 for the same period in 2010. In addition, the overall tonnage of traffic servicing the energy sector is up by almost two percent on the previous year, rising from 10.46 million tonnes to 10.65 million tonnes.



These increases reflect the trend for larger vessels, such as multi-purpose supply, diving support and underwater examination, using the harbour and accommodating the rising volumes of consumables needed for deepwater developments. New drilling activity also accounts for greater traffic movements, from anchor handlers to more specialist crafts.

The **Vidar Viking** approaching Aberdeen VTS after a Rig move - **Photo : Iain Forsyth ©**

Recent work at the port has enabled it to support growing traffic and vessels of increasing size. A succession of projects has seen a third of its 6.8 kilometres of quays completely transformed. Point Law peninsula alone has seen investment of more than £20million in recent years. The improved facilities have allowed greater efficiency of operations and have introduced sharing opportunities for the port's customers. Redundant buildings have also been demolished and improvements have been made to road surfacing, providing more operational space.

The first phase of Aberdeen Harbour's £30million Torry Quay development remains on track for completion by the end of 2011. The initial stage of the largest civil engineering project to be undertaken at the port in recent years includes the demolition of the existing upstream quays, which are to be replaced with 300 metres of realigned, deep-water berthing. The development will provide stronger quays for heavy lifts and create more room in the River Dee for vessels to navigate. The overall programme will result in more than 500 metres of new deep-water berths and in excess of seven hectares of back up land on the south side of the River Dee. A £4million refurbishment project at Commercial Quay East has provided greater flexibility to support larger projects, with work including the reconstruction of the existing 170-metre-long quay wall and the dredging of the berthing area to a depth of -7.5 metres.



As a result of these developments, the port continues to attract growing international oil and gas-related traffic. With links to more than 40 worldwide destinations, earlier this year it announced a new freight service supplying goods for developments in Norway and Murmansk.

Colin Parker, chief executive of Aberdeen Harbour, said: "The global footprint of the oil and gas industry presents a number of challenges for modern-day ports. Distribution and supply are key considerations; in terms of both the transportation of equipment and manpower in addition to the supply of hydrocarbons around the world. "We have made significant investments to ensure that Aberdeen Harbour is in the best possible position to meet these challenges – which can be seen from the growing number of vessels using the port. The fact that we are continuing to develop international links to destinations such as the Barents Sea and Murmansk highlights the importance of the port to the oil and gas sector in north-west Europe."



The **HERMOD** seen anchoring out at North Rankin location Australia – Photo : Jack Geluk ©

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## Nordic American Tankers buys vessel from Samsung Heavy for \$24.45 mln

**Nordic American Tankers Ltd.** (NAT) said it agreed to buy a double-hull suezmax tanker built at Samsung Heavy Industries (010140.SE) for \$24.45 million, Foxbusiness reports. Delivery is expected no later than Oct. 5 and will be financed from company resources.

The company, which at the end of 2010 had 15 vessels for use in the spot market, is expected to have a fleet of 20 vessels upon delivery of the new ship, bolstering its dividend and earnings capacity going forward, it said. Nordic American said it is seeking to increase its dividend and earnings capacity through further expansion, but is in no rush. It said it believes its strong balance sheet, well defined and transparent operating model will provide it with a solid competitive position going forward. Last month, Nordic American reported a loss of \$10 million, or 21 cents a share, from a profit of \$7.9 million, or 17 cents a share, a year earlier, as average spot rates fell and operating costs rose.

The tanker sector has been helped by oil and freight demand recovering from last year, but companies face increased capacity as the worldwide fleet expands.

## Idle ship numbers rise to more than 100 as peak season fails to take hold

THE number of idle containerships rose to more than 100 units at the end of August as a weak summer peak season forced several carriers to abandon plans to deploy ships on planned services over the last few months. In its latest weekly report, Paris-based maritime consultancy Alphaliner said that for the first time since March, the idle fleet has returned to more than 100 units.

A total of 116 ships were be idle, based on Alphaliner's survey as of August 29, compared to 98 units a fortnight before. The total idle capacity stood at 211,000 TEU, or 1.4 per cent of the fleet as the idle ship numbers increased across most size segments. Although the idle capacity has increased, carriers have still not curbed their appetite for tonnage.

Only two of the top 20 carriers have reduced their operated capacity over the past six month while the total capacity of the top 20 carriers rose by 5.8 per cent over the same period. Struggling Chilean carrier CSAV and South Korea's Hyundai Merchant Marine (HMM) are the only ones to have shed capacity during the period, with CSAV cutting back by 119,000 TEU while HMM reduced its capacity by 19,000 TEU. **Source : Schednet**

## PEXICE AND BARIA DELIVERED IN BISSAU



**International Crew Services** delivered the **Pexice** and **Baria** to Bissau (Guinea-Bissau) on 1st September 2011. The two former Greek ferries, fully crewed by **International Crew Services**, left the port of Piraeus (Greece) on 11th August 2011. Despite the complicated preparation, the voyage of 3270 NM went prosperous. **International Crew Services** delivered the two vessels to their final destination Bissau, in close cooperation with **TowService B.V.** and **Continental Shipstores** who sold the vessels to the local authorities. With thanks to the excellent support of the crew.



## Offshore Solutions' heave-compensated gangway provides 24 hour access for Qatar Shell's Pearl 1 platform

Offshore Solutions BV (OSBV) has been providing 24/7 personnel access for **Pearl 1 Platform** – one of two platforms providing offshore gas to **Pearl Gas to Liquids** (GTL) project in Qatar - since the completion of sea trials in December 2010.



Using the 20-metre **Offshore Access System** (OAS), mounted on the **Bourbon Gulf Star** vessel, the Qatar Shell operations, project and maintenance personnel have been able to access the platform 24 hours a day. The unique continuous connection capability of the OAS has been a key element of the marine

access success story. Pearl GTL is a joint operation between Qatar Petroleum and Shell.

In 2011, the OAS has run for more than 2,500 hours with 100 per cent availability. During this period, more than 20,000 personnel transfers have taken place without any safety incidents. This is the first heave-compensated access system working in the region and it has been engineered by OSBV to perform for extended periods in demanding weather conditions.

OSBV's managing director, Lindsay Young, said: "We are extremely pleased with the performance of our OAS unit and are very proud to deliver this unique marine access service to the offshore facilities of the Pearl GTL project; the largest GTL plant in the world. The ability to remain connected continuously day and night over a wide range of sea states and weather conditions has demonstrated the robustness and reliability of our system. We believe that our success with the Pearl GTL project will greatly assist us in our strategy of developing a Qatar-based access solutions business." The OAS, designed and developed by OSBV, connects a vessel to an offshore installation to allow the safe transfer of personnel. It provides a safe, reliable, efficient and cost effective method of transferring personnel offshore. By using an OAS in conjunction with the right host vessel, offshore operators can reduce operational expenditure, reduce downtime and increase efficiency.



## India develops new vessel traffic management system, starting in Mumbai

INDIAN Shipping Minister GK Vasan said the country has developed a new vessel traffic management system (VTMS) to overcome problems of congestion and collision in ports. Digital Ship reported Mr Vasan made the statement in reply to a parliamentary question. The VTMS will include radar and automatic identification system technology, supplemented by meteorological and hydrological sensors and communication links that will provide an overview of Indian maritime traffic. The VTMS will apply to port channels at Mumbai, Kolkata, Cochin, New Mangalore and Mormugao. It will also monitor traffic in the Kutch region, which will include vessels bound for Kandla. The ports at Visakhapatnam, Tuticorin, Paradip and Ennore will install VTMS shortly, said Mr Vasan. **Source : Schednet**

## EUROPEAN SEAWAY TO BE WITHDRAWN FROM SERVICE

The **European Seaway** dedicated freight ship is to be taken off the Dover – Calais service and laid up on 30 September 2011. This commercial decision will help us better match capacity to current levels of freight demand in the Short Sea sector, pending the arrival of the much larger **Spirit of France** later in the autumn.

Affected seafarers will be redeployed to other ships in the Short Sea fleet"

## OLDIE – FROM THE SHOEBOX



The tug **LLOYDSMAN** was one of the most powerful tugs of the time that could be called on by the British.

**Photo : Pete Elsom, Ship Support Ltd. ©**

The **LLOYDSMAN** was even a major player in what was to become known by the British press as the "Cod War" a dispute between the U.K. Government and Iceland over fishing rights. This was a dispute that was to turn pretty violent at times. The **LLOYDSMAN** was ordered by **United Towing Company Ltd** of Hull and was launched from

the Leith Shipyards of **Henry Robb** on 19th of September 1971. She had a specially designed rudder system which gave her superb maneuverability and pulling power. Built around just one propulsion system with a single screw, she was 2041 grt, and was a pretty special salvage tug at the time. She had a length between perpendiculars of 67.21 metres, and a beam of 14.172 metres, with a design draught of 8.5 metres. The Salvage tug was sold in 1979 to **SELCO** (later **SEMCO**) in Singapore and renamed in **SALVISCOUNT** and sold in 1988 to Pakistan for scrap.

## .... PHOTO OF THE DAY ....



The **STENA HOLLANDICA** seen outbound from Hoek van Holland bound for Harwich during a windy afternoon  
Photo : **Mark de Bruin** (c)

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