



Number 295 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 22-10-2011**

News reports received from readers and Internet News articles copied from various news sites.



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The last crew of the ALPHONSE LETZER seen before leaving the vessel, from left to right : Capt/visitor Alexander. E. Minnebo, Cpt. Edwin Kempinga, AB Joselito Caraan, App.Off Gert De Leeuw, Cook Romulo Estandian, Ch Off Lander Cremers, 2nd Eng Ievgen Prosvyrnin, AB Marlo Delfin, Ch Eng Yuriy Manuylenko, AB Esmeraldo Navos, 3rd Eng Sergii Riabokon - Photo : Wesley Vercruysse ©

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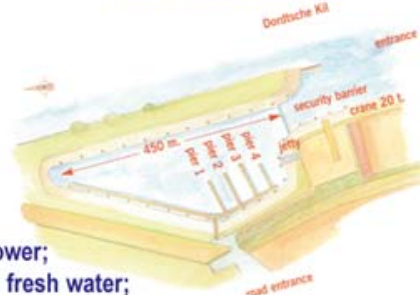
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The PSV **PACIFIC HAWK** seen returning from sea-trials in Singapore waters – Photo : Capt. Kees Pronk ©

Ook Wallenius heeft nu grootste roro-schip ter wereld

Na de Noorse rederij Wilhelm Wilhelmsen heeft nu ook het Zweedse Wallenius een schip van de nieuwe Mark V-klasse in de vaart genomen. Deze roro-schepen zijn de grootste in hun soort. De Noorse rederij nam in april al de 'Tønsberg'

in dienst. Die wordt net als de nieuwe '**Parsifal**' van Wallenius geëxploiteerd door hun gezamenlijke dochter Wallenius Wilhelmsen Logistics (WWL). De '**Parsifal**' is 265 meter lang en heeft een inhoud van 138.000 kubieke meter. Het schip kan niet alleen veel auto's vervoeren, maar is speciaal aangepast voor het vervoer van grote machines en zware projectlading.



Photo : Henk Claeys ©

Via de twaalf meter brede oprijklep kunnen lasten tot 505 ton aan boord worden gereden. Op het hoofddek is plaats voor grote stukken met een hoogte tot zeven meter. Na de '**Tønsberg**' en de '**Parsifal**' levert de Japanse scheepswerf Mitsubishi Heavy Industries nog twee zusterschepen op voor de WWL-vloot. Ze worden ingeschakeld in een rond-de-wereld dienst. Bron : De Lloyd

TO THE FUTURE



From 1999 – 2010 the **Nautical Institute of Hong Kong Branch** has held biennial seminars for the Marine Industry. These seminars have proved to be of great value for those who attend, with past topics including maritime security and terrorism, cargo care, the history of Hong Kong as a port and recruiting seafarers for the future,



Yesterday the branch seminar was held at the **Mariners Club** in Tsim Sha Tsui in Hong Kong, with key issues as the Future of the port, managing risks and security issues and other pressures on the seafarer with the aim of provoking discussion on the problems & solutions

Left one of the Guest speakers at the seminar, **Chandran Mathavan** of **Titan Salvage** who addressed the issue, **greater vessels, greater risks**, for the **International Salvage Union**

With thanks to **Alan Loynd** and the team for the perfect organization

Photo's : **Piet Sinke** ©



Cruise ship passenger is fined \$10,000 for importing cannabis

A cruise ship visitor was fined \$10,000 in Magistrates' Court for importing more than \$1,000 of cannabis. James Michael Butter, of Massachusetts, said he needed the drug to alleviate pain he suffered from arthritis and carpal tunnel syndrome. The 58-year-old pleaded guilty to importing 23.45g of the controlled drug on the **Norwegian Dawn** on October 16.

Butter, a career upholsterer, said he needed a large quantity of drugs because it was a two-week cruise and the cannabis was of poor quality. "I had to smoke two or three cigarettes to get any relief," he told the court. "I apologise for doing what I did." Crown counsel Cindy Clarke said that customs and ship security officers carried out a search of the Norwegian Dawn. Around 4.10pm a K9 unit indicated towards the defendant's cabin. Inside they found several

bags of plant-like material and a metal pipe outfitted with wire mesh. The drugs had an estimated street value of around \$1,150 if sold in Bermuda, Ms Clarke said. Butter was arrested a short time later, and told officers: "They are mine. I take full responsibility for them." In court he admitted importing the cannabis but denied a charge of importing drug equipment that charge was then dropped by the prosecution. He told the court that he used the drug for medicinal purposes.

Duty counsel Saul Dismont asked Senior Magistrate Archibald Warner. "I sit here and write all day. Write, write write, and I have arthritis in my hand," Mr Warner said. "If I were in possession of this quantity of drug, what would happen to me, or any other Bermudian? "You have got to respect the laws of the country that you are visiting." Mr Warner fined Butter \$10,000, ordering it to be paid immediately. Philadelphia resident Kilolo McGarran pleaded guilty to importing 5g of cannabis in an unrelated incident. A K9 unit alerted customs officers to the 37-year-old's cabin on Enchantment of the Seas, on October 16.

A search of the room found cannabis hidden in the cabin's safe. The father-of-two told the court he was unemployed, but was expecting to return to a position as a taxi driver when he returned to the US. He didn't realise the drugs were in his bag until he was already on the boat, he said. "I had no intention of bringing it here. I had only intended on relaxing," he said. Mr Warner fined McGarran \$1,000, ordering the fine to be paid forthwith. **Source : Royal Gazette**



The **STAR PISCES** seen moored at the Hong Kong cruise terminal yesterday afternoon – **Photo : Piet Sinke ©**

Navy ship foils piracy bid

A Navy vessel thwarted an attack on an Indian merchant vessel, **MV Desh Rakshak**, in the action undertaken by the Indian Navy in its ongoing operations to counter piracy in the Arabian Sea. The attack on the merchant vessel, **MV Desh Rakshak**, was thwarted by **INS Sukanya**, a Navy release said.

A boat, about 12 meters in length, with a skiff in tow, was observed approaching **MV Desh Rakshak** from a about 5-6 nautical miles and personnel from the boat were observed to be boarding the skiff, it said. "**INS Sukanya**, which was carrying out escort operations, immediately altered her course towards this boat and launched Chetak helicopter to carry out an investigation. The boat was warned to stop and the 14-member crew, was ordered on the upper deck," it said.

Thereafter, a boarding party from the ship carried out a search of the boat. This search revealed that the boat was carrying three rifles, eight magazines and about 320 rounds of ammunition.

In addition, ladders and grapnels normally used by pirates to board merchant vessels were also found, clearly indicating piratical intent, the release said. The boat was also carrying a large quantity of fuel and LPG cylinders, in addition to communication and navigation equipment. The arms and ammunition were seized and other piracy related equipment thrown overboard, after which the boat was released. **Source : Moneycontrol**

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The **SIDNEY CANDIES** seen in Rio de Janeiro – Photo : Capt. Neil Johnston – Master Salvanguard ©

Slow steaming project focuses on technical challenges

The Slow Steaming Clause for Time Charter Parties was reviewed when the Working Group met in Copenhagen on 14 October. The Group were joined by a technical expert from engine manufacturer Wärtsilä with the purpose of shedding some light on the advantages and technical challenges that shipowners face when agreeing to slow steam. A solution was found to the technical issues which had been holding up the adoption of the clause. The clause is designed for tankers, dry bulk and container vessels and it introduces a two-tier approach to slow steaming, either "slow steaming" or "ultra slow steaming". "Slow steaming" is when service speed is lowered according to the charterers' request, but where the vessel can safely steam without the use of the vessel's engine auxiliary blowers. According to the advice received from several engine experts all vessels, provided that they have been well-maintained, will be able to lower the speed until this point without requiring modifications or the keeping of extra spares and without suffering damage to the engines and other parts of the vessel.

"Ultra slow steaming" is when the vessel's service speed is lowered even further, such as is seen with the super slow steaming initiative developed by the container trade. If owners agree to ultra slow steaming the vessel may need modifications and the keeping of extra spares, the costs of which need to be negotiated between owners and charterers. An additional paragraph has been drafted for the use of those owners and charterers who want to engage in ultra slow steaming. This paragraph has to be specifically agreed - if not agreed, the default position is that the charterers are allowed to request slow steaming down to the point where the speed will require the running of the

auxiliary blowers. The demand for slow steaming or ultra slow steaming varies between trades and the two-tier approach makes the clause more flexible and allows it to be used both in the tanker and dry bulk as well as the container trade. The Slow Steaming Clause for Time Charter Parties will be put up for adoption when the Documentary Committee meets next time on 10 November 2011 and following this meeting, the Working Group will focus on developing a draft slow steaming clause for voyage charter parties. **Source: BIMCO**

Global container shipping rates may remain weak - Mr Ho

Exim News Service quoted Mr Sunny Ho executive director of Hong Kong Shippers Council as saying that the global container shipping market may remain bleak for the rest of 2011, after seeing shipping rates halved in the third quarter as Western buyers tighten their purse strings amid growing fears of a global recession. He said that "We can't see any major factors that can help stimulate US economic recovery and Europe's situation is even worse. The emerging markets have grown faster than the European and US markets, but they are unable to make up for the weak demand in traditional markets of Europe and US."



The **MAERSK ELBA** seen in Bremerhaven – **Photo : Uwe Niemann ©**

The Shanghai Containerized Freight Index for European routes tumbled 56% to an average of USD 807.86 per TEU in Q3 (July to September) 2011, from USD 1,842.67 in the same period last year. The average container shipping rate from Shanghai to the US West Coast fell 40% YoY to USD 1,639.93 during the same period. The SFCI serves as a barometer for global trade as it tracks the rates of shipping companies that mainly move manufactured goods such as shoes, clothes and furniture from China to consumers in Western countries. Mr Ho said that "We will start to see shipowners idling their ships again." He added that a worsening industry glut will depress shipping rates further and push more container shipping companies into the red. **Source: Exim News Service**

Oil-Tanker Returns Are Positive for First Time in Eight Weeks

Returns for tankers hauling 2 million-barrel cargoes of crude oil on the industry's benchmark route turned positive for the first time in almost eight weeks as a glut of ships shrank. Daily rental income for very large crude carriers, or VLCCs, on the Saudi Arabia-to-Japan voyage strengthened to \$1,317 from minus \$215 yesterday, data from the London-based Baltic Exchange showed. It calculates returns without adjusting for potential speed cuts to save on fuel costs. Returns had been negative as of Aug. 26.

"Earnings are rising for VLCCs as the tiny bit of better sentiment from the beginning of the week manages to take hold," Ben Goggin, a London-based freight-derivatives broker at SSY Futures Ltd., a unit of the world's second-biggest shipbroker, said by e-mail. Returns first turned negative on Aug. 1 as a surplus of available VLCCs in the Persian Gulf overwhelmed demand. The excess dwindled this week, spurring vessel owners to seek higher returns, said Goggin.

Charter costs for VLCCs on the benchmark route increased for an eighth session today, the longest streak since February. Hire rates increased 2.6 percent to 49.56 Worldscale points, the highest level since July 26, according to the exchange. That extended the current run of advances to 20 percent.

Fuel Prices

Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Returns for suezmax tankers in the Mediterranean Sea advanced for a fourth day as delays navigating Turkey's Bosphorus strait continued to curb vessel availability. Daily income from the ships, each able to haul 1 million barrels of crude, advanced 0.7 percent to \$58,995, according to the exchange. Vessels must wait five days to transit the Turkish Straits, connecting the Black and Aegean seas, when heading north or two days for voyages south, shipping-information provider Gulf Agency Co. said today. The price of ship fuel, or bunkers, climbed 30 percent from the start of the year to \$659.02 a metric ton, data compiled by Bloomberg from 25 ports worldwide showed. The Baltic Dirty Tanker Index, a measure of shipping crude that includes vessels smaller than VLCCs, increased 1.5 percent to 856, the exchange said. **Source: Bloomberg**

KNRM sleept gestrand zeiljacht uit branding

Donderdagmiddag 20 oktober om 16.50 uur zijn de Hoekse KNRM redders gealarmeerd door Den Helder Rescue. De melding betrof een zeiljacht in problemen 1 mijl Noord van het Noorderhoofd. Tijdens het uitvaren op de Nieuwe Waterweg werd het zeiljacht waargenomen net voor de branding op het strand. Na deze constatering werd gelijk KNRM reddingstation Ter Heijde om assistentie gevraagd. Het was tenslotte de KNRM reddingboot **George Dijkstra** die het zeiljacht uit de branding heeft gered en naar de Berghaven gesleept.



De bemanning van het stalen zeiljacht '**Libertas**' gekocht in Vinkeveen had zich al in veiligheid gebracht en wachtte op het strand. De bemanning bestond uit een Russisch gezin die deze vakantie het schip naar Rusland wilde varen. Alleen de vader kon in gebrekkig Engels vertellen wat er was gebeurd. Het zeiljacht had bij de aanloop van de Maasmond zijn roer gebroken, zodoende werd het schip speelbal van de golven en de Noordwestenwind. Het jacht strandde tenslotte 100 meter Noord van de pier op het strand.

De bemanning van de KNRM reddingboot **George Dijkstra** hebben een "broek" rond de boot aangebracht om zo op alle punten voldoende kracht te kunnen zetten. De KNRM reddingboot '**Jeanine Parqui**' heeft de sleep begeleid tot in de Berghaven waar om 19.30 uur werd aangemeerd. De politie heeft de Russische familie vanaf het strand onder haar hoede genomen zodat zij met wat warmts konden bijkomen.



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Above seen Royal Caribbean liner **RADIANCE OF THE SEAS** on its maiden call to Brisbane 17 October.
Photo : John Wilson (c)

Rate of successful pirate attacks slackens, counter measures credited

PIRATE attacks that end in successful hijacking off Somalia have declined in the first nine months of the year to 24 vessels from 35 in the same period in 2010 because of naval patrols and counter measures taken by more experienced ship managers and crews. "Navies deserve to be complimented on their excellent work: they are a vital force in deterring and disrupting pirate activity," said International Maritime Bureau (IMB) director Pottengal Mukundan, reported London's Containerisation International.

Despite the fall in East African ship seizures, which accounted for more than half of the 352 attacks, worldwide rates of pirate attacks and armed robbery were higher than any other year with 625 seafarers taken hostage, eight killed and 41 injured, said Mr Mukundan. Since the monsoon season, Somali pirates have widened their range of attack as far as an Omani port on a chemical tanker at anchor and under protection by coast security. The surge in attacks on the West African coast off Benin has resulted in 19 attacks, of which eight were tanker hijackings, this year from zero the year before. Of the West African experience, the report said: "A pattern has emerged where armed pirates board and hijack the ship - sometimes injuring crew - then force the master to sail to an unknown location where they steal the

ship's properties and cargo, and then let the vessel go." Attacks in Asian waters, including the Indian subcontinent, continue to see reductions to 87 in the first nine months of the year compared to 106 in 2010. Source : Schednet



The **RAMONA G** seen arriving in Willemstad (Curacao)

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

PHL Navy apologizes for ramming Chinese ship



The **RIZAL** seen moored in Puerto Princesa City (Palawan) - Photo : Piet Sinke ©

The Department of National Defense on Wednesday said the Philippine Navy has apologized for accidentally ramming a Chinese vessel which was towing smaller boats off Reed Bank in the West Philippine Sea (South China Sea) earlier this week. In an interview with reporters, Defense spokesman Zosimo Paredes said the Navy ship **BRP Rizal** was patrolling Reed Bank when it spotted a Chinese fishing vessel on Tuesday morning suspected to be poaching. It was towing at least 35 small bancas. He said **BRP Rizal** encountered a problem with its steering mechanism and got entangled with one of the small boats, which then resulted in the accidental ramming. Paredes said there were no casualties.

"The Chinese boat just abandoned the small boats. It appeared it got scared. They were supposed to be checked which is usual since they are within Philippine waters. The mother Chinese fishing boat immediately left, leaving the small boats it was towing," he said. But he said Navy chief Vice Admiral Alexandar Pama immediately ordered the Navy to send an apology to the Chinese Embassy after learning about the incident. "I think there was already an apology to the Chinese Embassy here in Manila. It's in the form of incident information to the Chinese Embassy here. At the same time, we are saying that the damage is not intentional. The minor incident was unfortunate, that was a result of unforeseen circumstances," Paredes said.

"There was no intent to ram them whatsoever, we are just doing a rightful job. They (Chinese fishermen) are within our territory so they have to be accosted of course," he added. He likewise said that there is no need for the DND to issue a separate apology to the Chinese government.

The Reed Bank is about 80 nautical miles west of southwestern Palawan province and is within the country's 200-nautical mile exclusive economic zone, according to the Department of Foreign Affairs. The Philippine government has maintained that it is part of Kalayaan municipality in western Palawan, the territory within the Spratly Islands claimed by the country. Both China and the Philippines are claimants in the disputed Spratlys, a chain of islands and islets believed to be rich in oil and minerals deposits. The other claimants include Taiwan, Malaysia, Vietnam, and Brunei

Source : GMA News



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CTGG-voorlichtingsdag vervoer gevaarlijke stoffen

Op vrijdag 25 november verzorgt de Commissie Transport Gevaarlijke Goederen haar jaarlijks terugkerende informatiedag. Graag nodigen we u uit voor deze dag die inmiddels is uitgegroeid tot een fenomeen in de gevaarlijke stoffenwereld.

Ondanks het feit dat de gevaarlijke stoffen sector zich dit jaar niet in een overgangsjaar bevindt qua wetgeving, hebben we weer een zeer interessant programma weten samen te stellen met een aantal inspirerende sprekers. Het ziet er, onder voorbehoud, als volgt uit:

- Risicocommunicatie, nut en noodzaak, Ira Helsloot (Radboud Universiteit Nijmegen)
- SQAS; Ketenvaerantwoordelijkheid bevordert de veiligheid, Jos Verlinden (CEFIC)
- "Veiligheid Voorop"; de sector doet een extra stap, Peter van Loo (Deltalings University)
- Ladingzekering; met specifieke aandacht voor gevaargoed, Luc Renier (Dow Benelux BV)
- Reach / GHS (CLP); raakt vervoer niet of toch zijdelings, Dirk van Well (VNCI)
- Laatste wetgeving in praktijk; 'n rondje langs de velden, Experts samen met de zaal

De dag begint om 10.00 uur (zaal open om 8.30) en eindigt tegen 16.00 uur met een borrel. Tussen de middag is er een uitgebreide lunch. Ook dit jaar vindt de dag plaats op een locatie waar bezoekers elementen uit hun werkzame leven zullen terugvinden, namelijk in de oude veevoederfabriek, **De Fabrique** in Utrecht.

De kosten voor de gehele dag bedragen slechts 195,- euro en aanmelden kan eenvoudig via de website van de CTGG via www.ctgg.nl

Voor vragen over de dag en over sponsormogelijkheden kunt u contact opnemen met Pehr J.C. Teulings, Secretaris van de CTGG, via secretaris@ctgg.nl



The **LYDIA D** seen enroute Rotterdam – Photo : Ria Maat ©

NAVY NEWS



Above seen the ex **LARGS BAY** seen at Falmouth under her new name **HMAS CHOULAS**. An extensive refit has been carried out by A&P Falmouth before her new life in the Australian Navy. – Photo : Tony Atkinson (c)

New Zealand navy ship to visit .

The Royal New Zealand Navy ship Resolution is to visit Solomon Islands.

The **Resolution**, which specialises in underwater survey work, will arrive in Honiara this Sunday, 23 October New Zealand High Commissioner Mark Ramsden said yesterday. "While the **Resolution** is in Solomon Islands it will be mainly working with the High Commission in support of the Solomon Islands Government," Mr Ramsden said.

"The ship will carry out survey tasks in and around Honiara, take part in commemorative events in Western Province and assist with regional fisheries surveillance work coordinated by the Forum Fisheries Agency," he said. Shortly after

its arrival in Solomon Islands, the ship will travel to Mono and Vella Lavella Islands. "Mono was liberated by New Zealand troops in October 1943 and the ship's crew and New Zealand officials are honoured to have been asked to take part in this year's anniversary commemorations on 27 October," Mr Ramsden said.

The ship's crew will help to repair the Falamae Village medical clinic during their time on Mono. The **Resolution** will also take part in commemorative events at Niarovai village on Vella Lavella, which is the site of a memorial commemorating the death of 15 New Zealand soldiers in World War Two. The Resolution has a crew of about 50 under the command of Lieutenant Commander Matt Wray. It is expected to leave Solomon Islands in mid-November.

Source : Solomon Star

SHIPYARD NEWS



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New build Fishing trawler seen in Skagen Denmark - Photo : Daniel van der Zwaan – Janszoon Maritiem ©

Fincantieri lays keel for 3,600 passenger Royal Princess

Carnival Corporation's Princess Cruises marked a construction milestone when the keel for the new 3,600 passenger cruise ship **Royal Princess** was laid in the building dock at the Fincantieri shipyard in Monfalcone, Italy. The ship is scheduled to debut in spring 2013. Following a traditional blessing by a priest, the ship's keel -- which weighs approximately 500 tons -- was moved into position by a huge crane onto the keel blocks. The computer-guided maneuver took only minutes, although more than two million man hours will ultimately go into building the vessel, which is set to float-out from the building dock next summer. "It's always very exciting to mark this step in a ship's construction, when several of the pre-built sections come together to form a new addition to our fleet, especially with a prototype design," said Alan Buckelew, president and CEO of Princess Cruises who traveled to Italy for the ceremony. He explained that **Royal Princess'** evolutionary design will include some exciting new elements and expanded spaces, while maintaining the classic profile and popular features passengers have come to associate with Princess.

"The keel laying in the building dock marks a fundamental step in the construction of Royal Princess, an innovative prototype ship for one of the most prestigious brands of Carnival Corporation, the world cruise leader, for which Fincantieri has built many vessels in the past," said Giuseppe Bono, Fincantieri CEO. "We are particularly proud and strongly believe that Fincantieri will build the most beautiful ship in the world." One of the most dramatic new design elements of **Royal Princess** is an over-water SeaWalk -- a glass-bottomed enclosed walkway extending more than 20 feet beyond the edge of the vessel. From here passengers will enjoy dramatic views off the side of the ship and to the sea below. On the ship's opposite side, an over-water SeaView bar will also extend over the waves to provide cocktails and unbeatable vistas.

On her top decks, **Royal Princess** will feature a new adults-only pool surrounded by seven plush private cabanas that appear to be floating on the water. Two additional pools will flank a tropical island that will offer pool seating by day, and by night will become an outdoor dance club, complete with a dazzling water and light show. Princess' signature adults-only haven, The Sanctuary, will be expanded both in size and amenities. The popular poolside theater, Movies Under the Stars, will play a starring role mid-ship with an expanded size and high-definition viewing. **Royal Princess** will feature an expanded version of the company's signature Piazza -- the ship's central atrium incorporating a myriad of dining, entertainment and retail experiences. And each of the vessel's outside cabins will include a balcony, meaning 80 percent of all staterooms will offer this popular feature. **Source : MarineLog**

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Nobel Bros Shipyard to launch RST25 Project tanker for MRS in mid-November

The ceremony of launching the lead ship of a series of Project RST25 oil tankers ordered by Moscow River Shipping will be held at Nobel Bros' Shipyard in mid-November, the shipping company said. Tankers of project RST-25 designed by Marine Engineering Bureau are a new class of 'river-sea' tankers equipped with six cargo tanks designed to carry crude oil and petroleum products, including gasoline, with no flash point limits and enhanced environmental safety and automation. Ship's main characteristics: LOA - 140 m, beam molded - 16,6 m, fresh / salt water draft - 4.175 m / 3.60 m, max draft DWT - 6,613 tons in salt water, 5,132 tons in fresh water; six cargo tanks and 2 slop tanks - 6990 cbm; two main 6L20 Wartsila engines with rated power - 1200 kW. Russian River Register class - M-CP4, 5 (led40) A EKO3.

The lead ship of Project RST25 is scheduled for delivery in April 2012. Nobel Brothers Shipyard (Rybinsk, Yaroslavl region) was established in 1907. The shipbuilding firm specializes in ship repair and the construction of sea-going and river vessels. JSC Moscow River Shipping Company provides freight and passengers transportation on Russia's inland waterways. MRS owns and operates a fleet of about 150 cargo ships and more than 60 passenger vessels. **Source :** PortNews

Cecon still plans to ink final contract to complete newbuilds at Davie

Norway's Cecon ASA still believes that what is now Chantier Davie Canada, Inc., Lévis, Québec, Canada, will complete the three newbuild offshore construction vessels it has on order at the shipyard "Further to recent announcement where Davie were not awarded the the first contracts of the Canadian NSPS, Cecon has been assured that this does not alter the long term objectives of the new owners of the shipyard," Cecon said in an Oslo Stock Exchange announcement. "It is still expected that final contracts to complete the three Cecon vessels under construction, will be executed in the next few weeks," said the announcement. Meanwhile, The Upper Lakes Group reinforced its commitment at the future of Davie despite the loss on the bid for the NSPS work. Richard Bertrand, head of the Upper Lakes Shipyards division and President/CEO of Davie Canada, said, "This is a disappointment, but NSPS was only one component of our plan for the Davie Canada. We, together with our joint venture partner SNC-Lavalin, are committed to a long-term plan for this shipyard."

John Dewar, Vice President Strategic Services, added, "We will not be in a position to comment further on the outcome of NSPS until we have had the opportunity to review the evaluation conducted by PWGSC (Public Works and Government Services Canada)." Davie Canada has a contract for two new ferries for Société des traversiers du Québec (Quebec Ferry Corporation). **Source : MarineLog**

ST Marine sets up China subsidiary

ST Marine has set up a wholly-owned subsidiary in China to offer engineering design and consultancy services to both local Chinese and international companies operating in China. The new firm ST Marine (Wuhan) Engineering Design Consultancy will strengthen ST Marine's engineering team in Singapore and leverage the latter's established naval design capability and engineering expertise.

"This new engineering design consultancy is set up as an extension of our in-house engineering design capability and we are optimistic about the potential China has to offer as a marine power country and the world's largest shipbuilding country," said Ng Sing Chan, president at ST Marine, the marine arm of Singapore Technologies Engineering. ST Marine provides turnkey building, repair and conversion services for a wide spectrum of naval and commercial offshore support vessels. **Source : Seatrade asia**

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Above seen the **Chastine Maersk** last Tuesday
Photo : FLYING FOCUS lucht fotografie - www.flyingfocus.nl (c)

GC Rieber Shipping secures new subsea vessel order

GC Rieber Shipping has signed a two year contract for its second subsea newbuild with the Mexican company Oceanografia. The vessel, which will be named "**Polar Queen**", has recently been handed over from the Spanish shipyard Freire Shipyard, and the contract will start up in November, the Company said Thursday.

Three of the four vessels in the Company's newbuilding program are thus delivered and all of them are on hire. "With the whole fleet engaged, we are very well positioned going forward," said Irene Waage Basili, CEO of the company.

Oceanografia has more than forty years experience in offshore contracting and operates a substantial fleet of owned and chartered vessels in the Gulf of Mexico. "**Polar Queen**" will operate on a contract for the Mexican state oil company PEMEX. - This is the first contract in the Gulf of Mexico for GC Rieber Shipping, and gives us presence in a new and growing market for us, says Basili.

"**Polar Queen**" is 110.6 meters long and has a beam of 20 meters. She is equipped with a 150 ton offshore AHC crane, has accommodation capacity of 112 people and a deck area of 1000 square meters. The vessel is designed by Skipsteknisk and meets the latest environmental standards through the class designation "Clean Design".

With the delivery of the "**Polar Queen**", only one vessel remains in the company's ongoing newbuilding program, the seismic vessel yn 533. The seismic operator Dolphin Geophysical has an option to charter this vessel. -Implementation of our new building program and a diversified client portfolio puts us in a strong position to meet what we believe will become active and exciting years for the offshore industry, says Basili. **Source : PortNews**

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FRO - Sale of Vessel and Termination of Charter

Frontline Ltd. has entered into an agreement to sell its 1994-built Suezmax tanker **Front Fighter**. Delivery to the new owner is expected to take place in October 2011. The sale will result in a net cash outflow of approximately \$3.0 million, after repayment of bank debt, and the Company expects to record a loss of approximately \$27.0 million. Furthermore, the Company has agreed with Ship Finance International Limited ("Ship Finance") to terminate the long term charter party for the OBO carrier **Front Striver** and Ship Finance has simultaneously sold the vessel. The charter party is expected to terminate in late October 2011. Frontline will make a compensation payment to Ship Finance of approximately \$8.1 million for the early termination of the charter. The transaction will reduce the Company's obligations under capital leases with approximately \$10.7 million and the Company expects to record a loss of approximately \$9.3 million. **Source: Frontline Ltd.**



The **REM GAMBLER** seen anchored of Singapore – **Photo : Lodi Boedels (c)**

CSAV to fire 700 staff

Compania Sud Americana de Vapores (CSAV), Latin America's largest shipping line, will lay off 700 staff around the globe as the company restructures. Chile's CSAV, whose profit has suffered due to hefty ship and container leasing fees, falling transport prices and rising international oil prices, posted a first half loss of US\$527.1 million, reported Dow Jones Newswires. "The shipping industry faces a complex international scenario, as well as an adverse economic scenario in the short term. Faced with this situation, Vapores is implementing a deep restructuring plan," the company said in a statement.

As part of its wider restructuring plans, shareholders of CSAV have approved a \$1.2 billion capital increase. The line had already raised \$500 million through a capital increase earlier this year. CSAV is controlled by the local Luksic family, through their Quinenco holding company, and the local Claro family, through Maritima de Inversiones holding company. The Luksic family, reportedly Chile's richest, purchased its stake in CSAV earlier this year and brought its business-savvy managerial style to the company. They also control London-listed mining company Antofagasta, brewer Compania Cervecerias Unidas and the country's second-largest bank, Banco de Chile, among other assets **Source : PortNews**

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The Cruise Ship " **ARION** " of the Classic International Cruises, seen leaving Valletta Cruise Terminal, Valletta, Malta, on the 20-10-2011 **Photo : Gejtu Spiteri (c)**

MSC add 13,050-TEU to Far East/North Europe Lion service

HAMBURG-based shipowners Reederei Claus Peter Offen has received the first in a series of five ships ordered in October 2009 at the Daewoo Shipbuilding & Marine Engineering (DSME) in Korea. The 13,050 TEU **CPO Venezia China** is renamed as **MSC Rapallo** to be chartered to the Geneva-based MSC's Far East-North Europe Lion service

with the four remaining vessels to be delivered to the carrier in the coming four months to replace 8,400-9,200 TEU on this service. **Source : Schednet**



The **MSC ANTWERP** seen enroute Antwerp – Photo : www.tugspotters.com (c)

Evergreen secures US\$824 million financing to buy ten 8,800-TEU ships

TAIWAN's Evergreen Marine and its affiliates have signed syndicated loan with a consortium of nine banks led by the Bank of Taiwan worth US\$824 million to fund the purchase of ten 8,800-TEU newbuildings from China Shipbuilding Corporation (CSBC) of Taiwan.

The container shipping sector has total funding requirements of \$57 billion for new vessel capital expenditure of the next four years, according to Alphaliner's estimates based on the existing orderbook. The order for the ten 8,800-TEU ships at CSBC was placed in May 2011 and the deal came after Taiwanese shipbuilder lost two similar orders from Evergreen to South Korean rival Samsung HI in July and September last year. It was the first order placed by Evergreen at CSBC since 1997, with the Taiwanese carrier favouring Japanese and Korean shipyards for its newbuilding orders until this year.

The new Evergreen L-class ships will have an overall length of 334.8 metres, a beam of 45.8 metres and a maximum draft of 14.2 metres. Although they were declared by Evergreen as 8,000-TEU vessels, their dimensions are consistent with 8,800-TEU designs, said Alphaliner, adding that the order at CSBC is worth \$1.03 billion and deliveries are scheduled to start in September 2013.

The ships will follow the first batch of 10 similarly-sized vessels from Samsung HI, due from July 2012. Three of the 10 CSBC ships will be built for EMC, while four vessels will be built for Evergreen Marine (UK) Ltd and the remaining three for Evergreen Marine (Singapore) Ltd. **Source : Schednet**

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OLDIE – FROM THE SHOEBOX



The 7585 gross ton motor ship **PORT DUNEDIN** was built in 1925 at Workman, Clark for Port Line Ltd. She is shown leaving Cape Town after a bunker call in 1962, she was scrapped soon after. **Photo: Robert Pabst (c)**

.... PHOTO OF THE DAY



Above seen the **UNION TOPAZ** on the river Humber - **Photo : Peter Elsom - Ship Support Limited ©**