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Above seen from AHT Kamarina during preparations for the voyage from Abu Dhabi to Brazil via Saldanha Bay SA the recent delivered 6th generation DW drilling rig Delba III operated by Odebrecht Oil & Gas

Photo Capt. Sjoerd van der Wielen – master Delba III

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The **CIUDAD DE CADIZ** seen in the port of Brest – Photo : Jacques Carney ©

Fears grow over Somali pirates' 'new tactics' after kidnaps, killing

Somalia's pirates have long made the country's coastline a no-go area for sailors, but two brutal attacks on resorts in neighboring Kenya have sparked fears the militants may have dramatically altered their tactics. In recent years, reports of ships large and small being hijacked in the Gulf of Aden and the Indian Ocean by Somali pirates have

become commonplace, with dozens of seafarers and their vessels held captive, in some cases for months. But when the world's navies descended on the region in an attempt to protect shipping, the pirates found their grip on the area challenged.

And rather than face off against the might of highly-trained personnel and warships from the U.S. and dozens of other countries, some appear to have begun looking for easier targets, switching their attention from ships off the coast to holidaymakers across the border. The golden sands and crystal blue waters of Kenya's Lamu Archipelago are straight out of the pages of a glossy travel magazine, the stuff of wealthy holidaymakers' dreams. Tiny, exclusive resorts nestle alongside deserted beaches from which tourists can spot turtles, whale sharks and dolphins. The toughest challenge most visitors face is deciding which hammock to settle in. But this slice of paradise exists cheek by jowl with the war-torn, lawless border region of Somalia, and last month the two worlds collided, with deadly consequences.

On September 11, the idyllic calm of the luxurious destination was shattered, when armed bandits broke in to the beachfront cottage where Britons Judith and David Tebbutt, both in their 50s, were staying. David Tebbutt was shot dead while trying to resist the attack. His wife was grabbed and spirited away onboard the pirates' speedboat. She is believed to have been taken into Somalia. And on October 1, pirates made another cross-border raid, this time snatching a French woman in her 60s from the holiday home on Manda Island where she lived for part of the year.

Kenyan officials said Kenyan navy personnel pursued the attackers in their high-speed boat, engaging in a shootout, but the gang managed to cross the border back into Somalia. In the wake of the most recent attack, Britain's Foreign Office changed its advice to tourists heading for Kenya, warning against "all but essential travel to coastal areas within 150km of the Kenya-Somalia border," and cautioning that beachfront accommodation in the region is particularly vulnerable.

The U.S. State Department urges U.S. citizens to avoid travel all to Somalia, and warns American visitors to Kenya of previous incidents in which Westerners have been kidnapped and smuggled into Somalia. Kenya Police spokesman Eric Kiraithe said it was likely resorts close to the border were seen as "soft targets" -- despite the presence of police and security guards -- an attractive proposition given the clampdown on 'traditional' pirate attacks. "They certainly must have seen it as a soft target," he told CNN. "We know in the sea the entire international community has come to there, and it has become increasingly difficult for them -- and these are people looking for easy money." Security analyst Will Geddes said the pirates' apparent change of tack was a worrying one -- and not just for tourists, but for the authorities in Kenya and Somalia -- because it showed that the attackers felt they could not be stopped by the police. "The fact that the pirates are feeling that they are suitably uncontrolled by any infrastructure of law enforcement that [impedes] them from carrying out actions into tourist resorts," was of particular concern, he told CNN. Geddes said Kenyan authorities needed to take action -- quickly -- to protect tourists, and the country's valuable tourist industry. "Some big questions will now need to be asked to the Kenyan government as to what security measures they can now install to reassure the international community and also tourists visiting their country that they will be safe." **Source: CNN**



The first cruise ship of this season, the **EMERALD PRINCESS** arrived in Bonaire - Photo : Henk Ram (c)

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Above seen the 2008 built container ship **MSC ANGELA** leaving Grand Harbour, Malta from Palumbo Malta Shipyard Ltd Dock 6 while passing the 2008 built cruise liner **MSC FANTASIA** berthed at the Valletta Cruise Terminal Pinto 1 and 2 wharves on Wednesday 5th October, 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Panama Canal cruise season opens



The transit of Princess Cruises' Island Princess marks the beginning of the the Panama Canal cruise-line season, which officially starts today and runs through the middle of next year.

Left seen HAL's **ROTTERDAM** in the Gatun locks photo : [Machiel van Kampen](#) ©

According to Jaime Castillo, international trade specialist from the Panama Canal Research and Market Analysis office, at least 205 cruise ship transits are expected this season. Among the major companies that are considering Panama and the Canal experience as a destination are Holland America Line, Princess Cruises, Royal Caribbean Cruise Line and Norwegian Cruise Line.

Smaller cruise ships, such as the [Wind Star](#) and [Le Levant](#), also are expected to transit the Canal. These cruises typically travel between the Caribbean Islands and the East and West Coasts of Central America. Two Carnival cruise ships, the Carnival Inspiration, located in Tampa, Florida, and the Carnival Paradise, which operates from Long Beach, California, are scheduled to reposition to new homeports soon, offering very attractive 14-day trips that include the experience of transiting the Panama Canal. The [Carnival Paradise](#) cruise will sail from Long Beach to Tampa beginning on November 28, 2011, while the Carnival Inspiration will depart on December 3, 2011, operating from Tampa to Long Beach. Norwegian Jewel, with its 2,376-passenger capacity, will sail from New York to Los Angeles in late April 2012. This cruise has a reservation to transit the Panama Canal on May 5, 2012.

DEN ALFONS NAAR DE SLOOP

De Belgische sleepboot [Alphonse Letzer](#) is bezig met zijn laatste reis voordat hij naar de sloop gaat, bestemming Antwerpen. ETA op Vlissingen roads zal op 11 Oktober om +/- 10.00hr LT zijn.

Dus als er nog liefhebbers zijn om een foto te schieten dan is dit de helaas de laatste kans!!

Wij als bemanning van de "Fons" zullen deze sleepboot gaan missen maar gelukkig heeft de URS nog genoeg andere sleepboten. Met vriendelijke groet, [Crew Alphonse Letzer](#)



The [STOLT GULF MIRDIF](#) seen in Cape Town – Photo : [Ian Shiffman](#) ©

Council leader warns withdrawal of emergency tugs is risking safety

THE leader of Highland Council has stepped up pressure on the UK Government over the withdrawal of emergency tugs, claiming the Maritime and Coastguard Agency is "flirting with extreme danger". Dr Michael Foxley met Secretary of State for Scotland Michael Moore yesterday, several days after it was announced that £3 million of interim funding would be provided by the Government to ensure that the tugs based at Lerwick and Stornoway continue for a further three months until a longer term solution can be agreed.

But neither tug was on station yesterday and Dr Foxley put the delay down to advice ministers have been receiving from the Maritime and Coastguard Agency (MCA) hierarchy. He said: "They are flirting with extreme danger. We have an independent risk assessment which shows that there is a very, real risk in the Highlands and Islands if these tugs are not on station."

Dr Foxley met Mr Moore in Inverness and afterwards said: "We had a positive meeting. I told him we had to get the tugs back on station as soon as possible." A spokesman for the MCA responded to Dr Foxley's allegations. He said "We have never flirted with our responsibility for maritime safety. We undertook an extensive risk assessment before ministers decided not to renew the contract for the four emergency towing vessels (two in Scotland, two in England).

"There were concerns that a little more time was needed to investigate the long-term solution. The Scotland Office initiative will provide a further opportunity for those who wish to see ETVs maintained in Scotland to come forward with offers of funding [Source : HeraldScotland](#)



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The **LT GENOVA** seen outbound from Cape Town – Photo : Ian Shiffman (c)

Deep Panuke start date changes again



EnCana announced a new target date for the **Deep Panuke gas field** off Nova Scotia Wednesday. The gas has been sold to a Spanish oil and gas company with majority ownership of the liquified natural gas terminal in Saint John. Dave Kopperson, EnCana Corporation's Atlantic vice-president, said Wednesday that the natural gas company had negotiated a new timeline with Single Buoy Moorings (SBM), which EnCana hired to build and operate the production platform at the Deep Panuke gasfield off Nova Scotia. The field is about 250 kilometres southeast of Halifax on the Scotian shelf.

The production platform for Encana Corporation's Deep Panuke offshore natural gas project is expected to produce gas by end of March 2012. SBM OffshoreEnCana had maintained that first gas from Deep Panuke would flow by the end of the year. But in August SBM said additional work on the platform meant first gas would not be ready until June 2012. The project has been in the

works for 10 years and had been scheduled to start production in December. SBM was unable to meet that deadline. "Until recently we were expecting production would flow from the platform by the end of this year. Then SBM announced it expects the platform to be ready for service in the first half of 2012. Disappointing for sure," said Kopperson. EnCana said it expects gas by the end of March. "But we have been in discussions about the work to be complete and if the plan is executed efficiently, we should be on by the end of [the first quarter of] 2012." The two companies remain engaged in a multi-million-dollar lawsuit over who should pay for design changes and cost overruns on the platform. All the gas from Panuke has been sold to Repsol YPF, a Spanish oil and gas company that has majority ownership of the liquified natural gas terminal in Saint John New Brunswick. **Source : CBC**

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Build in Germany in 1977, as **Gloria Virentium**, 2487 Dwt, Registered in Madiera, The Heavy Lift Ship, **Storman Asia** , seen leaving Valletta, Grand Harbour, for the operation, to put the St Elmo foot bridge on the Grand Harbour, Break Water **Photo : Gejtu Spiter (c)**

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RENA GROUNDED OFF TAURANGA



The large containership **RENA** which has struck a reef off the coast of Tauranga last Wednesday, with two cargo holds reportedly flooded, was detained in Australia earlier this year over safety issues. **Rena**, a Liberia-flagged 235m vessel, was heading to Tauranga from Napier when it crashed in to the Astrolabe Reef, about 7km north of Motiti Island, around 2.20am. In August the Australian Maritime Safety Authority ordered the **Rena** detained for more than a day. The 22-year-old ship was found in Freemantle to have a number of serious deficiencies including defective hatchway covers, and incorrectly stowed cargo. It was allowed to sail when the hatch covers were secured.

A Maritime New Zealand spokesman said there were reports two cargo holds were flooded and the vessel was on a 12-degree lean. The tanks containing the ship's heavy fuel oil were reportedly undamaged. There was nothing to suggest there was a leak in the vessel at this stage, the spokesman said. There were 25 people aboard the ship, and no reports of injuries had been received. The Marine Pollution Response Service (MPRS) had been called and trained spill responders with equipment were heading to Tauranga. Members of the National Oiled Wildlife Response Team were also on their way. Maritime NZ was working with the crew and had also activated its Maritime Incident Response Team, which was monitoring the situation from Wellington and had a safety inspector on board. MPRS, with the Bay of Plenty Regional Council, was coordinating a flight over the area scheduled for around 8am to further assess whether the vessel was leaking. It was low tide in Tauranga at 8am, with high tide at 2.30pm. The weather was fine, with light winds and the chance of some showers.

Latest update : The oil spill response team based in Tauranga is currently conducting an on-water assessment of the oil slick from the cargo vessel **Rena**. A Maritime New Zealand (MNZ) Maritime Safety Inspector on board the ship has confirmed oil is still leaking from the vessel. An aerial observation flight this morning identified the slick, which stretches from 1500 to 2000 metres from the vessel in a narrow ribbon. An assessment team has now gone to the area in a vessel to conduct a closer analysis.



The team will also conduct dispersant field tests to assess the potential effectiveness of a dispersant operation. If the tests are successful, it is likely a dispersant operation will be launched this afternoon. National On Scene Commander Rob Service said the on-water assessment would provide a clearer picture of what the oil spill response team was dealing with. A dispersant operation would be a viable option if it was found there was a significant amount of oil in the water. Dispersant works by diluting the oil in the water and assisting its natural breakdown. Mr Service said dispersant operations were only undertaken after careful consideration of the impact on the environment. The 236m cargo vessel struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am Wednesday. The Astrolabe Reef is

about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). Around 25 members of the team arrived in Tauranga, working with members of the Bay of Plenty Regional Council and other environmental agencies.

Supplies from the national oil spill response equipment stockpile arrived in Tauranga overnight and have been readied for deployment this morning. A wildlife response plan is now in action, with specialist oiled wildlife wash and rehabilitation equipment mobilised and underway from Massey University. The equipment was due to arrive in Tauranga yesterday, and a wildlife centre will be set up. Mr Service said wildlife teams were on standby to join those already in Tauranga to assist with field monitoring and response if and when required. **Source : Maritime New Zealand**

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NAVY NEWS

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23,000 visit Navy ships in Wellington

More than 23,000 people visited Navy ships during the RNZN's 70th Anniversary celebrations in Wellington last weekend. "Wellington's waterfront was buzzing," said Lieutenant Luke Taylor, Commanding Officer of Inshore Patrol Vessel **HMNZS TAUPO**.



Photo : Tom Rae (c)

"The public really enjoyed visiting the ships and meeting the sailors. It was great to show people what we do and the equipment we use. At the end of the day the ships belong to the public so it was great to have them on board."

As well as visiting the ships the public donated \$11,071 to Rotary's gold-coin donation which will be shared among three charities, including the ship's charity for **HMZNS WELLINGTON**, Kimi Ora School. The other recipients are Wellington Free Ambulance to purchase defibrillators and the NZ Emergency Response Kits appeal. A sailor from **TE KAHA**, Leading Marine Technician (Propulsion) George Gurney, said it was awesome to be applauded as he marched down Lambton Quay. "It's been great fun. I've had my photo taken so many times, and everyone wants to meet you. An awesome experience!" Lieutenant Taylor said the superb weather and Rugby World Cup activities on Wellington's waterfront created a carnival atmosphere.

"Everyone was smiling and having a great time. It was hard work for the sailors, but they had a great time too. It really boosts morale to know the public appreciate what we do." Five ships were open to the public as part of the Navy's 70th Anniversary celebrations. The most popular ship was the frigate **HMNZS TE KAHA**, which had 7798 visitors, with multi-role vessel **CANTERBURY** next most popular with 5418 visitors.

A Youtube video of the ships in Cook Strait has also been released. The footage was shot from an Air Force **Iroquois** Helicopter on Wednesday 28 September and shows 10 Navy ships sailing in formation through Cook Strait. The video can be viewed and shared from: http://www.youtube.com/watch?v=20fgcNPW24o&feature=player_embedded

Unusual Navy ship visits Mayport after 6-month deployment to African waters

HSV-2 Swift is an odd ship no matter how you slice it.

It sports a catamaran design with knife-like hulls that enable it to carry cargo, troops or humanitarian aid through water barely a dozen feet deep. It doesn't have rudders or propellers because it's propelled by directional water jets.

The ship has a minimum crew of 35 — 17 civilian, 18 military — who routinely rotate with other sailors to keep the ship deployed 11 months a year. Unlike most other vessels that pull into Mayport Naval Station, as it did Wednesday morning after a six-month deployment in African waters, **Swift** can spin on a dime and move forward and backward in the basin without the aid of tugboats.

"We're aluminum, so we crinkle like a beer can if a tug pushes up against us," said Lt. Cmdr. Ken Creameans, the officer in charge of its "Gold" crew, which run Swift's deployment to the Caribbean and Latin America beginning in November. The ship is based in Virginia but stopped in Mayport, where its deployment began, so some of its personnel could participate in meetings with Jacksonville-based Fourth Fleet. It's due to leave today for repairs in Charleston.

The history and mission of Swift is just as unusual as its design and movements. It was built eight years ago by an Australian company as a commercial vessel then given military upgrades. The Navy leased it for four years before turning it over to the Military Sealift Command. The ship is still used by the Navy but owned by Sealift, Inc., a company that provides maintenance and civilian crew members.

That arrangement has enabled the Navy to test the concept of using an all-aluminum, catamaran design as a transport ship, especially in humanitarian aid operations in Africa and Central and South America, said Lt. Cmdr. Charlie Eaton, officer in charge of **Swift's** "Blue" crew, which brought the ship to Mayport on Wednesday.

That testing helped convince the Navy to proceed with the new Joint High Speed Vessel, the first of which was christened in Mobile last month. **JHSV Spearhead** is built by the same company that launched Swift and is the first of an anticipated 23 the Navy plans to buy over the next 30 years. Swift "got them realizing the potential that hull form brings, and what it brings is speed and mobility," said Jay Korman, an aerospace and defense analyst with The Avascent Group, a business consulting firm in Washington D.C.

The ships are considered logistics vessels rather than warships, Korman said. They are constructed without the water-tight compartments and weaponry common to combat vessels, which contributes to their speed. They can operate in combat zones, but would be guarded by other ships, he said. The strength "is their flexibility," Korman said. "They can transport Marines but ... also ambulances and aid packages to devastated areas." It's what Swift did on the deployment just completed. It traversed more than 15,000 miles of ocean and moved nearly 2,000 tons of cargo.

Lt. j.g. Adam Cole said the ship also served as a floating university of sorts at ports up and down the West and Central African coasts. A double-wide trailer was set up inside its 28,740-square-foot cargo hold so military officials from different nations could take U.S.-led courses on topics like maritime security and law, ship boarding operations, medical care and small boat maintenance. **Swift** and the similar ships now following it are not alone in being able to conduct those missions, Eaton said, but they can do so the fastest, with a top speed exceeding 52 mph. Plus it can

carry lots of stuff — the ship is 321 feet long, almost 89 feet wide, has a helicopter landing deck and can carry 605 tons of cargo. "I say she's like a sports car," Eaton said. "She's the Ferrari of the fleet." Source : [jacksonville.com](#)

Most modern submarines to join Iran Navy

Amid efforts to tighten naval security in the country's southern coasts, the most modern domestically-built **Fateh (Conqueror) submarines** will join Iranian Navy in the near future. The 600-ton **Fateh** is among semi-heavy submarines belonging to Iran's Army which will probably been used to carry out coastal missions along with other submarines, including Ghadir, Fars news agency reported on Wednesday. The submarine is equipped with state-of-the-art defensive and offensive weaponries such as torpedoes and marine mines. It can operate more than 200 meters below the sea surface for near five weeks. In August 2010, four domestic-made **Ghadir class** mini submarines joined the Iranian Navy which are capable of launching torpedoes as well as precision targeting. The Ghadir submarine was first unveiled in 2007. The 120-ton vessel has excellent shallow depth performance, and can carry out long-term coastal missions. The Iranian fleet currently has 11 Ghadir submarines. In recent years, Iran has made important breakthroughs in its defence sector and attained self-sufficiency in producing important military equipment and systems. The Islamic Republic has repeatedly assured that its military might poses no threat to other countries, stating that Tehran's defence doctrine is based on deterrence only. Source : [Daily Times](#)

New Navy ship to be named for Montgomery, Ala.

Secretary of the Navy Ray Mabus says he's naming one of three new littoral combat ships for the city of **Montgomery**. The fast, agile ships are designed for maneuvering near shore. Mabus told the Montgomery Advertiser on Tuesday he will visit **Montgomery** on Thursday to help mark the occasion. The other new ships will be named for Jackson, Miss, and Little Rock, Ark.

Mabus says the ships have a life expectancy of about 30 years and cities develop close connections with their namesakes. Montgomery Mayor Todd Strange said Tuesday that he's delighted by the news. The defense contractor Austal will construct the \$439 million ship in Mobile. An earlier ship named for the city of Montgomery was built in 1891 and took part in the Spanish-American War.

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Shipyards braces for downturn before full recovery

Korean shipbuilders are likely to continue their losing streak in terms of profit throughout next year because the bad economy is driving more ship owners to delay orders, executives said. Tumbling oil prices and fewer transactions are also sapping the demand for new ships, they said. The price of oil, which is one of the key factors to gauge the healthiness of the shipbuilding sector, dropped to its lowest level in more than a year because of fears of another recession. Korea is home to the world's three biggest shipbuilders — Hyundai Heavy Industries (HHI), Daewoo Shipbuilding & Marine Engineering (DSME) and Samsung Heavy. It's true that Europe's worsening debt-related crisis has left the economy of the United States on the edge of a new recession, which is truly bad for shipbuilders," said HHI chief executive Lee Jae-sung in a meeting with reporters. Lee said Hyundai is applying its fine-tuned contingency

plans to prevent further profit drops, though factors are not on the company's side. Since the second quarter, Hyundai has seen a decline of corporate profit and we are worrying about it. Next year will be difficult," the chief executive said.

Demand for cheaper ships in the wake of economic turmoil has led to a surge in China's shipbuilding industry. But that's a totally different story for the Korean shipbuilding trio as they are more focused on manufacturing premium ships. The shipbuilding industry is cyclical and has become volatile upon macro-economic moves. We don't see any big turn in the global shipbuilding market next year. I have no question that the following year will also be difficult. Prices for ships have seen a steep decline," said Roh In-sik, chief executive of Samsung Heavy. Samsung is being asked to secure our bottom line. All key indicators are bad," he added. Materials costs soared by 10 percent during the first half of the year from a year earlier, while the unit price per vessel fell between 20 to 30 percent, according to data from market research firms. Hit by the negative trend, the local firms saw more than a 10-percent slide in their operating profit during the second quarter, though revenues during the third quarter rose by 10 percent year-on-year, data from the companies showed. We had previously expected an economic recovery in the United States and a bottoming out of the debt crisis in Europe, however, we haven't seen any meaningful signals, resulting in major shipbuilders extending their losing streak," said Lee Jae-won, an analyst at TongYang Securities, in a note to clients. But Daewoo Shipbuilding painted a rather positive outlook for the industry as its chief executive believes that it's unlikely the sector will fall into another recession. The global shipbuilding industry has been showing signs of a mild recovery since 2008. Although some say the worse is yet to come, I believe it's very unlikely that the industry will fall into another deep recession," said its chief executive Nam Sang-tae. Nam's remarks come after a report from Clarksons, a leading market research firm, said shipbuilding market activity is expected to pick up on both deliveries and orders with more ships being delivered and shipyards in Asia resuming work after the summer holiday period. 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," it said in its latest report. Potential lapsed production intensive options may free up capacity and create opportunities and this will be something to watch. **Source: Korea Times**



Chartworld Shipping (Greece) 14,786 Dwt Refrigerated Cargo "**BRAZILIAN REEFER**" (145 x 24 m) docking at Cernaival Shipyard in Algeciras port. - **Photo : Enrique Pérez - Cernaival Shipyard ©**

Philippines to Become 4th Leading Shipbuilder in The World

The Philippines is already considered worldwide as the leading source for good and quality seafarers in the maritime industry. Now, another laurel will be placed in the country's shipping industry, as it becomes the 4th leading shipbuilder in the world. International shipbuilder Hanjin Heavy Industries recently inaugurated its two latest ship called The **MV Star Borealis** and the **MV Star Polaris**. Around 20,000 Filipino worked on the assembly of the two vessels which according to company's official was finished at a record time. Last year, the company was able to produce 10 ships at the Subic Bay Metropolitan shipyard. This production helped largely in pushing the country as one of the top ship producers in the world. "Filipino workers' skill is very much upgraded," said Taek Kyun Yoo, Managing Director, external trade team of Hanjin Heavy Industries. The company also believes that the industry can go further in the country especially with the excellent skills of the Filipino workers. The said company is also one of the biggest foreign investors in the Philippines. Currently, Hanjin Heavy Industries is set to expand their operations in the Philippines as it has already reserved 200 hectares for added facilities. This expansion is expected to push the current position of the Philippines as a world leader in shipbuilding ever higher in the coming years. **Source: Cross World Marine**

Krasnoye Sormovo Shipyard Signs Contract for Construction of Five Products Carriers

MNP Group's Krasnoye Sormovo Shipyard and Volga-Balt Tanker (a Volga-Fleet Tanker subsidiary, part of UCLH) have signed a new contract for the construction of five products carriers of project RST27, MNP Group said Tuesday. The first contract for 5 newbuilds was signed in June 2011. Three tankers are scheduled for delivery in 2012, the next two – in 2013. "Currently, Krasnoye Sormovo's order book for 2012-2013 is nearly completed. Now the shipyard has secured contracts for 10 vessels and is negotiating with other potential customers," says MNP Group's CEO Vadim Malov. "Now the shipyard is building 10 vessels a year, but is able to construct more," Malov said. The RST27 project was developed by Odessa-based firm Marine Engineering Bureau to the class of Russian Maritime Register of Shipping KM Ice1 R2 AUT1-ICS OMBO VCS ECO-S Oil tanker (ESP). The working draft prepared by the Volga-Caspian Design Bureau (Nizhniy Novgorod). The Volga-Don max tankers with six cargo and two slop tanks are designed for mixed river-sea transportation of crude oil and petroleum products (two types of cargo), including gasoline, with no flash point limits (permanent temperature of 60° C). The double-sides and double-bottom hull ensures enhanced environmental safety. The vessel has 5378dwt at 3.6m draft in fresh water and 6980dwt at 4.2m draft in salt water. The RST27 project ship's dimensions satisfy the Volga-Don Canal and Volga-Baltic canals. LOA – 140.85 m, beam – 16.86 m, depth – 6 m, the volume of cargo tanks – 7828 cbm, of slop tanks – 280 cbm, of ballast tanks – 4650 cbm. Operational speed – 10 knots. Crew – 12., 14 accommodations, including a sanitary cabin and a pilot cabin. The vessel is powered by two 1200kW Wartsila 6L20 main engines. Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo shipyard meet the requirements of MARPOL conventions, having the state-of-the-art equipment. MNP Group (Marine Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group comprises shipbuilding and ship design companies based in Nizhny Novgorod – Krasnoye Sormovo Shipyard, Sormovskoe Engineering, Volgograd Special Engineering Plant, and the Volga-Caspian Design Bureau. VF Tanker LLC (Nizhny Novgorod) is engaged in shipping of petroleum products via inland waterways. Volga Fleet Tanker operates more than 40 ships of total tonnage of more than 170,000 tons. The company's fleet transports petroleum products from refineries on the rivers of Belaya and Kama to St. Petersburg and further by seagoing ships to the ports of destination. **Source: Port News**

Shelburne shipyard gets \$2.4m in refit work

A Shelburne shipyard that reopened last month will be doing \$2.4 million in refit work on two vessels for the navy and coast guard, Thechronicleherald reports. Steel & Engine Products Ltd. has won a \$1.3-million contract to upgrade YDT 610 Sechelt, a navy diving barge, according to a federal government tender award made public Monday.

The Irving-owned company, which operates **Shelburne Ship Repair**, also received a \$1.1-million tender to upgrade the coast guard ship **Earl Grey**, which arrived in Shelburne on Monday. A spokeswoman for parent company J.D. Irving Ltd. said work on the 34-metre Sechelt will arrive Wednesday and the contract will employ about 30 people.

"The refit and dry-docking is for an estimated 10-week period and covers mechanical, hull, electrical, operations work and sandblasting and painting," Mary Keith said in an email.

About 40 people will be needed for about six weeks because of the **Earl Grey** contract, she said. "The contract is a refit and dry-docking consisting of mechanical, hull, electrical and blasting and painting," Keith said of the 69-metre ship. Danny Branscombe, president of Local 9 of the Canadian Auto Workers-Marine Workers Federation, said the yard is bidding on other contracts, so the tradespeople he represents hope there is more work to come. "If we get a decent amount of work, because of the larger facilities (and) the capacity to haul larger ships, the numbers can only go up," said the welder, who returned to the yard this week after two months at Irving's Halifax Shipyard.

The 70-year-old Shelburne facility was closed in August 2009 because its wharf and slip, called a marine railway, needed upgrading. Shelburne Ship Repair officially reopened last month after a \$16.6-million renovation was finished in August. The upgrade included \$8.8 million from the provincial government and \$7.8 million from Irving Shipbuilding Inc. Now vessels weighing up to 4,000 tonnes and more than 122 metres long can be hauled out of the water. The slip can also take two vessels at once and is the only one of its kind in North America, company officials have said. The Shelburne workforce is also hoping to benefit from larger shipbuilding contracts should Halifax Shipyard land a \$25-billion deal to build about 20 warships. A decision on \$35 billion in federal shipbuilding contracts is expected this fall. Besides the warships, an \$8-billion contract is also up for grabs to build coast guard icebreakers and replacements for the navy's supply ships, as well as \$2 billion to be spent on building small craft and repair work. **Source : PortNews**

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Wan Hai Lines christens a new vessel expected to help expand long-haul lines

Wan Hai Lines Ltd, one of the nation's largest container shipping companies, yesterday said that a new vessel is scheduled to begin service on Friday next week, as it expands its fleet of self-operated vessels. Wan Hai placed an order with CSBC Corp, Taiwan (CSBC) last year to build a total of 14 vessels, including four 1,805 20-foot-equivalent units (TEUs), four 1,000 TEUs and six 4,500 TEUs. The new vessel, "**Wan Hai 271**," has a capacity of 1,805 TEUs.

It is the first vessel to be delivered, while the 13 other container ships are expected to be delivered in two years' time, the company said in a statement. "Other than renewing the company's marine fleet, the new ship will help us expand our long-haul lines in the future," the statement said. In spite of the recent rising uncertainties about the global economy, Wan Hai chairman Chen Po-ting said he was confident that the company's operations would remain stable. "Wan Hai's persistent conservative and cautious attitude will help it outperform peers amid the [economic] headwinds," Chen said at the christening ceremony for the new vessel yesterday morning at Keelung Harbor. Honorary chairman of the company Chen Chao-heng said this was a good time for container shippers to order larger vessels, as the slowing global economy may lower the price of ship building. However, the recent fast-growing supply in the container shipping industry has also dragged down freight rates, further offsetting the increasing demand, which remained at a steady growth of 10 percent for this year. Wan Hai posted a net loss of NT\$291.01 million (US\$9.49 million), or NT\$0.14 per share, in the second quarter, compared with NT\$366.88 million, or NT\$0.17 per share, in net profit for the first quarter, company data showed. That brings the company's total net profit in the first six months to NT\$75.87 million, or NT\$0.03 per share, compared with a profit of NT\$1.66 billion, or NT\$0.75 per share, during the

same period last year, data showed. "Wan Hai's loss in the second quarter was unexpected and caused by very weak Asia-Europe freight rates," Rigan Wong, a Hong Kong-based analyst at Citigroup Global Markets Inc, said in a research report issued on Sunday. Wong expects the company's quarterly earnings to improve in the rest of the year after it suspended some loss-making routes. Citigroup maintained a "buy" rating on Wan Hai, but lowered its target price for the stock to NT\$17.6 from NT\$22.8. Shares of Wan Hai yesterday closed 0.36 percent higher at NT\$14.05. **Source:** Taipei Times



The **HOCHTIEF** developed Jack-up Rig **Thor** seen in Eemshaven
Photo : Skeyes - www.skeyesphoto.com (c)

Vripack designs New Generation Explorer with the elegance of a Super Yacht

Renowned for their long range comfortable cruisers Vripack back in 2009 designed a New Generation Explorer with the elegance of a Super Yacht for a repeat customer. Now at the upcoming 2011 Monaco Yacht Show Motor Yacht E&E makes her grand debut in style.

As with their first yacht, the Vripack Explorer Jasmin built by RMK, the Owner and his wife allowed us to come up with a unique design." Says Bart Bouwhuis of Vripack. "Evolving on the main volumes of their Explorer and keeping the good flow of the layout, we managed to style her with a softer and more mature look. This also meant we sketched well over



hundred critical details for the yard to make sure the finesse we envisioned her to have would remain also during construction and fairing. We did not make it easy for them but ultimately they did an outstanding job."

Besides designing her exterior expressions Vripack also made sure the sea going comfort, which both the Family and the huge amount of charter guests so often raved about, was kept if not improved.

"The hull is based on our library of 50 years Research and Development. We performed multiple in house CFD studies and our Naval Architects executed their most extensive still water and sea keeping model test ever. All and all we spent nearly two weeks in the basin testing alone. Analyzing, optimizing and testing again until we were satisfied. This resulted for example in the yacht being built on weight target by nearly the kilo, which in turn has her burn a mere 65 liters per hour at 11,8 knots which was measured during her maiden voyage. Proving our statement that conventional yachts can go Green if designed with the proper attention."



"With 2011 marking Vripack's 50th anniversary, it is clear we are very proud that we have not one but two returning clients taking delivery of their yachts. In the spring the 141ft Research Vessel Yacht **Axantha II** was launched by JFA and now we have the 138ft E&E in the water by Cizgi and both Families are truly happy with their different yet similar ships. May they create countless memories with them." Bart concludes.



The **ICE CRYSTAL** seen outbound from Rotterdam – Photo : [Henk van der Heijden \(c\)](#)

Maersk Line Opts For Price War On Asia-Europe Routes

The world's largest container shipping company Maersk Line is stepping up the price competition on Asia-Europe routes in an attempt to squeeze out smaller peers, writes Danish daily Morgenavisen Jyllands-Posten Wednesday. "There's clearly a game going on as to who gets to stay on the Asia-Europe routes in the long run," Jyllands-Posten quotes Lars Jensen, head of SeaIntel Maritime Analysis, as saying. "Maersk Line, MSC and an alliance of four shippers are really putting on the thumb screws. The shippers that are one level below have the choice between pest and cholera," Jensen says.

Maersk Line, a unit of Danish business conglomerate A.P. Moller-Maersk A/S (MAERSK-B.KO), previously said it would rather protect its bottom line than engage in price wars in a weak rate environment. But now Maersk Line has opted to maintain full capacity and accept a 2011 loss in an attempt to bring about a demand-supply balance by forcing peers to remove capacity. "Maersk considers it an investment where a low return on investment must be accepted in return

for a better balance in the market,” Handelsbanken analyst Dan Togo Jensen tells Jyllands-Posten. Maersk declined to comment, the paper writes. Source : gCaptain

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Above seen Visser & Zn's shoalbuster **ELIZABETH**, assisting the Boskalis backhoe dredger **COLBART** in Khafji (Saudi Arabia) - Photo : Auke Kaptein - DMS Osprey ©

Caterpillar to power 16 newbuild Brazil market OSV's

Caterpillar has been selected to power 16 offshore supply vessels for use in operation in the Brazilian offshore market. Caterpillar received orders calling for a total of 56 Cat and MaK Diesel Electric Propulsion Engine (DEP) generator sets for offshore supply vessel newbuilds. The vessels include four oil spill recovery vessels (OSRV) and 12 platform supply vessels (PSV). The Cat diesel generator sets ordered include the 3512C DEP in two power ratings: 1,550 kW at 1,800 rpm (60Hz) and 1,700 kW at 1,800 rpm (60 Hz); and the 3516C DEP, rated at 2,000 kW at 1,800 rpm (60 Hz).

MaK DEP power solutions ordered include the MaK 6 M 25 C DEP generator set rated at 1,824 kW at 720 rpm (60Hz) and the 8 M 25 C generator set, rated at 2,433 kW at 720 rpm (60Hz). "The Cat and MaK DEP solutions are perfectly

suited for the Brazilian offshore market, reliably delivering power and efficiency for offshore vessels," said Carlos Lima, Caterpillar Marine Power Systems Brazil manager. "We are proud to utilize local content in our DEP packages and serve our offshore customers in Brazil."

The constant-speed DEP engines offer the latest in EUI fuel system capabilities and state-of-the-art ADEMTM A3 Electronic Control Units (ECU). The vee-12, 4-stroke 3512C engines are available at 1,360 kW, 1,550 kW, 1,700 kW and 1,825kW, and the vee-16, 4-stroke 3516C engines are available at both 2,000 kW and 2,250 kW.

All engine ratings are certified to the E2 emissions cycle, and meet EPA Tier 2 and IMO Tier 1 regulations. The electronic power station concept creates efficiencies between the control units, unit injectors, instrumentation and displays to perfectly balance power supply, fuel consumption and exhaust emissions at any given load.

The MaK DEP products feature an ultra-clean, HFO capable burning, long-stroke design and compact generator set design and unrivaled load pickup capabilities. The design enables customers to achieve longer intervals between service resulting in lowered overall costs of ownership. The MaK DEP products also feature low fuel consumption and increased overall efficiency.

"Caterpillar is able to supply a complete power configuration to our customers, combining Cat and MaK diesel electric propulsion engines to create the most effective, efficient solution available in the marketplace," said Eric D. Hermann, Caterpillar Marine Power Systems sales manager. Cat dealers Sotreq, based in Brazil, and Louisiana Machinery, led the Caterpillar efforts on the sale and will continue to deliver service and support excellence on the generator sets. **Source : MarineLog**



The **Tasman Star** (ex **Achtergracht**) still registered Amsterdam, now with Swire inbound to Melbourne off Portsea 6-10-2011 - **Photo : Andrew Mackinnon – www.aquamanships.com** ©

TransAtlantic buys SBS Marine from Kistefos

Sweden's Rederi AB TransAtlantic is to acquire all shares in the British offshore shipping company SBS Marine (Holdings) Ltd. from Kistefos AS for a preliminary consideration of approximately SEK 340 million. SBS Marine has a net debt of approximately SEK 480 million. TransAtlantic plans to raise SEK 550 million through a rights issue to finance the acquisition and to strengthen the company's financial position in advance of a forthcoming division of the group. Aberdeen-based SBS Marine operates a fleet of five modern and one older platform supply vessel with a current turnover of approximately SEK 220 M on an annual basis. SBS Marine was founded in 2000 and since 2006 has been an indirectly wholly owned subsidiary of Kistefos. The acquisition of SBS Marine is a part of TransAtlantic's focus on the business area Offshore/Icebreaking. **Source : MarineLog**



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The **AKADEMIK SERGEY VAVILOV** seen departing from Rotterdam bound for Montevideo
Photo : Henk van der Heijden ©

Qatari LNG cargo to be delivered to Belgium

Belgium has scheduled a third LNG cargo this month as the pace of deliveries quickens slightly, although net receipts will remain muted with the re-export of a cargo over the weekend, Argus reported. The 145,000m³ Maersk Qatar is due at Belgium's Zeebrugge terminal on 20 October. The tanker was heading back to the Suez Canal this afternoon after delivering a Qatari shipment to Italy's Adriatic LNG terminal at Rovigo.

The additional fixture lifts Belgium's scheduled gross imports over the first 20 days of this month to a possible 435,700m³, up from 290,700m³ during the same time in September. The re-export of up to 140,000m³ aboard the **Golar Viking** — which is expected to arrive at Zeebrugge on 8 October — could leave net imports little changed on the month. Qatari deliveries to other European countries have been mixed after the expected start of maintenance last month at production trains. Trains 5, 6 and 7 were scheduled for two-week shutdowns during the autumn maintenance and trains 3 and 4 are also expected to undergo work. Qatari deliveries to the UK fell to their lowest in a year last month, with imports for the second half of the month falling well short of receipts in the first. Planned UK imports for the first half of this month have fallen short of supply in the first half of September. France has scheduled two Qatari shipments this month, up from just one in September. The terminal operator at Zeebrugge has offered two berthing slots to the primary market for next month, for 3 and 11 November. A 12 October slot that capacity holder GDF Suez offered on the secondary market remains available. **Source: argusmedia**



Fire teams on board the HAL's passengerliners undergoing regular onboard training as can be seen above the fire team onboard **RYNDAM** - Photo : John Kennedy ©

Rotterdam port and Vinalines ink cooperation pact

The Port of Rotterdam Authority signed a letter of intent with Vietnam's state-run Vinalines for cooperation on the development and exploitation of ports, in particular the Van Phong International Transshipment Hub port in central Vietnam.

"The declaration of intent is in line with the policy of the port authority to expand its foreign activities," the Rotterdam port authority said in a statement. The port authority added that it has a successful joint venture with Oman's Sohar Industrial Port Company, and it wants to develop similar initiatives with Brazil, China, India and Romania. **Source :** Seatrade Asia

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.... PHOTO OF THE DAY



The 1980 tons testlift of the Bonn & Mees floating sheerlegs "Matador 3". The sheerlegs' capacity is now upgraded from 1500 tons to 1800 tons. [Photo: Jan Pollemans](#) ©