

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 168



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The TSHD STUYVESANT above seen moored in New Orleans, LA (USA) awaiting deployment on the Louisiana Barrier Island project.

Photo : Capt. John Schieferstein - Master M/V STUYVESANT

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Dry Bulk Shipping - Lots of newbuildings to come but still not undermining a positive market

The first four months of 2010 saw ups and down for the BDI with the index hovering around 3,000, but May brought along stronger rates particularly to Capesize, that lifted the BDI to 4,209 on 26 May, which is almost the level at the time of writing. With Panamax, Supramax and Handysize rates being firm on an upward trend, the dry bulk market carry on to deliver on the back of strong demand and despite a continuously large inflow of new tonnage. Chinese iron ore imports remain firm. Even though April imports were slightly down from March, imports of 55.33 million tonnes are still high and some 6% higher than the monthly average of 2009.

Thermal coal demand has begun to increase on the strength of Northern Hemisphere peak summer demand season. Chinese thermal coal demand has also remained strong due to the ongoing drought in southwest China continuing to restrict hydropower production.

Crude steel: World production of crude steel in March 2010 rose by 31% year-on-year (y/y) to 120.3 million tonnes, the highest monthly total since May 2008. The total Q1 production was 342.4 million tonnes, 29% higher than the January to March period in 2009. However, excluding China, the total for the quarter was 33% up on Q1 2009. All regions showed an increase in crude steel production in both March and first quarter as a whole.

The March crude steel production figures show clear evidence that most European countries are beginning to come out of the recession although the quarter total at 42.1 million tonnes was still 21.5% below the same quarter in 2008 indicating that there is still some way to go.

Chinese steel production increased by 22.5% (y/y) in March to 55 million tonnes, while the three months total rose by 24.5% (y/y) to 158 million tonnes which is equal to 46% of the world total in 2010. With first quarter production up by

51% (y/y) to 26.5 million tonnes, Japanese steel production showed the steepest increase from the last year's abyss. Indian steel production in March was 9.2% higher, with the three months total up 13% to 16.3 million tonnes. Iron ore: Chinese steel mills have expressed their reluctance to accept iron ore prices of potentially USD 160 per ton proposed by Vale and BHP for the third quarter, saying that the price hike will cause carnage in the nation's steel industry. The price is substantially higher than that in the second quarter, and comes around because of the new system with quarterly contracts which was inked earlier this year, in which miners will benefit significantly from rising spot prices for iron ore trading.

The steel mills expect to become unprofitable with such prices on the back of a persistent fall in steel prices. While spot iron ore prices have come down from their peak a few weeks ago (USD 190 per ton by mid-April), prices are still well above the current term contract levels. Port congestion remains a factor, with around 16% of the world's Capesize fleet tied up outside Brazilian, Chinese, and Australian ports. This equals 171 vessels at anchorage by end-May, up from 159 vessels the previous week. Yet after the government issued policies to crack down on the sizzling property market early this year, domestic steel prices have undergone steep drops on retreating domestic demand and mounting inventories. Hu Kai, analyst with Umetal consultancy says: "We will see a complete loss in the steel industry if the much-talked-about price is inked, and most small-sized mills will go bankrupt". "We estimate that the acceptable price for Chinese steel mills is around USD 130 per ton in the third quarter", he said. Steel prices for Chinese hot rolled coils weakened in May from Yuan 4,810 per ton mid-April sliding 7% before firming 1% to Yuan 4,505 per ton on 26 May.

Supply:

The active fleet has grown by 6.0% during the first five months of 2010, caused by deliveries of 28.5 million DWT of newbuildings offset by just 2 million DWT being demolished. On the contracting side, things have been busy. 305 newbuilding contracts have been signed in 5 months adding 25.3 million DWT to the order book. Apart from 20 ships the new orderings have scheduled delivery in 2011 and 2012. Amongst the 20 new contracts for 2013-delivery are 5 new 205,000 DWT ore carriers ordered by the mining giant Rio Tinto. This brings Rio Tinto's total tonnage on order up to 3 million DWT. With this move Rio Tinto joins the Brazilian mining giant Vale in taking greater control of its freight logistics chain by moving into ship ownership. Vale has 7 million DWT on order adding to current ore carrying fleet of 3.4 million DWT. The mining companies have been down this road before and given it up – but it appears that they are giving it another go.

BIMCO forecast inflow of new dry bulk tonnage in 2010 to reach 84 million DWT offset by demolition of 13 million DWT. This could make the fleet grow by 15% in 2010 as compared to 10% in 2009. Should the amount of demolitions not pick up, supply growth could go even higher.

Outlook:

As the government is trying to cool down real estate prices, Chinese industrial production is on course for a growth path at slower rate and that could impact the dry bulk segment in terms on lower imports of iron ore and coking coal in coming months. On the other hand, thermal coal demand, particularly in China, India, Japan, and South Korea, is likely to remain firm in the upcoming months. Rain during this year's June-September Indian monsoon season will be "normal," the Indian weather office forecast in April, boosting prospects for agriculture and rural incomes to strengthen the recovery. Freight rates are forecast by MSI to slide downwards from current levels over the next 6 months. Capesize rates are forecasted to go below USD 40,000 per day and the Supramax and Handysize vessel types to go down to USD 15,000-20,000 per day, primarily caused by weaker trade and fleet growth.

Current news:

The Higher People's Court in Shanghai has rejected the appeals by the three defendants and upheld the convictions and sentences of the men jailed on corruption and commercial espionage charges involving Rio Tinto mining company. Three Chinese steel mills have come together to form China's largest steel group. The new company is named Anshan Iron and Steel and will have an annual production capacity of 46 million tonnes of steel. **Source: BIMCO**



Above seen the latest contribution to the **CTE** managed fleet the **M.T. VITAL**, it is envisaged that at very short notice she will fly the flag of the Netherlands

some particulars:

LOA: 105.5 mtrs,

LBP: 99.35 mtrs

Beam: 16.8 mtrs

Summer deadweight: 5702 MT

Summer draught: 6.29 mtrs

Service speed: 14 knots

Photo : Capt Gert Berghuis ©

Philippine court takes over custody of Asta

Govt suspends seizure of S'pore registered tugboat

THE Philippines has suspended arrest and seizure proceedings against the Singapore-registered tugboat, **Asta**, after a local court ruled it had sole jurisdiction and custody over the hijacked vessel.

Branch 35 of the Regional Trial Court of General Santos City in the southern Philippine island of Mindanao noted that it was exercising its jurisdiction over the vessel as it was currently hearing a criminal case of piracy and kidnapping against the hijackers of the **Asta**. The **Asta** was hijacked off Malaysia on Feb 6 and brought to the town of Loreto in Dinagat island in Mindanao where it was discovered by police and Philippine Coast Guard personnel on Feb 25. Seven Indonesians were subsequently arrested for hijacking of the tugboat. Following its discovery, the Bureau of Customs issued a Warrant of Seizure and Detention against the vessel. Acting on the warrant, a sister agency, the Presidential Anti-Smuggling Group (PASG), seized the vessel. The PASG was preparing to bring the **Asta** to the District Customs Collector at the Port of Surigao when it was stopped by the Court.

The Court also directed other agencies claiming custody over the vessel including the Philippine Coast Guard and the Philippine National Police to cause the delivery and turnover of the **Asta** to the Court's custody in General Santos City. Analysts observed that the Court's assumption of jurisdiction over the Asta is a positive development for the ship owners as they will only have to deal with one institution in recovering the tugboat. Previously, the ship owner had to deal with as many as four agencies, each claiming to be the sole custodian of the vessel.

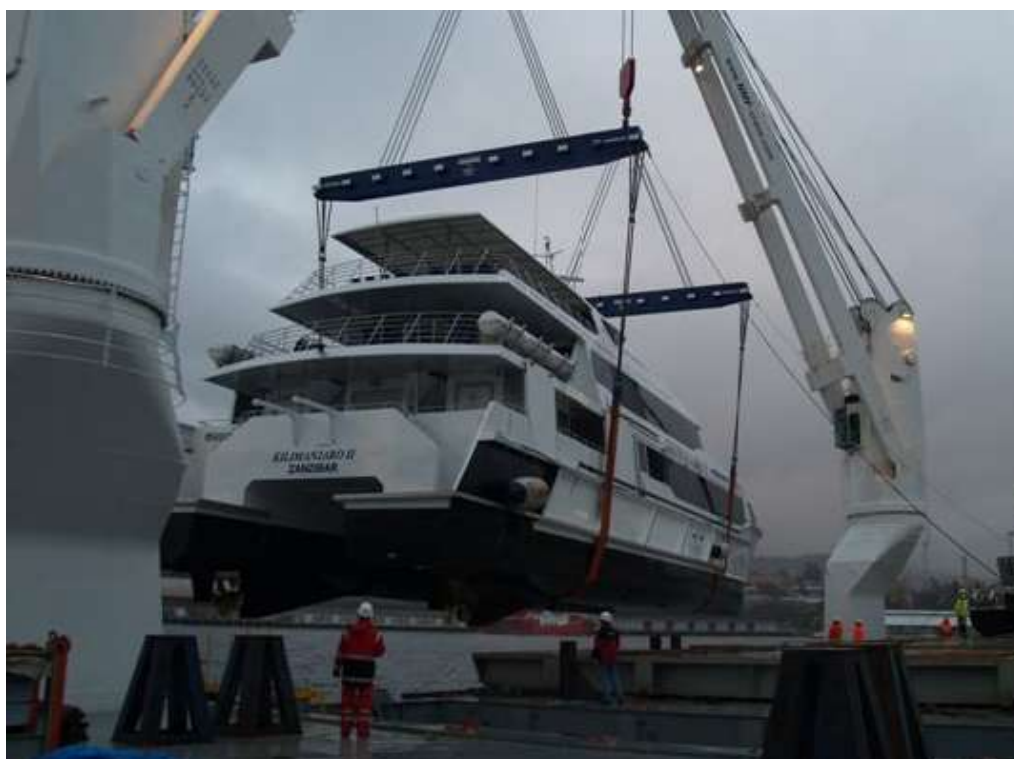
Local legal representatives of the Asta's operator, **Celebes Lines Pte Ltd** (a subsidiary of the Singapore-based **Thong Yong International Group**), are set to file a motion to immediately restore the tugboat to its owners once the vessel is delivered to the Court. **Source : Shippingtimes**



The **ORCA VI** enroute from Singapore to Willemstad (Curacao) arrived in Cape Town for bunkers
Photo : Ian Shiffman ©

Two ships hit by pirates in Indonesian waters

Two ships were hit by pirates in Indonesian waters over the weekend. On 12 June at 2200 hours the Panama-registered bulk carrier **Trans Pacific** was boarded 45nm north of Pulau Mangkai by eight pirates armed with knives according to a report from ReCAAP Information Sharing Centre. "The pirates wore shorts and T-shirts with one wearing a mask. After boarding the bulk carrier, the pirates rounded up nine of the crew in the wheel house and tied them before taking the master and six other crew to their cabins to ransack their personal belongings," ReCAAP said. The pirates left the ship after one hour and 20 minutes taking personal belongs of the crew. None of the crew were injured. On 13 June at 2335 hours a China-registered product tanker **Ai Ding Hu** was boarded 10nm northwest of Pulau Mangkai by six pirates armed with long knives. The pirates escaped with cash, and none of the crew were injured. There have been five incidents reported in the area this year. **Source : seatradeasia**



The 110 mt Catamaran **Kilimanjaro II** was loaded on **Beluga Felicity** at Hobart, Tasmania for Zanzibar
Photo : Capt. Will van 't Hek - <http://www.globalcargocare.com> (c)

New health and safety posters designed by seafarers for seafarers

To mark the International Year of the Seafarer, the Chamber of Shipping has re-launched a series of health and safety posters designed by seafarers for seafarers. They were originally designed by seafarers in an annual competition, which ran in the 1990s for over ten years. Open to anyone who had or was, working in the merchant navy, seafarers suggested the most pertinent subjects based on their own experiences. The posters cover all aspects of work on a ship, from using machine guards to keeping stairs and walkways clear or making hatches and movable objects secure at sea. Mark Brownrigg, Director General at the Chamber of Shipping says: "These posters convey essential safety

messages in a clear and direct manner – exactly what is needed wherever there are hazards on ship.” The winning seafarer drawings were sent to a designer where the ideas were drawn up, as suggested, but with a common style linking the series. The images are as relevant today as ever.

Mr Brownrigg adds: “The Chamber has been keen to launch this range of posters to celebrate International Year of the Seafarer. With well over a million seafarers worldwide, and more than 90% of all goods traded by the UK moving by sea, it’s important to recognise the incalculable debt the industry, governments and consumers owe to seafarers everywhere. “The sea can be a potentially hazardous and dangerous working environment, and health and safety is a top priority. While shipping in the 21st century is a safe and environmentally friendly form of commercial transport, shipping companies and seafarers around the world are always keen to reduce accidents still further.” The posters cost £1.50 each for members and £2.00 for non-members with a standard charge of £5 per order for (UK) postage and packing. **Source: British Chamber of Shipping**



The **LEGEND of the SEAS** seen moored in Shanghai – **Photo : Alexander Bakker (c)**

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BP's Oil Spill Costs Rise to \$1.6 Billion

U.K. oil major BP PLC said Monday the cost of its response to the Gulf of Mexico oil spill so far amounts to \$1.6 billion, and that more than 51,000 claims have been submitted. The sum includes the costs of the spill response, containment, relief well drilling, grants to U.S. Gulf states, claims paid and federal costs, the company said in a statement. BP said it has made more than 26,500 payments to claimants, totaling more than \$62 million. However, the company added that it was too early to quantify other potential costs and liabilities associated with the incident. One analyst estimated Friday that the ultimate figure would be between \$3 billion and \$6 billion.

Over the weekend, the Obama administration said it wanted an independently administered fund for reimbursing victims. BP said Monday it had collected around 7,720 barrels of oil in the first 12 hours of Sunday and 15,000 barrels of oil on Saturday due to a special cap installed over the leaking pipe. The total volume of oil collected by the lower marine riser package cap system is around 127,000 barrels since it began operation. Approximately 22,000 barrels of oil had been collected with the riser insertion tube tool, the company said.

Work continues to collect and disperse oil that has reached the surface of the sea and to collect and clean up any oil that has reached shore. Operations to skim oil from the surface of the water have recovered a total of almost 475,000 barrels of oily liquid, the U.K. oil company said. Shares of BP fell 2.3% to 383 pence. BP has lost around 40% of its market value as investors, worried by uncertainty about the size of the final cleanup bill, have been dumping the stock.

Source: WSJ



Tuesday afternoon in IJmuiden the Iskes tugs **TUMAK** and **TRITON** assisting the **NIAN FENG HAI** to the Buka 2
Photo : Marcel Coster (c)

Baltic Dry Freight Index down to 3115pts

As of June 14th, Baltic Dry Freight Index dropped to 3115 points, showing a 308-pts slump from the previous trading session, the Exchange trading data said.

The 2009's BDI maximum, 4661 points, was posted on November 19th. In May, 2008 BDI gained its highest level ever, to over 11,700 points, beginning its slump in mid-July the same year. In Dec.5, 2008 it settled at 663 pts, the lowest Baltic Dry Index rate.

Baltic Dry Freight is an index reflecting changes in the value of the overseas shipments of basic commodities: metal, iron ore, coal and grain. The index includes three other indexes of freight rates, different sizes of ships for which they are calculated - Capesize, Supramax and Panamax. Dynamics of changes in BDI allows investors and market traders to analyze major trends in world demand and supply. Often the index is considered as the main indicator of future economic growth (if the index increases) or recession (if it falls), since the raw material on which the index is calculated, has a low potential for speculative operations.



The **MISANA** seen in the Port of Antwerp – Photo : Willem Kruit ©

Asia chooses Rotterdam once again

The port of Rotterdam has been voted best port in Europe for the twenty-fourth time in succession by the readers of the magazine Cargoneews Asia. Moreover, ECT was chosen as Europe's best container terminal. The corresponding Asian Freight & Supply Chain Awards are considered to be highly prestigious in Asia. This is particularly due to the fact that they are awarded by the users of logistic services.

Rotterdam is by far the most important European port for cargo from and to Asia. In 2008 this trade showed strong growth. Asia exports to Rotterdam were 49 million tons (+7 million tons) and eastbound 30 million tons (stable) were shipped. The market share of Asia in Rotterdam's total is 19% (2006: 18%). Trade includes all possible goods: crude oil, fuels, minerals, coal and cokes, agricultural products, palm oil, waste paper and other recyclables, machinery, cars, much chemicals and very large amounts of (containerized) general cargo. Since 1995 Asia is the most important shipping area for the Rotterdam container port, with 4.8 million TEUs in 2008, representing a share of 45% in the Rotterdam total. The Asian Freight & Supply Chain Award has been presented for the twenty-fourth time by **Cargoneews Asia**. This Hong Kong magazine is published once a fortnight. It has a circulation of over 12,000 and is one of the most authoritative media, also via internet, in the Far East when it comes to transport and logistics.

Source: Port of Rotterdam



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Ongoing in Brest is the scrapping of the tug **ERNEST BROWN** – Photo : Jan Plug ©

Dutch say They Could Speed Gulf Oil Recovery with US Permission

In Louisiana and other states on the Gulf of Mexico there is frustration over what many residents see as a slow response by the U.S. government to protecting coastal areas. Some critics of the Obama administration cite offers by the Netherlands in April to supply sophisticated skimmers and dredging devices, and the administration's failure to accept the offer. The issue is as murky as the oil slick now threatening regional beaches.

A **Houston-based** company is now cleaning oil off surface water in the Gulf of Mexico using sweeping arms that attach to a boat and help gather large amounts of oil. These sophisticated devices were provided by a Dutch company with years of experience in such operations, but instead of using the Dutch ships and crews immediately, when The Netherlands offered help in April, the operation was delayed until U.S. crews could be trained.

The Obama administration declined the Dutch offer partly because of the Jones Act, which restricts foreign ships from certain activities in U.S. waters. During the Hurricane Katrina crisis five years ago, the Bush administration waived the Jones Act in order to facilitate some foreign assistance, but such a waiver was not given in this case.

The Dutch also offered assistance with building sand berms (barriers) along the coast of Louisiana to protect sensitive marshlands, but that offer was also rejected, even though Louisiana Governor Bobby Jindal had been requesting such protective barriers. A spokesman for the Dutch embassy in Washington, Floris Van Hovell, tells VOA his country stands ready to help in the Gulf. "We see the oil coming in, we see that there is Dutch capacity," said Floris Van Hovell. "We do not want to change the rules here. We do not want to come in and tell everybody how to do it, but we do see that we have something that is very helpful. We have been saying this for a number of weeks, but the process seems to be rather slow."

Louisiana and The Netherlands have developed strong ties since Hurricane Katrina flooded New Orleans five years ago. The European nation has developed special expertise in protecting its lower than sea-level land for centuries with a system of dikes. The country, home to the Royal Dutch Shell oil company, also has experience with mitigating oil spills in the North Sea and elsewhere.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 168

White House Press Secretary Robert Gibbs last week rejected the idea that the Jones Act has caused any problem in regard to the Gulf cleanup, but he said the president would provide a waiver if one is needed. "We are using equipment and vessels from countries like Norway, Canada, The Netherlands," said Robert Gibbs. "There has not been any problem with this. If there is the need for any type of waiver that would obviously be granted, but we have not had that problem."

But critics say delays in accepting foreign assistance may have caused unnecessary damage to some coastal areas. They also fault BP for not having its own emergency plan and for not reaching out to foreign companies with special expertise early on. Floris Van Hovell says Dutch dredging ships could complete the sand berms in Louisiana twice as fast as the local companies contracted for the work, if allowed to do so. "Basically, within the United States, as far as I have been given to understand, there is fairly limited capacity to execute this plan quickly," he said. "Of course, given the oil spill, given the fact that there is so much oil on a daily basis coming in, you do not have that much time to protect the marshlands."

U.S. policy has favored the use of American companies and employees in dealing with the oil spill, even though that may have caused delays in protecting sensitive shoreline. Louisiana Governor Bobby Jindal has expressed gratitude for federal approval of part of his plan to build barriers, but he has stressed the need for quick action. "We have really only got two options," said Bobby Jindal. "We can either fight this oil off of our coast and protect Louisiana or we are going to be spending months and years removing oil along thousands of miles of fragmented wetlands that serve as a critical nursery for marine wildlife for the Gulf and for our country."

But the effectiveness of the sand berm defense has been questioned by some marine experts and officials with the U.S. Army Corps of Engineers, the agency that must approve such plans. The barriers, built with sand dredged up near the shore, could have negative long-term effects by impeding natural water flows. But many people in Louisiana are more worried about the short term, as they see the environmental impact washing up on their shores every day.

Source : Voanews



The **APL MINNESOTA** seen arriving in Rotterdam-Europoort – Photo : Helen Hoogendijk ©

Uncertainty in Gulf rig market

Dahlman Rose & Co. sees uncertainty in the offshore drilling segment. "New contract awards have been very few in recent weeks, and, with operators taking a step back from the market, there is risk to dayrates seeing negative pressure," the firm notes in its weekly offshore drilling report.

Dahlman Rose says that there were no floater fixtures reported last week and overall contract awards have been very light since the Deepwater Horizon accident. "We are concerned that operator pull back may impact dayrates negatively. Thus far the only sector with a high utilization rate is the 350 ft+ jackup segment, which is running at 90 percent. With these ultra premium jackups on the cusp of pricing power, it will be interesting to see whether the recent events will have a negative impact," says the report.

The number of floating rigs on standby mode in the GoM is up to 12, of which Transocean operates six, Noble owns three, Diamond owns two and Ensco and Seadrill each own one.

"There continues to be uncertainty regarding the earnings impact and whether force majeure provisions will be exercised," notes Dahlman Rose. "We estimate another 10-15 rigs will reach idle status over the course of the 6-month deepwater drilling moratorium." **Source : MarineLog**

Singapore cautions mariners on Jurong Channel dredging

MARINERS operating in Singapore's West Jurong Channel and vicinity must keep an eye out for a number of vessels engaged in a major round-the-clock, non-stop dredging job until August 31, warns the Maritime Port Authority (MPA).

"When in the vicinity of the working area, mariners are reminded to keep well clear and not to enter the working area, maintain a proper lookout, proceed at a safe speed and navigate with caution," said the MPA statement. "It was also advised that mariners maintain a listening watch on VHF Channel 22 (Jurong Control) and communicate with Jurong Control on VHF Channel 22 for assistance if required," said the MPA statement.

Vessels at work will include the dredgers **Pandora** and **Tarvos**; hopper barges **MT 18** and **Gemok**; workboats **Victory** and **Marina** and tugboats **Tolak Empat**, **Hiyori** and **Sanko**.

"These craft will exhibit the appropriate local and international day and night signals," said the MPA statement.

Dredging works will be carried out by the grab dredger **Pandora** held in position by spads. The dredger, with hopper barges in attendance, will have a circular safety zone of 50-metre radius of the dredgers. Dredged materials will be moved to a designated dumping ground by the hopper barges assisted by pusher tugs. During the operation, the dredger will be attended by two tugs, said the MPA. The tugboats will also be used to shift the dredger. A safety boat will be deployed to warn other craft of the project work in the working area.

Further information can be obtained from project manager F Osawa at +65 9641 8243 or email: f_oosawa@toaconst.co.jp

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NAVY NEWS



The **D 37 DUNCAN** seen under construction at the slip at BVT Govan, Glasgow. **Photo : Iain Forsyth (c)**

New Operation Commander for EU antipiracy mission

Major General Buster Howes OBE. U.K. Royal Marines, has succeeded Rear Admiral Hudson Peter Hudson CBE. U.K. Royal Navy. as Operation Commander of EU NAVFOR Somalia - Operation ATALANTA, the EU antipiracy mission . The handover was conducted in the Operational Headquarters in Northwood near London.

Admiral Hudson, who joined the operation in June 2009, has been instrumental in the ongoing successes of EU NAVFOR in protecting vessels against Somali pirates and the execution of the Op ATALANTA mission. He leaves EU NAVFOR to continue his appointment as Commander United Kingdom Maritime Force (COMUKMARFOR) in Portsmouth, England.

According to EU NAVFOR, Major General Howes has extensive operational experience within the United Kingdom Amphibious Force and the multi-national environment. He served with the U.S. Marine Corps in the First Gulf War and with the Rapid Reaction Force Operations staff of UNPROFOR in Bosnia. In 2007, he served as Chief Joint Coordination and Effects in HQ ISAF X in Kabul. His staff experience has been gained exclusively within the Joint and Naval Staffs, where he held the appointment as the 1-Star Director of the Naval Staff.

EU NAVFOR's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Programme (WFP) and vessels of African Union Mission in Somalia, AMISOM and to protect vulnerable vessels in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EU NAVFOR also monitors fishing activity off the coast of Somalia.

Source : MarineLog



Above seen the Italian Navy Comandante Class OPV NMM **COMANDANTE ADRIANO FOSCARI P493** approaching Grand Harbour, Malta to participate at **CANALE 2010** exercise on Friday 11th June 2010.

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

New nuclear submarine launched last Tuesday



Russia's newest nuclear powered multipurpose attack submarine the Graney (Yasen) class "Severodvinsk" was launched from the Sevmash shipyard last Tuesday. Present at the launch was President Dmitry Medvedev.

"**Severomorsk**" is the first of Russia's new fourth generation nuclear submarines. The launch ceremony was originally scheduled for May 7, but was postponed because of technical reasons, a source in the United Shipbuilding Corporation told RIA Novosti.

Construction of "**Severomorsk**" started in 1993, but was halted, mainly because of financial setbacks. The submarine is planned to be delivered to the Russian Navy in 2011.

Vessels of the Graney class will be most silent submarines in the world. They will have a maximum speed of 16 knots surfaced and 31 knots submerged. They will be 119m long, 13,5m wide and 9,4m high. They will be armed with 24 cruise missiles of the type SS-NX-26.

The submarines will have a completely new architecture and new types of armament. For the first time in Russian ship building, the torpedo tubes and missile launchers are placed not in the nose section but in the mid-section of the hull, PRIME-TASS writes. The sail (tower) will be streamlined and oval.

President Medvedev, who is also the Supreme Commander of the Russian Armed Forces, has visited Sevmash once before, in July 2009, as BarentsObserver reported **Source : BarentsObserver**

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Veecraft Launches Three Survey Vessels

Veecraft Marine has built three different survey vessels in one year time. The ability to have access to proven hull designs was a great advantage for Veecraft Marine for the first two customers. For the third customer, Veecraft had to come up with a special design that could work in a unique environment. One of them received a Certificate of Merit at the South African Boating Awards.

IMAR Survey Limited of Ireland required a stable platform with deck space in specific areas, so Veecraft proposed a 15-meter aluminium hydrofoil supported catamaran design from Teknikraft. One of the main additions to the RV Keary (image) was a centrally mounted multi-function deployable submersible pod developed by Veecraft Marine, which is housed in the tunnel. It is hydraulically deployed and the vessel has the towing ability to operate at speeds as slow as 5 knots.

In addition, she has a forward-facing scanner and the ability to deploy "tow fish" sonar pods from two tow devices, survey equipment and computer equipment. Four computer workstations give the scientists a choice of where they would like to work. To complete the package she has a complete suite of navigation equipment that gives her a comprehensive survey ability even in shallow waters.

The survey crew enjoy their work environment with all the facilities they need for trips up to three days from port. This vessel received a Certificate of Merit for her concept.

The Geoscience Council of South Africa approached Veecraft Marine with the idea of having a purpose-built craft of under 9-metres constructed with the aim of surveying the Southern African coastline in depths ranging from 3 to 100-metres. The **Geo Manzi** can record the profile of the seabed prior to the dredging. The dredging company can then dredge the desired area as requested, after which the area can be resurveyed to insure that the dredging is to specification. It can also be used to find sunken vessels or cargo that has been lost overboard. For the petrochemical industry, she can aggregate samples.

Geo Manzi is equipped with multi-beam sonar, a side-scan sonar system, a sub-bottom profiler and a marine magnetometer. She also has the navigational equipment to give pinpoint accuracy of her global position.

SV Impi Surveyor has the heart of a Zulu warrior. She is an 8-metre catamaran, has a low-stepped tunnel and a beam of 3-metres. She is specially designed to be deployed from a mother ship **Geo Endeavour** to do inshore survey work in very shallow waters and up to depths up to 15-metres. This little vessel can deploy transducers over her bow by means of her bow-mounted triangular boom. This water is undisturbed and gives good results. Then there is a side mount unit, which can be mounted on her starboard side. This is used for her side scanner. She also is equipped with a mobile frame system, which fits into a moon pool. Various transducers and measuring equipment can be exchanged and deployed under water by this means. **Source : Hydro-International**



The **ESNAAD 712** and **711** seen fitting out in Batam (Indonesia) – **Photo : Piet Sinke ©**

COSCO Shipyard Group in bulker order bonanza

COSCO Shipyard Group has bagged \$440m in bulker newbuilding orders. CSG majority shareholder COSCO Corp said COSCO Dalian Shipyard and COSCO Guangdong Shipyard Group had signed 11 contracts and four letters of intent with four undisclosed European shipowners to build 15 bulk carriers. The orders comprise 11 57,000 dwt supramaxes and four 82,000 dwt bulkers, and due for delivery from the end of 2011 through to mid-2013. COSCO Corp said the contracts would only become effective once initial deposits had been received from the shipowners. **Source : Seatrade Asia**

ROUTE, PORTS & SERVICES

Trico Marine may file for bankruptcy protection

Trico Marine Services Inc. said it may not be able to avoid filing for Chapter 11 bankruptcy protection despite expanding its credit agreements, according to a Securities and Exchange Commission filing Monday. The oilfield services provider said it doesn't expect to be able to make an interest payment on convertible notes due Thursday. The company said it had entered into a restated credit agreement with its lenders to expand its borrowing capacity to \$25 million, but Trico expects it will need more amendments of waivers from its lenders to stay afloat this year.

"Without additional liquidity we expect to have little or no liquidity to operate our business," Trico said in the filing. The company, based on The Woodlands, Texas, said if it can't make its convertible note payment by Thursday or is unable to meet other commitments, it "raises substantial doubt" about its ability to avoid a bankruptcy filing. In morning trading, shares of Trico Marine slid 21 cents, or 29 percent, to 53 cents. **Source: Associated Press**

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Several sizes **BRITOIL** tugs seen moored at the Britoil base in Batam – Photo : Piet Sinke (c)

MISC Vietnam FPSO successfully installed

MISC's joint venture floating production storage and offloading vessels **FPSO Ruby II** has been successfully installed offshore Vietnam. The FPSO owned by MISC and PetroVietnam Technical Services Corp joint venture, Vietnam Offshore Floating Terminals, is leased to Petronas' PC Vietnam for a period of eight years. The **FPSO Ruby II** achieved first oil on 9 June and is moored offshore at the Ruby Field 160km offshore Vietnam. The vessel is conversion of the 1990-built tanker **Cherry II** carried out at Malaysian Marine and Heavy Engineering shipyard. **Source : Seatrade Asia**



The **ESNAAD 811** seen anchored off Singapore – Photo : Piet Sinke (c)

Oman Container Terminal Opens to Shipping

The Muscat Container Depot, which opened for business at the weekend, is Oman's first ICD complete with customs facilities. As a "dry port", it allows for the handling of containers at a point between Muscat city and its hinterland and the Port of Sohar. Oman International Container Terminal (OICT) is a modern container-handling facility that can accommodate the latest mega-vessels. The ICD serves as an extended gateway for OICT, offering shippers and consignees within Muscat easier access to the Port of Sohar. All import and export formalities can now be undertaken at the depot itself, including customs clearance, customs inspection, customs duty payment for import cargo and the completion of re-export documentation.

A single-window customs clearance system for the import, export and re-export of containers, combined with faster vehicle and cargo turnaround, will create significant economic benefits for shippers. Additionally, a sophisticated electronic data interchange will enable shipping lines and shippers to track the status of containers routed through OICT in Sohar and Muscat. OICT commenced operations in September 2006. It includes a 28-hectare yard, a total quay length of 520 metres, a depth alongside of 16 metres, four quay cranes and eight rubber-tyred gantry cranes. The terminal is located inside the port of Sohar on the Gulf of Oman, on the seaward side of the Straits of Hormuz, and approximately 200 kilometres from Muscat and 160 kilometres from Dubai. It is a joint-venture between the Government of the Sultanate of Oman, Hutchison Port Holdings (HPH), Dutch stevedoring giants Steinweg and a number of other well-established Omani investors. **Source: Handy Shipping Guide**

Hong Kong's 5-month container throughput up by 15.5%, to 9.37m TEUs

Hong Kong's container trade in January-May rose by 15.5% from the same period in 2009, to 9,378,000 TEUs, the Port Authority press release said. In May, container volume gained 15.2% to 2 million 34 thousand TEUs.

Port of Hong Kong is one of the largest ports in the world. In 2009 Hong Kong's container counts declined by 14.6% year-over-year, to 20.9 million TEUs. The port's capacity is 456,000 ships a year **Source : PortNews**

UPDATE ON FAIRMOUNT SUMMIT

Recently **Fairmount Summit** safely delivered the semisubmersible drilling rig **Ocean Valor** in Brazil. **Fairmount Summit** was contracted by Diamond Offshore because with her 200 tons bollard pull she would facilitate a faster transit. Shortly after the departure of the rig in Singapore **Fairmount Summit** joined the convoy after her mobilisation out of West Africa. Only one bunker stop at Cape Town was made during the transit.



Above seen the **Fairmount Sherpa** towing **SSDR Ocean Courage** when underway to Brazil.
Photo taken from **Fairmount Expedition** who was sailing the opposite way.

This is the second drilling rig of Diamond Offshore Drilling Inc. that has been delivered by Fairmount Marine B.V. in Brazil within a short time. Earlier **Fairmount Sherpa** delivered the semisubmersible drilling rig **Ocean Courage** safely after a towage from the Gulf of Mexico.

Short sea shipping is the ideal case for LNG fuel

The EU has already introduced 0.1% sulphur as a maximum level for a ship's fuel when in ports and on inland waterways. As of 1 July this year, the maximum level of sulphur in fuel is set at 1.0% in ECAs (Emission Control Areas), and the requirements will be further tightened to 0.1% by 2015..

"There are at least three ways of solving these challenges," says Tor Svensen, the President of DNV. "Low sulphur fuel can be used. Scrubbers can be installed to remove the sulphur. Or the operator can switch to LNG. Based on our DNV Baltic Report, LNG is the obvious answer to this challenge.. "LNG represents no technical obstacles. Economically, it is better than the alternatives and it is an environmental winner, so why wait?" he asks. "We can move faster if we want to, and there are economic opportunities for those shipowners that dare to be among the frontrunners."

DNV was the first class society to introduce rules for LNG-fuelled ships back in 2001. Ahead of this and in every year since, DNV has invested millions in research and development work to ensure further improvements. Over these same years, 20 LNG-fuelled ships – all classed by DNV – have been delivered and are today operating. The practical experience achieved from these vessels has been invaluable..

Tor Svensen continues: "DNV is struggling to understand why the shipping industry is not moving faster and why shipowners are not seeing the opportunities. LNG as a fuel for ships is commercially viable and will address important environmental concerns." "As a class society, DNV will try to actively influence the whole shipping industry," he adds. "And we will certainly continue to invest in technology and expertise to support the conversion to LNG fuel. The 20 ships confirm our involvement so far and trust me - DNV will assist shipowners in developing business cases for LNG in the years to come!"

The whole Shipping Industry has to play an active role to achieve the improvements that LNG represents. ECAs have been introduced in large part of Europe and the EU and governments must be frontrunners. In particular, it is important that publicly owned ships are run on LNG. Present obstacles, like the lack of bunkering stations for LNG, will have to be overcome and finally, LNG fuel has to become more easily available at a fair market price..

"The age of LNG is here! And short sea shipping is the most obvious place to start," concludes Tor Svensen.

Source: DNV.

First applications with HEMPASIL X3 87500 in The Netherlands.



The "**Filia Ariea**" and "**Filia Nettie**" from Filia Shipping Company have docked recently at Welsec in Harlingen. Both vessels were painted with Hempel's third generation silicone fouling release coating (**HEMPASIL X3 87500**).

The vessels were pre-treated and painted in the painting hall of Welsec. The first vessel "**Filia Nettie**" was blasted after which the anti corrosive and silicone system was applied.

Due to a special primer (**HEMPASIL NEXUS X-SEAL 27600**) the silicone system was applied directly on top of the existing antifouling system on m/v "**Filia Ariea**". These dockings are the first applications with the silicone system of the third generation in The Netherlands.

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The **FAIRMOUNT GLACIER** seen connecting up to the **OCEAN BARONESS** offshore Trinidad, to tow the rig together with the **FAIRMOUNT EXPEDITION** towards Rio de Janeiro



Photo's : Capt Wim van de Kort – Master FAIRMOUNT EXPEDITION ©

Jan-May throughput of Port of Helsinki down 2%, to 1,55 million tons

Freight traffic volume passing via Port of Helsinki (Finland) in January-May 2010 fell 2% as compared with the same period in 2009, to 1.55 million tons, the Port Authority report said. Five-month volume of dry bulk cargo decreased by 10%, including outbound cargo - by 9%, inbound cargo - by 27%.

Container volume gained 11%, to 162.800 TEUs, ro-ro cargo increased by 9% - to 192.800 units. Port of Helsinki has a regular direct connection with the sea ports of the Baltic and North Seas, and the ports of almost all European countries with the coastal line. In 2009 Port of Helsinki transshipped 9.7 million tons of exports, imports and transit cargoes. **Source : PortNews**

Dredging of Gorai: Locally made dredgers did it at half cost

A Bangladeshi private dredger company carried out dredging operation in the river Gorai in Kustia district with its locally made dredger at a lower cost. Dredge Bangla Limited, the dredger manufacturer company and dredging operator, for the first time made this achievement in implementation of the Restoration of Gorai River taken by Bangladesh Water Development Board (BWDB).

Mohammad Abdur Rashid, Managing Director of the Dredge Bangla told The New Nation that his company was awarded one per cent work of dredging Gorai river at a rate of Tk 122 for per cubic metre of sands while the foreign companies take almost double for the same quantity.

Under the project, he said, the Dredge **Bangla** carried out dredging of about five lakh cubic metre of sands of Gorai river from Ghorarghat to Barkhada at a cost of about Tk seven crore. Abdur Rashid, who is also president of Dredger's Association of Bangladesh (DOAB), said that Prime Minister Sheikh Hasina at a high level meeting at her office on November 22 last year shown her interest to carry out river dredging by utilizing the local resources.

He mentioned that as the Prime Minister wanted to know whether river dredging was possible by utilizing the local technologies, he assured her that 80 per cent sands can be removed from the river by utilizing the local resources while 20 per cent can be utilizing foreign dredgers. As a test case, he said, the Prime Minister asked the authorities concerned to award one per cent of dredging work under the Restoration of Gorai River project to private companies.

He said that his dredger is international standard and able to carryout capital dredging at a lower cost. Shafiqul Alam, Executive Director of the company, said the Dredge Bangla has already built two dredgers while it has a plan to build more 10 dredgers soon. "It cost about Tk three crore to build a cutter dredger," he said.

Mojibur Rahman, Deputy Director of the company said their dredger can be modify with the capacity to dug 70 to 80 feet of sand while foreign dredger can dug only 40 feet of sands. Visiting to the site of the project last weekend, this correspondent found that the Dredge **Bangla** was carrying out dredging the Gorain river at Jugia, Bhatapara under Kustia Sadar upazila.

Aslam, a rickshaw puller, of the village Jugia, said that in the lean season the river used to get dried up and now the river is full with water after the dredging. "We can take our bath and river communication has been restored," he said.

Meanwhile, talking to reporters, Director General of BWDB Md Habibur Rahman said that Dredge Bangla has successfully completed its dredging work in time. "We do hope that the private companies will come forward in the implementation of government's master plan to carry out capital dredging in the rivers those silted with sediments," he said. The BWDB official said huge amount of foreign exchange can be saved by utilizing the local resources in carrying out the capital dredging of the rivers. **Source : The New Nation**

Dry work wear for the crew on board the SCH81 "Carolien"

The latest customer to approach **PronovaCT** for their well established drying systems is the company **Cornelis Vrolijk's Visserij Maatschappij**, a daughter company of **Cornelis Vrolijk Holding**. Based in Ijmuiden, they run a fleet of several fishing vessels, all equipped with state-of-the-art machinery to ensure the quality of the fish on board, from the moment of catching to the conservation (freezing) until they arrive at Cornelis Vrolijks cold store facilities in the port of Ijmuiden.



One of their vessels is the **SCH81 "Carolien"**, a subsea fishing vessel with a total crew of 47. Currently the Carolien is docked in Amsterdam for a modification to the latest technology in terms of refrigeration techniques on board. PronovaCT are happy to see that a decision has been made to not only upgrade their refrigeration technology on-board but also to improve their crew's well-being and comfort. Highly efficient drying systems, all made from seawater resistant steel will be installed to dry

the crew's boot, gloves as well as oil skin, jackets, trousers, head gear etc. With the drying systems making sure that the expensive work wear is properly dried from the inside at all times the gears lifetime is prolonged considerably

which in turn means a saving in purchasing costs. Apart from the economic side it is also a motivational factor for the crew if they always work in dry and well maintained gear, which in turn leads also to fewer sick leaves and a very positive work environment.

Last but not least, with **Pronova's** drying systems to take care of the crews comfort and health the people can now focus on their important schedule and daily tasks without having to worry about the state of their work wear.

Pronova-CT are happy to have been favoured with that fabulous order and trust that the drying systems will add to a smooth operation on board the **Carolien** on a daily basis.

Check out <http://www.pronovaCT.com/toprocknews.php>

India-wide capacity crunch, congestion causes 'severe' Nhava Sheva delays

LOGJAMS at Nhava Sheva port are causing containers to be "severely" delayed at India's largest port because of an April and May volume surge, reported UK's International Freight Weekly.

Figures recently released by the Indian Ports Association reveal that container volumes at Jawaharlal Nehru Port Trust (JNPT), which operates much of Nhava Sheva port, increased 17 per cent year on year during the April-May period, to hit 751,000 TEU.

Conditions are also worsening India-wide as exporters and western apparel retailers are facing a congestion at ports all over the country and containerships avoiding the subcontinent on their way from the Far East to Europe.

"It's like China in November, when it was difficult to get space on vessels to Europe and air freight was also suffering massive congestion," said Grant Liddell, key account director at leading UK logistics provider Uniserve.

Rates between India and Europe are understood to have increased sharply too, from US\$1,000 to \$3,000 per TEU, said IFW. At Nhava Sheva, Maersk is warning shippers of "severe congestion" which it expects will persist because of the greater volumes overwhelming its three terminals, Jawaharlal Nehru Port Trust (JNPCT), Nhava Sheva International Container Terminal (NSICT) and Gateways Terminals India (GTI).

There are also problems moving boxes from common rail heads to the right terminal for on-time loading, causing containers to miss their boats. A pilot shortage has also delayed arrivals and departures of vessels. "Congestion is causing delays and we are concerned that, with the monsoon and peak seasons approaching, it will be some time before the situation normalises," said a Maersk spokesman.

Maersk has diverted traffic to and from northern Indian inland container depots through Pipavav, north west across the Gulf of Khambat, to help ease and avoid the logjam. India-wide, the mood is pessimistic with Western India Shippers' Association vice-president K Venkatesh saying conditions would worsen before improving.

"At a conservative estimate, there are between 20,000 and 35,000 boxes lying around India at the moment, especially in the arc between Nhava Sheva and Tuticorin, and the lines have not so far been able to clear this backlog," he said.

A Panalpina man said: "Following the financial troubles, a lot of ocean carriers are reluctant to increase capacity on the one hand, and, of course, they also want to keep up or increase the rate level on the other."

Weekly capacity out of India is between 10,000 TEU and 12,000 TEU of container slots. "On that basis, it will take at least three weeks to clear the backlog," Mr Venkatesh said. **Source : Schednet**

FESCO expands its Korsakov line service

FESCO Lines Vladivostok LLC, the Transport Group's short sea line services operator, expands the range of its services on FESCO Korsakov Direct Line, the press service of the Group said.

Since now, Korsakov Direct Line operator will provide its own 20-foot high containers (20'HC) besides the standard ones for transportation cargo between the ports of Vladivostok and Korsakov. The 20'H containers allow carrying more volumes, compared with 20-foot standard container. The 20'HC will be provided at the rates effective for 20-foot standard containers.

FESCO Lines Vladivostok experts expect the 20'HC will be in great demand as they predict further increase in volumes of goods transported on Vladivostok - Sakhalin Island line.

Transport group FESCO, formed on the basis of the Far Eastern Shipping Company (FESCO), is a largest Russian container operator. The Group has its own vessels fleet of over 1 million DWT. The Company's own container fleet is over 50,000 TEUs. Total capacity of its handling facilities exceeds 1.6 million TEUs. The port of Korsakov is located on the shores of Bay in the Sea of Okhotsk. Korsakov CSP OJSC, a stevedore operating at the port of Korsakov, posted 847.800 tons of dry cargo transhipped last year. **Source : PortNews**

Shanghai International Port Group buys 25pc Zeebrugge CT stake

SHANGHAI International Port Group (SIPG) announced that it has bought 25 per cent's stake in APM Terminals Zeebrugge in Belgium and become the second largest shareholder of the terminal.

This is the first substantial step SIPG has taken in materialising its international expansion strategy, said Xinhua SIPG will send part of the senior management including vice general manager to the Zeebrugge terminal.

SIPG chief executive Chen Xuyuan said this is the first overseas investment project of the Chinese mainland port. The group will draw experience of terminal operation from APM and continue to explore opportunities for further cooperation.

An unidentified manager from APM Terminals said they hope to establish international partnership will SIPG, introduce SIPG's successful practices to Zeebrugge terminal and attract more customers for the terminal.

Zeebrugge is one of the four deepwater ports on the coast of the North Sea and the sixth largest container port in Europe. APM Terminals Zeebrugge is the one of the terminals at port of Zeebrugge. It has a depth of 15.2 metres and a quay length of 900 metres with a 450,000-square metre stacking yard. It is equipped with seven postpanamax quay cranes with an annual capacity of 850,000 TEU

APM Terminals is the terminal operation arm of AP Moller Maersk, operating over 50 terminals in 34 countries.

SIPG have been in cooperation since 2002 when they set up a joint venture terminal, Shanghai Hudong Container Terminal Ltd. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



Rederei Svea's **HAR**, loaded with timber, seen passing the Suez canal some years ago ☺

Photo : Coll. Kees van Huisstede

.... PHOTO OF THE DAY



Swissco Samson at home base, Pandang Crescent, Singapore

Photo : Capt. Jelle de Vries (c)

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