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The Bulkcarrier RUHR N seen anchored off Singapore last Monday
Photo : Piet Sinke (c)

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The **FUTURA** seen outbound from Rotterdam – Photo : Ria Maat (c)

Australia - SolarSailor makes Newcastle port home



The **Hunter** is about to become a global manufacturing hub for renewable energy-powered unmanned ocean vessels. Forgacs Engineering has teamed-up with marine technology company SolarSailor to market, develop prototypes and build the vessels in Newcastle. With an estimated global market worth \$2billion, the vessels have the potential to revolutionise marine military, surveillance and research operations. Unlike existing unmanned craft, SolarSailor's unmanned ocean vessels have the potential for unlimited time at sea. The vessel's primary source of energy is wind, which

is backed up by electricity generated at sea from propeller regeneration. Photovoltaic cells on the solar sail power electronics, such as steering, movement sensors and satellite communications. "This opens a whole new suite of capabilities and markets in highly sensitive security or weather-risk areas, military operations and coastal border protection with unauthorised maritime arrivals, oceanography and meteorology and marine safety at sea," SolarSailor chief executive officer Dr Robert Dane said. After the construction of a prototype in the next few months, the partners hope to have orders to build 100 vessels over a two-year period. Forgacs director Tony Lobb said construction of the vessels could result in the creation of 100 full-time shipbuilding jobs in Newcastle. "We are looking at ways to diversify our base. This is a fantastic opportunity for us to develop the clean-energy side of our business by working with experts in the field," Mr Lobb said. In addition to Unmanned Ocean Vessels, SolarSailor is involved in developing hybrid-powered passenger ferries. The company is also working with a West Australian-based iron ore producer to install its technology on an iron ore carrier. **Source : Garry Luxton**



The TSHD **PRINS DER NEDERLANDEN** seen operating at Rotterdam - Maasvlakte - **Photo : Arie Verheij ©**

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Above seen the 2011 built offshore supply ship **ESNAAD 711** (formerly **SEA AXE 5009 IV**) and the crewboat **ESNAAD 712** approaching to enter Grand Harbour, Malta on Monday 12th September, 2011 during their maiden voyage to Abu Dhabi, United Arab Emirates. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

Israel Navy ship accidentally enters waters of neighboring Arab nation

Commander sent to jail after a navigational error caused his reconnaissance vessel to cross several hundred meters into neighboring waters before being ordered back by Israeli radar station.



An Israel Navy reconnaissance vessel accidentally entered the territorial waters of a neighboring Arab nation last week, in an incident first reported by Channel 10 on Sunday. According to a probe by Israel Defense Forces, the ship's commander reputedly committed a navigational error, which caused the "Dvora"-class ship to enter 700 meters into the neighboring country's waters.

The infiltration was not detected by the neighboring country's forces, with an Israel Navy radar warning the vessel and directing it toward international waters. An IDF spokesperson said in response that the military conducted "an operational investigation

in which the ship's commander was tried and sentenced to prison," stressing that the ship "went over by only a few hundred meters." The incident took place only two days after another naval mishap, one which caused seven Israeli employees of a private security firm to be briefly arrested by the Egyptian Navy near the Straits of Tiran in the Red Sea. The four security men and three other crew members were arrested on a yacht Wednesday after they reportedly threw their personal weapons overboard in a fright upon noticing a nearby Egyptian naval patrol. The Israeli yacht was escorted into the Sinai port city of Sharm el-Sheikh, where the Israelis were interrogated. At that point, official contact between the Israeli foreign ministry and its Egyptian counterpart began in order to clarify what the Israeli side said was a misunderstanding. Following several hours of detention, the seven were released early Thursday morning, and made their way to the southern city of Eilat. **Source : Haaretz**



The **GAZ MILLENNIUM** seen sailing from Gladstone on Saturday 10th September. - **Photo : Don Meehan ©**



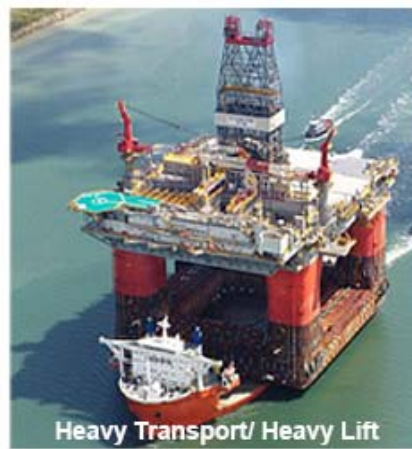
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The **GEMINI** seen arriving in Pointe Noire – **Photo : Marc Veenstra (c)**

APPOINTMENT OF NEW MANAGING DIRECTOR FOR N-SEA

Gerard Keser appointed as Leen Noordhoek's successor



The Supervisory Board and Management of N-Sea are pleased to announce that as of 12 September 2011 **Mr Gerard Keser** takes office as the new **Managing Director** of N-Sea. **Leen Noordhoek**, who has been Managing Director, ad interim, since May of this year, will become a Member of the Supervisory Board. From 2002 to 2011 Mr. Keser held various executive with **Smit International NV**. His last position was Managing Director of **Smit Salvage and Subsea**. **Leen Noordhoek** looks upon Keser a worthy successor: "I am delighted that Gerard has chosen to continue his career at N-Sea and I see in him a very competent successor who will be more than capable in bringing the the company to the next stage. He is familiar with our industry and I am convinced he is the right man for the job."

Cees Noordhoek is looking forward to working with Keser: "Gerard is in my opinion the right man in the right place, he knows how our market works and has a clear vision about the market and N-Sea's position within the market." Gerard Keser is looking forward to the new job, which he sees as a huge challenge: "N-Sea is a company with a rich history and good reputation in the industry. It's great for me to work with the enthusiastic and highly competent employees of N-Sea and to expand the company further." **N-Sea** (formerly **Noordhoek**) with a history of more than 50 years is known worldwide as an intergrated subsea contractor within the oil and gas, renewables, cable and dredging industries. **Source : N-Sea**



The **SEA PANTHER** seen anchored in Guanabara Bay (Brazil) – **Photo : Capt. Wout Vantellingen ©**

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The Thai flagged **SILVER SEA LINE 2** spotted in the Java Sea from tug **NEPTUN 11**, the reefer is built in 1979 as the **BALTIC** for the Dutch Reefer operator **Seatrade**, the vessel was renamed in 1988 in **BALTIC ICE** followed by **IMG 6** in 1999, and got her present name **SILVER SEA LINE 2** in 2010.

Photo : Capt. Radboud Polee – Master **NEPTUN 11** ©

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Trinity II's lifeboat found in Gulf of Mexico, at least 3 reported dead



A Mexican Navy helicopter hovers above the abandoned **Trinity II**. -
Photo : courtesy Mexican Navy

Mexican state-owned petroleum company Pemex reported Sunday that 7 of the ten missing persons from the abandoned **Trinity II** have been found alive in the Southern Gulf of Mexico. Pemex also says that, sadly, rescuers recovered two bodies, and one remains missing. The crew was reportedly found floating about 51 miles east-northeast of the Cayo Arc oil terminal, and was airlifted to a Pemex hospital in Ciudad del Carmen. Search and rescue operations were conducted by

Pemex and the Mexican Navy, and included helicopters, planes, the offshore vessel **Rem Forza**, **Bourbon Artavaze**, the **Osa Goliat**, and the Mexican vessel **Isla del Toro**. Search and rescue continues for the one still missing. The 10 man crew of the jackup liftboat **Trinity II**, which was contracted to Houston-based Geokinetics, were forced to abandon ship Thursday afternoon into a liferaft as a result of rough seas caused by Tropical Storm Nate. The **Trinity II** is owned by Trinity Liftboat Services based in New Iberia, LA and was supporting a project in the Bay of Campeche when the incident occurred. **UPDATE:** The Associated Press has reported that one of the seven workers found alive died Sunday night. Source :gCaptain



The **CSAV JURA** seen westbound in the Singapore Straits last Monday afternoon – Photo : Piet Sinke (c)

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Oil Tanker Sailing for Libya's Mellitah as First Cargo From West Offered

An oil tanker is sailing to the Libyan port of Mellitah, a sign the nation may be resuming energy exports after months of fighting that led to the ouster of Muammar Qaddafi, ship-tracking data show. The **Newlead Avra**, capable of hauling about 540,000 barrels, signaled earlier today about 30 miles from the Libyan coast, the data compiled by Bloomberg show. The 229-meter vessel is 7.9 meters deep in the water, compared with a maximum draft of 14.45 meters when fully loaded. It can carry crude or refined-oil products, according to Bureau Veritas Group, which monitors ships' compliance with laws on seaworthiness. Libya wants to resume crude exports in two to three weeks, Guma El-Gamaty, the U.K. coordinator for the country's National Transitional Council, said Sept. 8. Shipments from the country, holder of Africa's biggest oil reserves, plunged during a conflict that escalated in February and led to leader Qaddafi being deposed. An 80,000 metric-ton cargo of crude was being offered for shipment from Mellitah last week, three people with direct knowledge of the transaction said Sept. 8. The loading is likely the first from the nation's west since March, said Thomas Zwick, an Oslo-based analyst at Lorentzen & Stemoco AS, a consultant to the shipping industry. The **Newlead Avra** is on a 12-month charter to Vitol Group and currently has no cargo onboard, according to Sozon Alifragis, the chief commercial officer of Newlead Holdings Ltd., which owns the vessel. A spokesman for Vitol declined to comment. Libyan crude output slumped to 60,000 barrels a day in July from 1.7 million barrels in January, according to the Paris-based International Energy Agency, which advises 28 industrialized nations. Operations resumed about two weeks ago at the 120,000 barrel-a-day Zawiyah refinery near the Libyan capital of Tripoli, El-Gamaty said. The plant is processing 30,000 barrels a day and will reach full capacity in six to eight weeks, he said.

The crude-export facility in the eastern port city of Tobruk is undamaged, he said. Libyan crude output increased to as much as 1.87 million barrels a day in 2008 from 1.38 million barrels in 2002, according to U.S. Energy Department data. **Source: Bloomberg**



The **CDRY BLACK** seen passing Terneuzen at the Westerscheldt river

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

Official and survivor counts indicate that nearly 1,200 people may have been aboard a crowded ferry that sank off Tanzania's coast.

Official and survivor counts indicate that nearly 1,200 people may have been aboard a crowded ferry that sank off Tanzania's coast. Survivor Issa Hemeid said Monday some 150 people were likely trapped inside the boat's first- and second-class section when it sank early Saturday, echoing two other survivors. The death toll was 240 on Monday. On Sunday, an official estimated more than 800 people survived.

Together, that could mean nearly 1,200 people were aboard, well above survivors' estimates of the boat's capacity of 600. Officials gathered Monday on the island of Zanzibar to pray for the survivors and the dead. Survivors said the ferry left Tanzania's commercial capital of Dar es Salaam loaded with building materials, mattresses and passengers. Officials said they are seeking the boat's captain and owner. **Source : AP**

NAVY NEWS

Fire singes submarine at CFB Esquimalt



A fire on board **HMCS Victoria**, the navy's best hope for an operational submarine, is the latest mishap to plague the used boats that have spent more time undergoing repairs than in the water. The submarine's commanding officer, Lt. Cmdr. Christopher Ellis, confirmed that the fire happened last Tuesday and was contained to the communications mast on top of the sub. It happened during a scheduled radiation hazard survey.

One of the submariners on the jetty during the training noticed smoke coming from the communications mast, Ellis said. "There was no indication of smoke or anything inside the submarine," Ellis said, explaining that the mast does not open up to the rest of the boat. "It was a minor

fire in that way." The submariner alerted the six crew members inside the submarine and called the CFB Esquimalt Fire Department, he said. Three duty members aboard the sub took emergency precautions, isolating the high-powered systems on the submarine and making sure everyone got off the vessel safely.

Firefighters used a ladder truck to spray water and extinguish the fire in the communications mast, Ellis said. The communications mast looks similar to a periscope and is used to communicate with other ships, aircraft and personnel on shore. What caused the problem is not yet known, but it is suspected to have been an electrical fire, Ellis said.

The communications mast can be replaced in a matter of days, Ellis said, and the incident will not interrupt the ongoing training. "All training can be carried out as planned. The only thing this will delay slightly is our communication trials." Ellis said it's better to know about a problem with the communications mast now, rather than while out at sea. **HMCS Victoria** was placed in Esquimalt Harbour in April after five years in drydock during a \$195-million overhaul. It is set to do sea trials later this year, Ellis said, and next year will be the first **Upholder-class** submarine to fire an MK-48 torpedo. It's the navy's only semi-operational submarine, as the other three undergo repairs. **HMCS Corner Brook** was damaged when it hit the ocean floor during advanced officer training in June off Nootka Sound on the west coast of the Island. It is now dockside at CFB Esquimalt and will be repaired during a planned maintenance period, which will keep it sidelined until 2016. **HMCS Windsor** is on the east coast undergoing repairs and is set to return to sea in 2012.

HMCS Chicoutimi was damaged by a fire in 2004 that killed an officer and remains out of commission until at least 2012. The navy's submarine program has been fraught with problems since the diesel-powered submarines were purchased from Britain in 1998. They have already cost taxpayers \$900 million and have had little chance to show their mettle while constantly undergoing repairs. **Source : timescolonist / Vancouver Sun**

Next combat ship will be USS Milwaukee



The fifth of the US Navy's new littoral combat ships under construction in Marinette will be named after Milwaukee. The **USS Milwaukee** is being built at the Marinette Marine shipyard, which is making the vessels for Lockheed Martin Corp. The first littoral combat ship, **USS Freedom**, was made in Marinette and commissioned in Milwaukee during a ceremony at the lakefront in 2008. Since then more of the fast ships have been built or are now under construction in Marinette. U.S. Secretary of the Navy Ray Mabus will meet Tuesday with Mayor Tom Barrett to discuss the **USS Milwaukee**. Mabus also is scheduled to throw out the first pitch at Tuesday's Milwaukee Brewers game. A video of the littoral combat ship will be shown on the video scoreboard before the game.

Littoral combat ships are small vessels designed to operate close to shore - hence the name, which means coastal or close to shore - and can be used to hunt submarines and pirates, defend ground troops and support unmanned aerial vehicles, such as Predator drones. They're also designed to quickly change such as swapping out the ship's anti-submarine package for a mine-warfare package if combat conditions change.

The ships feature a small flight deck and hangar that can accommodate two helicopters, they can launch smaller boats from a ramp in the stern and the cargo area is large enough to roll out armored fighting vehicles at a port. Other cities chosen for littoral combat ships built at Marinette Marine are Little Rock, Ark., and Fort Worth, Texas.

Construction on the **USS Milwaukee** began last month in Marinette. The ship will be 388 feet long and travel at speeds of more than 40 knots. It's expected to be delivered to the Navy in 2014. **Source : jsonline**

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The **MAJOR TIDE** seen at the slip at the ST Marine shipyard in Singapore – Photo : Capt. Jelle de Vries ©

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China Ocean Engineering Services Shanghai Company has ordered a new minimum 262T bollard Pull ocean going tug.

With this order **China Ocean Engineering Services Shanghai Company** is showing its commitment to the ocean towage industry and is responding to the increased bollard pull requirements of Drilling Contractors and interests in FPSO's transportations

The new tug is expected to be available for operations as from the 3rd qtr of 2013 and will be commercially and operationally managed by **Svitzer Ocean Towage BV**. **China Ocean Engineering Services Shanghai Company** and **Svitzer Ocean Towage BV** are operating their fleet of large ocean going tugs in a Pool since 1998



Tidewater's **CARLINE TIDE** seen anchored in Guanabara Bay (Brazil) - Photo : Capt. Wout Vantellingen ©

Star Bulk Takes Delivery of Its First Capesize Newbuilding, Star Borealis

Star Bulk Carriers Corp. yesterday announced that it has taken delivery of the **Star Borealis**, a 179,678 dwt Capesize newbuilding. The Star Borealis is the first of two vessels to be delivered to the Company from HHIC-Phil Inc., a subsidiary of Hanjin Heavy Industries and Construction Co. Ltd. The vessel was delivered to its charterer, STX Panocean, and commenced a 10-year time charter at a gross daily rate of \$24,750. Spyros Capralos, President and CEO of Star Bulk, commented: "We are pleased to take delivery of the Star Borealis, which has commenced a 10-year time charter. We believe that this long-term time charter increases our future charter coverage and revenue visibility. We remain committed to making prudent and accretive acquisitions and increasing shareholder value."

Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK." Currently, Star Bulk's fleet consists of fifteen dry bulk carriers, including seven Capesize vessels, eight Supramax vessels and definitive agreements for the construction of one Capesize vessel. The fleet has a combined cargo carrying capacity of 1,626,399 dwt and a dwt-weighted average age of approximately 11 years. **Source: Star Bulk Carriers Ltd**



The **DOLE EQUADOR** seen departing from Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

UCL Holding to build 15 oil product carriers

Dutch-based **Universal Cargo Logistics Holding** (UCL Holding) is planning to invest RUB8.6bn (\$291.23m) to build a series of 15 oil product carriers under the RST27 project through its majority-owned unit Volga-Balt Transport Holding (VBTH). The vessels, which will have a capacity of 6,900t, will be ordered by Volga-Balt Tanker, a subsidiary of VF Tanker for UCL Holding. The ships are being built at Russian shipyards, which include five in Krasnoye Sormovo and ten vessels at Okskaya Shipyard (UCLH's shipbuilding division). The RST27 project contract design was developed by Odessa-based Marine Engineering Bureau. Volga-Caspian Design Bureau (Nizhny Novgorod) prepared a working draft. The RST27 project vessels will have a length of 140.85m, beam of 16.86m and depth of 6m. Each vessel is equipped with twin 1200kW Wartsila 6L20 main engines, and it has 5378dwt at 3.6m draft in freshwater and 6980dwt at 4.2m draft in saltwater. VF Tanker (Nizhny Novgorod) is engaged in the shipping of petroleum products via inland waterways. It operates more than 40 ships of total tonnage of more than 170,000t. **Source: Ship Technology**



The **FALCON TRADER II** seen at Dunedin September 12th to load logs for Incheon **Photo : Ross Walker (c)**

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Rickmers-Linie Upgrades Indian Service with Addition of New Vessels

Rickmers-Linie, the German liner specialist for project cargoes and heavy lifts in existence for over 175 years, is upgrading its Indian service with the addition of new vessels. It provides a direct liner service both eastbound and westbound between Europe and India, although calls in Pakistan and the Middle East will be possible on an inducement basis. The base ports served are Hamburg, Antwerp, Genoa, Mumbai, Vizag and Chennai.



The **CHARLOTTE C. RICKMERS** (on charter to MSC) seen in Vancouver – Photo : Robert Etchell (c)

Four new vessels were in service. m. v. **Linde**, **Martin**, **Formation** and **Fanfare**, long-term chartered by the line, while Rickmers Yokohama has just been introduced and called Mumbai on her maiden call last week

A function was held on board the vessel to mark the occasion, which saw mementoes being presented to Capt. V. Korolkevich, the Master of the vessel. The event was graced by, among others, Mr Shree Kant Singh, Chairman of Mumbai Port Trust (MbPT), Mr Dhruv Kotak, Director of United Liner Agencies (ULA), Rickmers-Linie's general agent in India, Capt. K. D. Giese, Senior Rickmers-Linie representative in India, Capt. V. Dadachanji, Rickmers-Line India Representative, Mr Percy Bilimoria, COO, ULA, Capt. O. P. Dhondiyal, Vice-President (Operations), ULA, Capt. Karkare, Senior Docks Master, MbPT, Capt. S. Kohli, Deputy Conservator, MbPT, and Mr V. S. Kulkarni, Deputy Docks Manager, MbPT.

Rickmers Tianjin is due to be delivered shortly ex China and will also enter the Europe/India service. Both vessels are constructed keeping in mind the restrictions for length and beam at Indian ports. Built in 2005 and later, the ships Linde, Martin, Formation and Fanfare are 12,800 DWT vessels equipped with twin 120-tonne capacity cranes that can be twinned to lift 240 tonnes. **Rickmers Yokohama** and **Rickmers Tianjin** are 17,000 DWT vessels each equipped with two 150-tonne cranes and an 80-tonne crane. This enables them to lift up to 300 tonnes by twinning the two

larger cranes. Rickmers-Linie is exploring engaging two more vessels with lifting capacity of 2 x 400T (combined 800T) to introduce in this sector. All the ships employed on the revamped Indian service offer greater flexibility to serve ports such as Mumbai and Kolkata—where lock-gates restrict the size of vessels—as well as various other ports on both the West and East Coast, on inducement basis. Mr Gerhard Janssen, Director, Marketing and Sales, Rickmers-Linie, believes that the timing of this upgrade of the service is ideal. "We are seeing increasing demand for break-bulk space on this route. Eastbound, we expect to be loading steel products as a base load, topping off with manufactured goods ranging from mobile cranes and mining products through to specialist railway and power generation equipment. Westbound, there are more and more non-containerisable shipments as India's engineering and manufacturing capabilities develop." Rickmers-Linie is represented by United Liner Agencies of India (Pvt.) Ltd as its general agents in India since inception in 1994. Rickmers-Linie has a long-standing and very experienced Senior Representative in India in the form of Captain K. D. Giese, and Indian Representative as Capt. V. Dadachanji. Rickmers-Linie shall be employing six vessels on the Europe India Sector in order to maintain the liner schedule as required by the trade. This will result in a sailing every 7-10 days for the Europe India trade, with newer ships, thus making them competitive in foreign markets. Rickmers-Linie also has an agreement with Shipping Corporation of India (SCI) to carry projects on its behalf on these vessels. A further advantage to Indian business in using newer Rickmers ships will be cost benefits in savings for marine insurance, timely schedules, etc **Source: EXIM**

Maersk to offer more frequent Asia-Europe service



The 2007 built **EVELYN MAERSK** seen anchored off Gibraltar - **Photo : Iain Forsyth ©**

The world's biggest container shipping company, Maersk Line, will introduce more frequent service on its Asia-Europe trade lane with 70 vessels between four ports in Asia and three in Europe, Maersk said on Monday, Reuters reports. The vessels will operate a daily service between Ningbo, Shanghai, Yantian in China and Tanjung Pelepas in Malaysia, Felixstowe in the UK, Rotterdam in the Netherlands and Bremerhaven in Germany, Maersk Line, a unit of Danish shipping and oil group A.P. Moller-Maersk said in a statement. "Regardless of which of the four Asian ports the cargo is loaded at, the transportation time - from cut-off to cargo availability - is fixed," Maersk said. "Daily cut-offs mean that cargo can be shipped immediately after production without the need for storage." **Source : PortNews**



The **REM STAR** assisting ALE Heavylift with the installation of the **(RAT) Rise Access Tower** at **K15FA1** platform in the North Sea' - Photo : Skeyes - www.skeyesphoto.com (c)

Shell Malaysia launches newly refurbished Westport Terminal

Shell Malaysia marked the official opening of its newly refurbished Westport Terminal in Pulau Indah, Port Klang with a ceremony attended by management and staff from Shell Malaysia and Westports Malaysia Sdn Bhd as well as senior officials from government departments, Tankterminals reports.

Shell Malaysia marked the official opening of its newly refurbished Westport Terminal in Pulau Indah, Port Klang with a ceremony attended by management and staff from Shell Malaysia and Westports Malaysia Sdn Bhd as well as senior officials from government departments. The event was officiated by Azman Ismail, Managing Director, Shell Malaysia Trading Sdn Bhd and Shell Timur Sdn Bhd and Yap Tze Khong, General Manager for Supply & Distribution for Shell Malaysia's downstream business.

During his speech, Azman said the opening of Shell Westport Terminal was in line with Shell Malaysia's plans to meet the growing demand for fuels in Malaysia. Disclosing that Shell holds the lead position for retail in the country, he added, "Malaysia is a key country for Shell Retail and you can be sure that we will invest where we need, to strengthen our number one position in the country." Azman, who also heads Shell's retail business in Singapore, Hong Kong and Brunei said, "This strategically located terminal is expected to enhance Shell Malaysia's ability to meet the growing demand for fuels and strengthen the company's position as the petroleum retail market leader in Malaysia."

According to Azman, expansion work set to commence in November was proof of the company's confidence in Malaysia's growth potential for their downstream retail business. Yap had earlier announced that the facility would be expanded at the end of the year when work began on the construction of three new storage tanks and cargo pipelines. Shell currently caters to one-third of Peninsular Malaysia and half of East Malaysia's petroleum retail market requirements, serving over half a million customers daily at over 900 retail sites nationwide. In 2010, Shell Malaysia Trading Sdn Bhd signed an agreement with Westports Malaysia Sdn Bhd to lease a liquid bulk terminal at Westport. It began refurbishment work in December 2010 and completed the project in early May 2011. The terminal spans 25

acres and includes access to Westport's jetty that is medium range/long range vessel capable; cargo lines; fuel and chemical tanks and gantry facilities. Following the refurbishment, the first shipment was received and the first delivery made to a retail site from Westport in May this year. The terminal currently delivers 1.67 million litres per day or 36 kt per month and operates 24 hours, seven days a week. **Source : PortNews**



Transocean's **DISCOVERER INDIA** seen waiting off the entrance to Chaguaramas Bay September 12th

Photo : Capt. Neil Johnston – Master Salvanguard ©

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Singapore container traffic up 8.2%

Singapore moved higher container throughput year-on-year in August, but volumes dipped compared to July, figures from the local port authority showed. Singapore handled 2.62m teu of containers in August, up 8.2% compared to 2.43m teu in the same month last year, according to the Maritime and Port Authority of Singapore.

Container traffic last month dipped marginally compared to 2.64m teu in July. In the first eight months of this year, Singapore handled a total of 19.9m teu, up 5.3% compared to 19m teu in the corresponding period of last year.

Singapore was ranked the world's second busiest container port in 2010 with throughput of 28.4m teu. **Source : Seatrade Asia**

WOODSIDE NRB JACKET ARRIVED ON LOCATION



Woodside's NRB jacket on Heerema barge **H-591** arrived on location offshore NW Australia on August 31 and presently hold in position by the **Lewek Scarlet** (EMAS) and Pacific Barbarian (SWIRE) awaiting weather to improve for the launch.

Photo's : Willem van Woercom (c)

Thai deepwater project under review

The Transport Ministry is seeking cabinet approval for four shelved projects including the construction of a deepsea port at Pak Bara in Satun province. The Marine Department's director-general, Tawanrat Oon-sira, said the ministry would ask the cabinet to decide what purpose the controversial Pak Bara sea port should serve. The port is part of a planned land bridge connecting the South China and Andaman seas. **Source : Seatrade Asia**

Sunken ship off Negros Occidental to be re-floated this month—coast guard

The sunken MV **Asia Malaysia** is expected to be re-floated within the month, according to a Coast Guard official. Commodore Athelo Ybañez, Coast Guard Western Visayas commander, said Tuesday that salvage operations have shifted to the removal of the ship's cargo for the eventual re-floating of the vessel. The private salvor group contracted by Tran-Asia Shipping Inc. early this month successfully siphoned at least 16,000 liters of fuel from the ship's fuel tanks. This has eliminated risks of an oil spill, according to Ybañez. He said the salvors were already clearing heavy cargo and debris including vehicles, cement and hardware materials and were expected to complete the salvage operation within the month if there is no weather disturbance. "The salvage operation is relatively easier because the

ship sank at shallow depth. It was only delayed due to the storms," Ybañez said. The 2,439-tonner vessel bound for Iloilo from Cebu sank on July 31, a few hours after its 178 passengers and crew members were transferred to passing ships and boats. It lies 13 meters under water three miles off the coast of Manapla town in Negros Occidental. **Source : Inquirer Visayas**

Port capacity hampers Indonesian trade

A shortage of port capacity is preventing lines from offering mainline U.S. and Europe services to Indonesia, one of Asia's fastest growing economies, said the head of Maersk Line Indonesia, the Journal of Commerce reported. Despite Indonesia being the largest economy in Southeast Asia and one of the fastest growing, Indonesia is struggling to attract mainline calls due to port service shortfalls, Jakob Friis Sorenson, president director of Maersk Line Indonesia, told JOC. "Besides regional and intra-Asia services, very few long haul mainline services call directly at Indonesian ports," he said. "Allocation of resources to infrastructure has not been sufficient, and with demand growing ahead of supply, the ports are operating at maximum capacity." Sorenson said lines would boost service if investment in ports was prioritised. One recent estimate suggested that five of Indonesia's six major container ports, which together handle 90 percent of the country's annual box traffic, were currently operating above their rated capacity. "For Indonesia, both due to capacity and productivity issues, Singapore is the preferred transshipment hub," said Jason Wong, APL vice president for intra-Asia and Australia. "Apart from Jakarta, all the other Indonesia ports have draught restrictions."

Indonesia's port liberalisation process has halted as legislators have failed to clarify investment criteria for tenders or new terminal construction opportunities. If the process was speeded up investors would be quick to emerge, say operators and analysts. Paul Slater, chairman of shipping finance company First International, said Indonesia's rapid emergence as a major trading nation made it ideal for port investments, which would allow medium-sized container ships to offer long haul services via its ports. "[These] are the ones that used to be the big ones," he explained. "The new giants are being built for the Far East-Europe runs so they won't be able to get into the U.S.. The new Panama Canal is also important for these medium sized ships that could run from Southeast Asia to the East Coast of the U.S."

Sorensen said port privatisation would boost competition, which, in turn, would contribute to higher service levels and lower costs. This would help attract shipping companies. "As an archipelago country, the manufacturing sector in Indonesia is concentrated in Java Island and the majority of the goods are exported via Jakarta and Surabaya. So apart from Jakarta we also see potential in Surabaya port, which has a geographical advantage to serve as a hub port for cargo movement to and from Eastern Indonesia," he said. **Source : Journal of Commerce**

OLDIE – FROM THE SHOEBOX



The semi-submersible pipelayer **VIKING PIPER** in the Bressay Sound off Lerwick (Shetlands) during final sea trials in 1976. The vessel is built by Gusto in Schiedam. Today she is owned by **Saipem** and is named **Castoro 7** (see **Shipping News Clippings 254 and 255**) **Photo : Bart J. Groeneveld ©.**

.... PHOTO OF THE DAY



The Guardship **AQUARIUS** seen arriving in the port of IJmuiden
Photo : Capt Jan Plug – Master Acergy Falcon (c)

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