



Number 279 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 06-10-2011**

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SHORECRANES UP TO 208 M / TONS		
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Above seen several local cargo vessels moored in the port of Kijang at the Indonesian island Bintan - Photo : Piet Sinke (c)

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The **GEORG ESSBERGER** seen enroute Rotterdam – Photo : Kees Torn (c)

Baltic Dry Index falls for 4th day

Holidays in China slows bookings to hire capesize vessels

The Baltic Dry Index, a measure of commodity-shipping costs, fell for a fourth day as holidays in China slowed bookings to hire capesize vessels that haul iron ore and coal. The index dropped 0.7 per cent to 1,899 points, according to the London-based Baltic Exchange that provides hire costs for ships on 29 dry-bulk routes. It has gained

34 per cent over the quarter, and 7.1 per cent this year, data shows. Rents for capesize vessels declined for a fourth day, retreating 3.1 per cent to US\$26,601 a day, according to the exchange.

Hire costs will ease further as the number of ships booked for short-term voyages drops as China's Golden Week holidays begin, RS Platou Markets AS said. China is forecast to import 63 per cent of the one billion tonnes of iron ore likely to be shipped by sea this year, and 12 per cent of the 922 million tonnes of coal, according to Clarkson Research Services, a unit of the world's largest shipbroker. There are 1,291 capesize ships, according to Clarkson.

The Baltic Dry Index is likely to remain at about its current level in the fourth quarter as an oversupply of dry-bulk ships curbs any momentum from a seasonal increase in grain and coal shipments, Nomura Equity Research wrote in a research note from Hong Kong-based analysts Andrew Lee and Cecilia Chan on Friday.

The estimated index average for 2011 of 1,550 points will still equate to freight costs that are loss-making for shipowners, Nomura said, citing guidance from recent meetings with the management of South Korea shipping companies that weren't identified. The index needed to average 2,000 points annually for companies to break even, according to the report.

'Demand is not the problem with management noting a pick-up in overall drybulk demand from China imports as well as the beginning of the grain season,' according to the report. 'Supply is the main reason for the cautious outlook.'

China is expected to import more thermal coal, used for power generation, which will help support rates for panamax dry-bulk vessels, Jeffrey Landsberg, managing director of New York-based Commodore Research & Consultancy, wrote in an e-mail on Sept 28. Coal stockpiles at Qinhuangdao, China's largest coal port, declined 30 per cent this month, with bookings for ships to import the commodity rising this week, Mr Landsberg wrote. **Source : Bloomberg**



The **MSC PINA** seen approaching the Berendrecht lock outbound from Antwerp – **Photo : Arie Valk (c)**



Row over absence of tug cover after short-term government reprieve

A row has broken out over a delay in getting the coastguard's emergency tugs back in service following the announcement last week of an 11th hour reprieve. On Friday it emerged ministers had agreed to a three-month deal just hours before the outgoing contract expired.

Interim funding has been put forward by the coalition government which will allow the vessels to continue in the short-term while a more cost-effective arrangement is sought. However the Scottish government's rural affairs minister,

Richard Lochhead, has criticised the coalition, claiming Scotland's waters have been left unprotected in the meantime. This was flatly denied at Westminster. Last week it emerged the tug based in Stornoway had been taken to Aberdeen for a refit, while the remaining vessel normally used for the Northern Isles was taken to Scotland's north coast to cover both northern and western waters.

Mr Lochhead said: "Our latest information indicates that the tugs are not yet back on duty – leaving Scotland's coastline at risk. "I am glad that a three month reprieve is to be forthcoming but as these are emergency response tugs we need the UK government to progress this as soon as possible and get our vital tugs back in place protecting both our mariners and the environment. "We also need a long term solution in place. It is just not good enough to cut an important service with no replacement. Decisions which may harm our coastline should not be made for cost cutting reasons."

A spokesman for the Scotland Office – which has been given responsibility to take forward the group-work necessary to thrash out a new long-term deal – insisted emergency cover would be available if it should be required. "If it came to the push and there was an incident it would be straightforward for the government to contract a vessel to get to it," he said. Meanwhile news of the interim deal has been welcomed by council and union leaders.

A spokesman for the SIC said: "Shetland Islands Council welcomes this three month extension which is in the interests of all communities in the Highlands and Islands. The government has recognised the merits of the campaign we and our partners have made. We now look forward to working with the UK government and in particular the Scotland Office in relation to the long term solution."

A spokesman for the PCS union, which represents members at Lerwick's coastguard station, gave a cautious welcome to the news. "We obviously welcome this news as the ETV is an extremely useful tool to have in our toolbox, particularly with winter fast approaching. "Yet again the government has been forced to acknowledge it got things wrong and hopefully this is a sign that they are now seeing sense.

"However this is only a short-term measure and we urgently need something more permanent put in place." A Scotland Office spokesman said: "The government has identified up to £3 million of interim funding for the tugs and is working through the detail of arrangements at present. This will allow a three month extension in the hope a long-term solution can be found and should be welcomed. The relevant parties will be involved in that process and arrangements will be announced soon." **Source : Shetland Times**



The **SILVER LAKE** seen enroute Velsen – Photo : H.Blomvliet (c)



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Death toll climbs to 6 in Taiwan shipping accident

The death toll in an accident involving a cargo vessel that ran aground off Taiwan's northern coast has risen from four to six. In a statement Tuesday, Taiwan's Coast Guard Administration says it is continuing to search for the four missing crew members from the Panamanian-registered **Jui Hsing**.

The ship, with a crew of 21, ran aground in stormy seas Monday and broke into two parts off the port of Keelung. The administration says 11 sailors have been rescued. Taiwanese officials say the accident caused 300 tons of oil to spill into the sea. Experts say cleanup efforts could take a year.

Taiwan was under the influence of Typhoon Nalgae throughout the weekend. The storm pummeled the northern Philippines. **Source : Dayton Daily News**



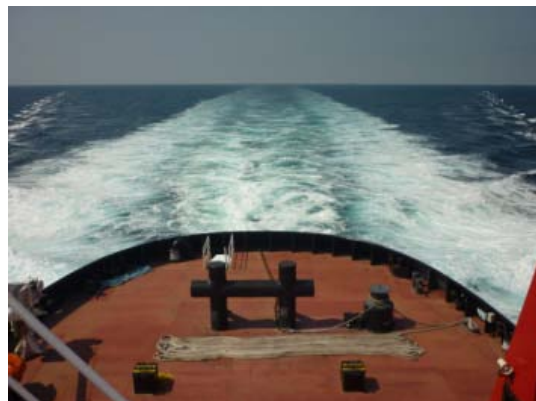
The **ATLANTIC** which is equipped with an **Wartsila 8L32 motor** seen fitting out in Urk (The Netherlands)

Photo : Tim de Klerk ©

Authorities work to remove crew from seized vessel off Alaska coast; ship infested with rats

Authorities are working to remove the 22 crew members from a fishing vessel that was seized off the Alaska coast after being accused of illegal fishing. Coast Guard spokeswoman Sara Francis says federal authorities are in Dutch Harbor to meet with the crew, determine their countries of origin and begin the process of returning them to their home countries. She says the goal is to have the crew removed Monday but says there are high winds and seas in the area.

The Coast Guard seized the rat-infested **Bangun Perkasa** Sept. 7, about 2,600 miles southwest of Kodiak, after a report that the ship was fishing illegally with a drift net. Authorities found 30 tons of squid and 30 shark carcasses on board. The vessel was brought three miles off Dutch Harbor on Sunday, but logistics delayed removing the crew earlier. **Source : Startribune**



Crowley's 16,000 HP **LEGACY** is the largest push-boat operating at the Mississippi river, and is powered by 2 **Wartsila 12V32** engines of 8000 hp each above seen the **LEGACY** full speed ahead with 15 knots
Photo's : Tim de Klerk ©

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Safmarine announces merger into Maersk Line

Safmarine intends to integrate its internal support and management functions into those of its sister company Maersk Line, Safmarine said Monday. Merging such internal support functions and central management involves the closure of Safmarine's Antwerp head office and regional offices in Antwerp, Shanghai, Dubai, Cape Town, and Mumbai, along with centre support functions currently carried out in Singapore and Cape Town, the company's press release said. This will potentially affect 240 people in those locations. The changing role of Safmarine's management also brings a shift in responsibilities for the company's leadership. Current CEO, Tomas Dyrbye, will be leaving his position. His successor will be announced in the near future.

Eivind Kolding, CEO Maersk Liner Business says that the company regrets the loss of trusted colleagues: "We are sad to have to consider losing some very strong colleagues, who have made an important contribution to the company and helped change the way we think about shipping. All changes are subject to consultation and we are working with our employees to find a fair outcome for everyone affected."



The **SAFMARINE ANDISA** seen enroute Antwerp – Photo : Henk de Winde ©

Kolding adds that Safmarine will continue to be an important part of the business. "It has proven that a close focus on a particular approach can deliver stronger customer service and lasting relationships — this is core to our mission of redefining shipping." The Safmarine brand is to be grown further as part of Maersk Liner Business-wide strategy of applying differentiation where customers can be shown to value differences in service offerings. Safmarine currently operates alongside Maersk Line as a fully independent shipowner and shipping line serving Africa, the Middle East and India. This move will reduce core costs of running both two businesses.

Throughout 2011 Maersk Liner Business has pursued a strategy of differentiating itself from its competitors and realises that customers value different aspects in different trades. As well as Safmarine it operates regional brands in Europe (SeaGo Line) and Asia (MCC). The CEO is certain that the Safmarine brand has a strong future: "It is our clear intention to strengthen the Safmarine brand. Over its long history it has become a force to be reckoned with in its markets and customers value its distinctive approach to deep and lasting relationships." The Multi Purpose Vessel business of Safmarine will be unaffected by the integration and continue to be developed from its base in Antwerp.

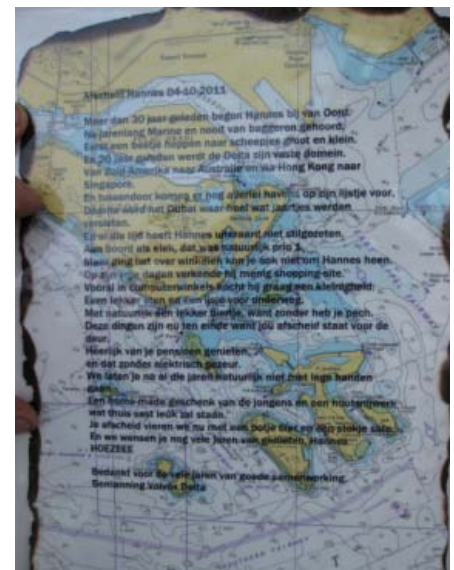
Source : PortNews

HANNES HARMENS RETIRED AFTER 31 YEARS VAN OORD



After 31 years of service with Van Oord and 20 years onboard of the **Volvox Delta**, electrician **Hannes Harmens** goes with a well deserved retirement. His reminders for home are a traditional Kenian woodkraft model of the **Volvox Delta** and a brass electrician screwdriver made by ship crew. His retirement party took place in Mombasa Kenya at 4 October his last day onboard.

Hannes enjoy your retirement and many thanks for sending photos to the newscippings in the past Piet





The local tug **SNOW GARDEN** seen at the Indonesian Island Bintan - Photo : Piet Sinke ©

Atsma noemt bevindingen buitengewoon ernstig

Staatssecretaris Atsma laat onderzoek doen naar het gedrag van ambtenaren in de **Otapan-affaire**. De **Otapan** is een met asbest vervuild schip, dat in 2006 met toestemming van een organisatie van het ministerie van VROM naar Turkije vertrok. Het schip werd niet in Turkije toegelaten vanwege de grote hoeveelheid asbest. Het Openbaar Ministerie stelt geen vervolging in, maar vindt wel dat ambtenaren fouten hebben gemaakt. Zo is volgens het OM vanuit de organisatie van VROM invloed uitgeoefend op het onjuist invullen van een formulier. Atsma vindt de conclusies buitengewoon ernstig en onderzoek moet uitwijzen hoe dit in de toekomst kan worden voorkomen. Integriteit van ambtenaren moet boven alle twijfel verheven zijn, zegt Atsma. Bron : Wereldomroep

NAVY NEWS

Submariners sacked at sea despite MoD promise

Swathes of sailors on submarines have been sacked at sea despite Ministry of Defence promises that no servicemen would be made redundant. A fifth of submarine medics serving on board Trident nuclear deterrent and hunter killer submarines have been axed, including one who cared for the wounded on the [HMS Astute](#) after a crewman went on the rampage.



It is understood that several sailors were told they were losing their jobs while conducting covert operations after their captains received a signal at sea from the Ministry of Defence. The Navy sacked the personnel despite a previous promise that no-one from the overstretched and undermanned Submarine Service would be among the 5,000 sailors being made redundant. Senior officers have condemned the MoD as "cack handed" for sacking the sailors while they were serving at sea. Medical Assistants (Submariners), known as MASMs, play a key role as they have to give both primary and secondary care to personnel on board when the boats are many miles from land.

They also provide the main radiation checks and radiological safety on the Navy's 11 nuclear powered submarines. Their role is so important that if there are less than two on a Vanguard

nuclear deterrent boat it cannot sail. One of the medics sacked among the first tranche of 1,020 sailors axed on Friday was due to board a Vanguard-class boat at high readiness to sail from Faslane in Scotland.

Another is in training on a Trafalgar class boat that is about to deploy on sensitive operations for the next three or four months east of the Suez Canal. One of the medics has served for more than 10 years and was about to be promoted to petty officer, the equivalent of an Army sergeant. Colleagues said the sailor, who has young children, was "completely and utterly devastated".

"The whole point is that they are getting rid of people who in a few years will be vital to keep the service going," said a Navy source. "If you are short of petty officer medics you simply cannot deploy the submarine. The Navy is shooting itself in the foot by making them redundant." The Government ring-fenced those troops in receipt of the operational allowance from redundancy which applies to troops in Afghanistan and over Libya. But despite having almost 70 per cent of its sailors on operations the Navy has not received this protection. Submarines are seen as particularly operational as they are either manning the Trident or snooping in foreign waters in an eavesdropping role or on special forces missions.

"We were told that the Submarine Service was protected from cuts but now medics have fallen into the bracket which is absurd," one submariner told The Daily Telegraph. "Submarine medics are sought after but we are losing almost a quarter of our quota of available medics." It is understood that between 15 and 25 out of 100 deployable medics have been sacked. The medics receive two years intensive training, including NHS placements, and train intensively on dealing with radiological illness and exposure. On special missions a doctor will join them on board. A Royal Navy spokesman said: "There will be no shortage of medical personnel on our submarines. Redundancies are only being made in surplus areas." **Source : The Telegraph**



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SHIPYARD NEWS

Dutch Minister Bleker visits Damen Shipyards Cape Town



The Dutch Minister for Agriculture and Foreign Trade, **Mr Henk Bleker**, visited **Damen Shipyards Cape Town (DSCT)**. The visit, organized by a.o. the South African Netherlands Chamber of Commerce (SANEC), the Dutch Embassy and the Netherlands African Business Council, is part of his 3-day mission to Kenya, Mozambique and South Africa. DSCT's Managing Director, **Mr Frank Rebel**, illustrated the strengths of South African shipbuilding to the Minister.



Central to Mr Bleker's visit is helping to find and promote new ways of improving African economies, especially their maritime and agricultural industries. One example is the development of the Port of Saldanha, for which Minister Bleker signed a letter of intent with Saldanha's Mayor Rosil Jager and the Port of Rotterdam's Environmental Protection Agency (DCMR). Another example is the growth of Damen Shipyards Cape Town, which can deliver tugs and workboats to the expanding port. Since Damen took over the former Farocean shipyard three years ago, it has built 15 dredgers, tugs and workboats up to 60 metres. The orderbook is filled until June 2012.

DSCT's Managing Director, Frank Rebel, says: "We are honoured by this ministerial visit. Mr Bleker is clearly very interested in South Africa's economic development and the part that Damen plays in this development. To ensure our shipyard will continue to deliver high-quality, reliable ships, we stick to two main policies that encompass both business goals and social aspects. On the business side we endeavour long term growth in South Africa and the sub-

Sahara region. Socially, we strive to be an integral part of the Cape Town community, our in-house training centre being an example. From the point of view of our shipyard, Minister Bleker's visit is a recognition of the success of these policies."

As Mr. Bleker was shown around the shipyard's premises, Mr Sam Montsi, the South African shareholder, proudly showed him a brand new **Damen Multicat 1908** workboat, to be delivered next month to Angola. Next, DSCT's in-house Apprentice Training Centre was visited. The Centre trains boilermakers and welders and currently offers facilities for 21 men and women and their training officer. Frank Rebel stressed the importance of education and skills development: "We offer training on all levels. From welders to project managers and from skilled workers to management, we all need to develop ourselves if we want to remain a competitive shipyard. Damen has committed itself to this. Another sign of our commitment can be found in our stockpile management. It's actually quite simple: by building vessels for stock we are able to maintain a constant workflow, hence we maintain a constant labour force, which means constant levels of local employment."



With a BBBEE-rating of 3 and a substantial NIP-offset, Damen has committed itself to building high-quality ships in Africa for African clients. To this end, DSCT has invested tens of millions of Rands from the start as part of an on-going investment program in logistics, internal organisation and infrastructure. Frank Rebel: "South Africa is an emerging market and we are proud to be part of it."

DAMEN Shipyards Cape Town: building in Africa for Africa

DAMEN Shipyards Cape Town (DSCT) is part of the Damen Shipyards Group. Damen employs over 6,000 people, operates 35 shipyards worldwide and delivers up to 150 vessels every year. Based on its unique, standardised ship-design concept and short delivery times, Damen is able to guarantee constant quality.

DAMEN Shipyards Cape Town builds offshore patrol vessels, dredgers, tugs, naval craft and platform supply vessels, especially for clients on the African continent. With a BBBEE-rating of 3 and a substantial NIP-offset, Damen is truly embedded in South Africa and committed to building high-quality ships.



The by fire damaged tug **TIONG WOON OCEAN 12** seen at the slip in Kijang at the Indonesian island Bintan

Photo : Piet Sinke ©



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BVD 1 Launched



Merwelands Jachtbouw Rotterdam B.V. built a new highly reliable mooring vessel, the **BVD 1**, for "Bootlieden Vereniging Delfzijl" Boatmen in Delfzijl. The ship has been built as a mooring vessel with the highest requirements concerning safety, environment and equipment. The ship has been provided with two watertight compartments and a CCR-2 John Deere engine 130 KW. **Merwelands Jachtbouw Rotterdam B.V.** is a co-operation with the **K.R.V.E. (Royal Boatmen Association Eendracht)**. They are masters in building a round bilge ship. They are able to build in steel or aluminium. **Whatever you wish, you are at the right address.** for information, www.Merwelands.nl

ROUTE, PORTS & SERVICES

Brazilian rope factory acquired by Dutch company

Dutch company Royal Lankhorst Euronete says that it has acquired an industrial unit in Rio de Janeiro, Brazil, which will be used for rope production. The ropes will be used in oil and gas production as well as ropes for supply to the local ship market, for use on tugs, tankers and other vessel types. The company says it will consider producing other products from its portfolio in Brazil at a later date.

The new acquisition has been made possible through a \$75 million contract with Petrobras for the supply of about 11,000t of deep-water mooring rope. Source : The Motorship



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The **ACERGY PETREL** seen arriving for A&P, Hebburn dry-dock - Photo : Kevin Blair (c)

GulfMark Offshore Announces Additions to Vessel Construction Program

GulfMark Offshore, Inc. announced the addition of three vessels to the vessel construction program it announced in August. The construction program is designed to provide the company with vessels of the right size and with the right capabilities to match the emerging long-term requirements of our customers.

The company has contracted with Rosetti Marino S.p.A. in Ravenna, Italy to build two 715 square meter deck area platform supply vessels of the UT 755XL design. These two vessels will have 3000 tonnes deadweight, dynamic positioning and fixed equipment for fire-fighting support. Delivery of the first vessel is scheduled to be in the fourth quarter of 2013 and delivery of the second vessel is scheduled to be in the first quarter of 2014.

In addition, a contract has been awarded to Simek A/S of Flekkefjord, Norway for a modified version of the very successful ST-216L CD design large platform supply vessel. This vessel is designed for harsh environment operations, and will be ice classed and winterized for cold climate conditions. This vessel, designated as ST-216 Arctic, will have over 1000 square meters of deck area and large cargo carrying capacity. In addition, the vessel will be dynamically

positioned, and will have rescue and oil recovery capabilities. Delivery of this vessel is scheduled for the second quarter of 2013.

These three vessels are expected to operate in the North Sea market, along with the first three vessels announced previously in this vessel construction program. The total cost for the three vessels announced today is estimated to be \$125 million, and the total cost for the six vessels commissioned under this program is \$245 million.

Bruce Streeter, President and CEO, commented, "GulfMark has had significant involvement in the establishment and success of the very popular UT 755 design. We are pleased to add additional vessels of this design, complete with recent upgrades and modern improvements in capabilities that have developed since the '755' was first introduced. The company has also achieved substantial success with managed ST-216L CD designs, a powerful vessel with a proven track record for operating in the North Sea, Norwegian Sea and the Barents Sea.

"We continue to critically evaluate market conditions and the balance of supply and demand for the regions in which we operate. Integral to our strategy for providing superior long-term returns is to be opportunistic in the purchase and sale of vessels. Recent drilling success in various European locations and investment decisions by major oil companies and regional European operators have contributed to us committing to the construction of vessels at this time."

Funding for the six announced vessels in the construction program is designed to be through cash on hand and cash flow generated from operations over the next 30 months. Cash commitments for this program in the third and fourth quarters of 2011 are anticipated to be \$6 million and \$30 million, respectively. Anticipated cash commitments over the next three calendar years are \$81 million in 2012, \$121 million in 2013 and \$7 million in 2014. GulfMark Offshore, Inc. provides marine transportation services to the energy industry through a fleet of offshore support vessels serving major offshore energy markets in the world. **Source : Gulfmark**



Sunset over the tug **HOLLAND** which was enroute Maassluis to participate at the 31st FURIADE

Photo : Aad Kleijn (c)

Port of Falmouth (Jamaica) receives Port of the Year award

The **Port of Falmouth** was presented the Port of the Year Award at the **Seatrade Insider Cruise Awards 2011**, held at **Seatrade Europe**, Schmidts Tivoli Theatre, in Hamburg Germany on September 27. Over 89 participants competed across six categories. After an initial elimination process narrowing the group to 18, Falmouth emerged the winner from a group of three finalists, which included Port Akdeniz in Port of Antalya, Turkey and Port of Bergen, Norway. The Port of the Year Award recognises a port authority or port management company which has made significant improvements to its handling facilities/cruise-tourism infrastructure over the past 12 months. Officially named the Historic Port of Falmouth, Jamaica, the cruise ship port was designed to highlight the town's historic past and was strategically developed to enhance Jamaica's cruise product.

It was built as a joint venture between the **Port Authority of Jamaica (PAJ)** and Royal Caribbean Cruise Lines. The facility's berths can accommodate the largest cruise ship in the world. The Falmouth Port is the largest themed cruise port development in the history of the Caribbean costing in excess of US\$220 million.

Accepting the award on behalf of the PAJ, William Tatham, vice-president, Cruise Shipping and Marine Operations, stated that he was extremely pleased and expressed that "not only was it a victory for the Falmouth Port, which met and surpassed global standards, but also a victory for Jamaica's cruise-shipping sector and the historic town of Falmouth." Mike Henry, minister of transport and works and Noel Hylton, president and CEO, PAJ both expressed delight at the receipt of the Port of the Year Award. They are of the view that "the Falmouth Pier is now more poised to position itself as a world-leading cruise destination." Seatrade Europe is the biennial meeting place and trade platform of the European cruise industry, bringing together senior buyers and planners from the cruise lines with suppliers from all sectors of the ocean and river cruise industries. **Source : Jamaica Gleaner**

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The **HANSA RONNEBURG** seen outbound from Willemstad (Curacao)

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

Top Ships Inc. Announces Sale of the M/V Cyclades

TOP Ships Inc. an international maritime shipping company that provides transportation services for crude oil, petroleum products, and dry bulk commodities, announced that it has entered into an agreement to sell the **M/V**

CYCLADES, a 75,681 dwt drybulk vessel built in 2000. The vessel is expected to be delivered to its new owners by early November 2011. The sale of the **M/V CYCLADES** will result in a book loss of approximately \$40 million.



Above and below seen the 2000 built fishing trawlers **IMNA** and **ENTSAR** entering Grand Harbour, Malta for the first time from Tripoli, Libya on Monday 3rd October, 2011 to load a consignment of 5,000 uniforms for the Tripoli Revolutionary Council.

Both vessels were handled by **Malta Maritime Services** – maltamaritimeservices@gmail.com

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



CALMAC NAMED BEST FERRY COMPANY FOR SECOND YEAR IN A ROW

For the second year in a row, ferry operator Caledonian MacBrayne has been named "Best Ferry Company" in the prestigious Guardian and Observer Travel Awards 2011. And the award is the second CalMac has won this year after it retained the Public Transport Operator of the Year title at the Scottish Transport Awards in June. CalMac beat 13 other ferry operators to win the award which is voted for by readers who are asked to identify companies who "made their holidays" through good service.

CalMac Managing Director Phil Preston said: "We are absolutely thrilled to have received this award for a second time. It is particularly pleasing because we do not put ourselves forward for this. It is therefore from customers who have had such a positive and memorable experience that they wished us to be recognised in this way. "Above all it is, of course, a terrific affirmation of the work our staff do every day to give customers the best service they can. I am sure they will be delighted to know they are appreciated by the people who are most important to us - the customers - at a time when they face uncertainty over the outcome of the Government's ferries review and the future of ferry services.



SD Colonel Templer has recently been renamed **Seaway Endeavour**, in the Garvel Dry-Dock Greenock, she is seen berthed in the James Watt Dock, Greenock. She started life in 1966 as **Crisilla**, built by Hall Russell & Co Ltd, Aberdeen, Yrd No 931. for J Marr & Sons Ltd, Fleetwood as a Stern trawler The Royal Maritime Auxiliary Service aquired her in 1980 and renamed her **Colonel Templer**. Serco Denholm took over the duties of the RMA and renamed her **SD Colonel Templer** during 2008, She was a Research Survey Vessel with both RMA & Serco Denholm. **Photo : Iain Forsyth (c)**

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The **NORSKY** seen in the port of Zeebrugge – Photo : **Henk Wadman (c)**

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The former German passenger vessel **PRINCESS ROYAL**. She was built at Travemuende in 1959 as **ALTE LIEBE** and has been at Liverpool since 1995 – Photo : **Simon Smith (c)**

DP World to open London cargo port by 2013

DP World, the Dubai port operator building Britain's first deep-sea container port in more than a quarter century, vowed to open the new cargo hub outside London by the end of 2013. The London Gateway project represents a big bet on Britain for DP World as questions swirl about the health of Europe's economy and the outlook for the global shipping industry. Still, executives insist the time is right to push ahead.

'Investment in ports and logistics is always a long-term investment,' the company's chairman, Sultan Ahmed bin Sulayem, told reporters. 'We believe the demand is going to be there, definitely. ... The UK needs it.' The new port will significantly boost Britain's cargo capacity. The facility is located about 25 miles east of central London and will include what the company says will be Europe's largest logistics park. Getting the first stage of the sprawling terminal up and running should create 700 construction and 300 port jobs in the coming months, DP World said. It estimates the port will generate tens of thousands more jobs over the long term.

DP World began preliminary work on the London Gateway site in 2008, just as the global economy was turning sour. Development of the port picked up again in 2010. The company said it plans to pump another \$1 billion into the project over the next three years, on top of some \$600 million that's already been invested. It will pay for the work using cash on hand and loans that have already been lined up, Bin Sulayem said. London Gateway will initially have the ability to lift the equivalent of 1.6 million standard shipping containers per year when it opens in the fourth quarter of 2013. Over time, DP World expects to expand capacity to 3.5 million containers annually. That would put it on a similar scale to Felixstowe in southeast England, which is already Britain's largest container port. British Business Secretary Vince Cable said the port would allow the UK economy to grow further. 'It will help Britain to maintain its competitiveness, drive productivity, and crucially strengthen our links with Asia and beyond,' he said in a statement. DP World is the world's third largest seaport operator, with interests in cargo terminals on six continents. Like Emirates airline, it is seen as one of Dubai's core companies. DP World launched a secondary listing for its shares on the London Stock Exchange in June in a bid to attract a wider range of shareholders. Its stock also trades on the Nasdaq Dubai. In August, the company posted a first-half profit of \$740.9 million but cautioned that the outlook for the second half of the year remains foggy amid concerns about a global slowdown **Source : Khaleejtimes**



The **SPRING BOB** seen arriving in Willemstad (Curacao)

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

South Carolina blocks savannah dredging permit

South Carolina environmental regulators on Friday blocked a permit sought by the Army Corps of Engineers to deepen the Savannah River channel to the Port of Savannah, increasing tension between the states' competing top ports, the Journal of Commerce reports.

The Georgia Ports Authority wants to deepen 32 miles of the Savannah River to 48 feet from 42 feet to be able to handle megaships able to pass through the expanded Panama Canal in late 2014. The Corps is expected to release its final plan for the harbor expansion later this fall. But the South Carolina Department of Health and Environmental Control filed documents late Friday saying the harbor deepening would harm the river, which forms a shared boundary between the two states. The agency said the project would kill harm fish by altering the salinity of 1,200 acres of marsh. The documents are not available online.

"The proposed activity could result in significant degradation to the aquatic ecosystem or remove existing and classified uses of the Savannah River," said the documents filed by South Carolina regulators. It's unclear how much South Carolina's permit denial will affect plans to deepen the river route to the Savannah port, the fourth busiest container port in the U.S. The next step would be for the Army Corps to appeal the permit denial to South Carolina officials by mid-October.

The deepening of the Savannah River channel has long been contentious between the two states. The Army Corps has proposed plans for mitigating the environmental drawbacks cited by South Carolina, but the state's regulators say they're not satisfied with the solutions. Georgia's Environmental Protection Division, on the other hand, approved its water quality permit for the same project earlier this year, saying its regulators felt the Corps had addressed their concerns.

"The difference of opinions between the Georgia Environmental Division and this action by the S.C. DHEC is disturbing," GPA Executive Director Curtis Foltz, said in a statement. The statement is not available online. Foltz said he "firmly believes" the Corps' final plans for deepening the harbor will deal with all environmental concerns surrounding the project. Permits for the dredging project were sought from both Georgia and South Carolina because the federal Clean Water Act gives states some leverage to determine if construction projects on their waterways will adversely affect state water quality standards. **Source : PortNews**



Above seen the former ITC tug **SIMOON** now named **PANORMITIS** seen enroute Rotterdam

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com> ©

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.... PHOTO OF THE DAY



Above seen the 200 pax accommodation/workbarge **FRANKLIN VICTORY** conducting the lifting test with the 250 tons crane. **Photo : FRANKLIN OFFSHORE**