

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 182




**Number 182 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 01-07-2010**


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

# Offshore Agency and Logistics

offshorelogistics@iss-shipping.com



Inchcape  
Shipping Services



Utilizing the experience and expertise of our staff in 63 countries, ISS delivers global Agency and Logistics services to the Offshore sector. A **unique** approach to meeting the demands of a **unique** sector.

A World of Local Expertise

[www.iss-shipping.com](http://www.iss-shipping.com)



**The CMA CGM AQUILA seen departing from Southampton June 28<sup>th</sup>  
Photo : Andrew McAlpine (c)**

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore**

**PLEASE SEND ALL PHOTOS / ARTICLES TO :**

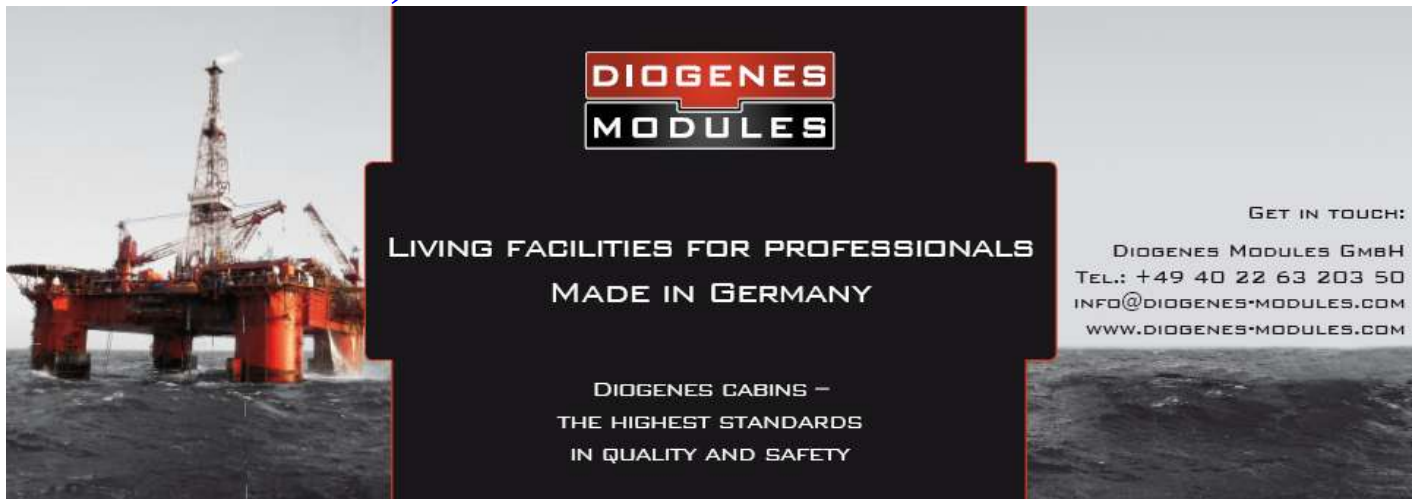
**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

**If you don't like to receive this bulletin anymore :**

**To unsubscribe click [here](#) (English version) or visit the subscription page on our website.**

**<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>**

## EVENTS, INCIDENTS & OPERATIONS



**DIOGENES  
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS  
MADE IN GERMANY**

**DIOGENES CABINS –  
THE HIGHEST STANDARDS  
IN QUALITY AND SAFETY**

**GET IN TOUCH:**  
DIOGENES MODULES GMBH  
TEL.: +49 40 22 63 203 50  
INFO@DIOGENES-MODULES.COM  
WWW.DIOGENES-MODULES.COM

## Singapore's sustainability credentials "undermined" by sand imports claims Global Witness

As host of this week's World Cities Summit under the banner of 'liveable and sustainable cities,' Singapore must do more to address the negative impacts of its demand for sand, which is fuelling an ecologically and socially devastating dredging industry in Cambodia, said Global Witness.

Singapore uses Cambodian sand in its construction and land reclamation projects and must do more to mitigate the negative effects of the trade to prevent its credibility as host of the sustainability summit being undermined.

"Singapore is in danger of appearing hypocritical as it promotes its commitment to sustainability while simultaneously driving demand in an industry that is wreaking havoc on Cambodia's coastal ecosystems," said George Boden of Global Witness. "Global Witness has repeatedly asked Singapore to regulate its sand trade to prevent an ecological disaster. We hoped to see action ahead of the summit, but nothing appears to have changed."

Singapore has increased its landmass by 22 per cent since the 1960s; in 2008 it was the world's largest importer of sand. Global Witness's May 2010 report, *Shifting Sand: how Singapore's demand for Cambodian sand threatens ecosystems and undermines good governance*, revealed how an unregulated sand dredging industry in Cambodia has ballooned to meet this demand, despite a supposed ban on exports put in place by the Cambodian Prime Minister in May 2009.

Singapore insists that sand imports are a purely commercial activity, and says that it has regulations in place that require its companies to abide by the laws of the countries with which they trade. However, Global Witness' report claims that it makes it clear that this is insufficient, especially given the history of mismanagement and misappropriation of natural resource wealth in Cambodia by its political elite.

Global Witness claims that Cambodia's sand-dredging industry poses a huge risk to its coastal environment, threatening endangered species, fish stocks and local livelihoods. "There is no evidence that basic environmental safeguards have been applied and dredging concessions have been allocated in protected areas," said Global Witness. "The industry is dominated by two prominent Senators Mong Reththy and Ly Yong Phat, raising serious questions about high-level corruption. Furthermore, it is not clear whether taxes and royalties are reaching state coffers."

"The situation in Cambodia makes a mockery of the supposed ban on sand dredging and underlines the need for Singapore to take responsibility for the consequences of its sand sourcing, rather than relying on ineffective legal measures in Cambodia," said George Boden. "As it plays host to a summit themed around sustainability, Singapore should commit to properly monitor the impact of its sand imports and ensure that they are not contributing to ecological or social devastation in the region. Failure to act will make the whole conference start to look distinctly like green washing." **Source : Dredging News Online**



The **STADIONGRACHT** seen in Southampton loading yachts - **Photo : Peter Hollands (c)**

## **Dutch submarine to intercept Somali pirate communications**

At NATO's request, the Netherlands is to deploy a submarine as part of multinational efforts to combat piracy off the east coast of Africa, from the Gulf of Aden to the Indian Ocean. "The submarine will be used to monitor communication between pirate vessels and their warlords on shore," says NATO, "helping to curtail the hijacking of commercial ships for ransoms worth millions in US dollars."

The submarine will be the first to contribute to NATO's anti-piracy mission "Operation Ocean Shield" off the horn of Africa. One of four Royal Netherlands Navy **Walrus-class** submarines, it is one of the most modern non-nuclear submarines. Built with stealth technologies, it is very difficult to detect (even by other submarines) and can remain submerged for long periods.

The submarine will be deployed from the end of September to the end of November 2010. NATO recently extended Operation Ocean Shield for a further three years. Its current mandate will end in December 2012. **Source : MarineLog**





## Beijing launches another raft of shipbuilding incentives

China will provide subsidies to help shipping companies retire ageing oil tankers and some single-hull ships before they would normally be taken out of service, a move that will affect 2,000 vessels in operation and help trim excess capacity throughout the industry, according to reports Monday. Vessels of greater than 1,000 tons, as well as single-hull oil tankers of 600 tons or more, will be eligible to receive payouts of up to 1,500 yuan (\$220.80) per ton under the government's incentive plan, according to reported statements Monday by the Ministry of Transportation, the National Development and Reform Commission, and the Ministry of Industry and Information Technology. Under the incentive plan, replacement vessels must be manufactured by Chinese shipbuilders. The incentive scheme will expire at the end of the first half of 2012. **Source: seatradeasia**



Rederij Groen's **MARIA-G** seen moored off Curacao

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



## From the bridge of Deltagracht (3)

By : Els Kroon



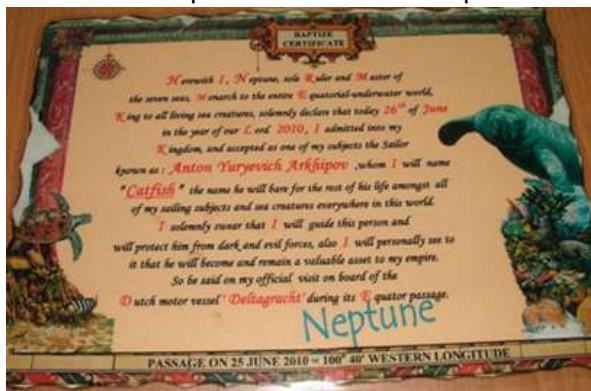
On June 26th the captain and crew of Spliethoff's **Deltagracht** had the joy to welcome the much vaunted sea god Neptune on board. At 100° 40' Western Longitude about halfway between the Panama Canal and Tahiti's capital Papeete. The Russian third engineer **Anton** crossed the Equator for the first time. True to tradition he had to be baptized in order to become a real seaman.

Days before, the ship was buzzing with secret activity. Helped by the cook the AB's were preparing a dignified ceremony, containing all traditional acts a proper baptizing ought to. At exactly two O'clock **Anton** was captured from the engine room, tied up and locked in the tally office. While he was trying to make a nice drawing for **Neptune's** wife **Amalia**, the crew, dressed as pirates got ready for the great moment. An hour later the captain

graciously welcomed his highness and humbly introduced the released seaman to be. In the following half hour **Anton**

was put in a pillory, decorated with a raw fish necklace and got machinery grease on his hair and skin. He had to answer questions, drink spicy drinks, eat special prepared bread and bite fruits in a salty baby pool, doing his utmost to please **Neptune**, his wife and the pirates. With the necklace still on, he had to crawl under a net, hosed down by a spurt of sea water, and step into a garbage bin, filled with water and food waste.

**Anton** bore up bravely with a smile on his face, even when he saw his dark hair clippings falling down to the deck while one of the pirates shaved the Equator on his head. He had some anxious moments however when he saw the pirates heating up an iron brandmark before his eyes were covered. The sudden touch of an ice cube made him experience the feared sensation. Still blindfolded he was turned around several times before he had to walk the gangplank which was pointing overboard before, not knowing that the crew repositioned it to a safer place.



After all **Neptune**, captain **Verschoor** and the whole crew unanimously concluded that **Anton** bravely withstood all tests and thus would make a great seaman. After receiving his official certificate **Anton** could take a shower while the captain and his crew started celebrating another tradition: A huge BBQ on the open deck. It was also a great joy for

second mate **Andrey** and third mate **Mervin** who convincingly played their role as rulers of the Equatorial-underwater world. The next day first engineer **Frank** received the joyful message that he would be a granddad for the very first time. Never a dull moment at sea! Still six days to go to our next destination Papeete. **To be continued .....**

## Ns Siberia is prepared for scrapping



The nuclear-powered icebreaker **Siberia** has been fully prepared for scrapping, all radioactive waste and nuclear fuel has been removed from the ship, its bottom sealed, Bellona, an environmental organization reports. The next ships to be scrapped - the decommissioned icebreaker **Arktika**, the mother ship **Lotta**, the **Lepse** and **Volodarsky** ships.

An earlier report said the **Siberia** has been scheduled to be scrapped in 2011. But, apparently, the recycling will begin after 2015, the organization said.

The current Russian program ensuring nuclear and radiation safety provides for the project of scrapping of decommissioned icebreakers and service ships, as well as building the necessary infrastructure worth 500 million rubles. **Source : PortNews**



The newbuilding French Passengerliner **LE BOREAL** seen in Honfleur  
**Photo : Philippe Pierre BREBANT – [www.apmmlehavre.eg2.fr](http://www.apmmlehavre.eg2.fr) (c)**

## Floating NPP to be set afloat

The world's first floating nuclear power plant was set afloat on Wednesday. The plant will be operational in the Russian Arctic by the end of 2012. The solemn ceremony marking the launching of the plant took place at the Baltic shipyard in St. Petersburg on Wednesday June 30, reports the press office of Russia's State nuclear Agency Rosatom.

After put on sea, the floating nuclear power plant, named **Akademik Lomonosov**, will be completed and undergo different stages of testing before it will sail to the north during the autumn 2012.



The construction of Russia's first floating nuclear power plant started at the Sevmash yard in Severodvinsk in April 2007, but in August 2008 Rosatom transferred the assignment to the Baltiiskii Yard in Sankt Petersburg. Before Christmas last year BarentsObserver reported that transferring the construction from Severodvinsk to St. Petersburg did not bring progress to the project. Last year, Rosatom and Russia's Far Eastern Republic of Yakutia signed an agreement for implementing investments to build four floating nuclear power plants for use in the northern coastal areas of the Siberian Republic.

After completion at the Baltic shipyard in St. Petersburg, the plant will be towed out of the Baltic Sea and all the way along the coast of Norway before sailing into the Arctic waters to their ports in Yakutia.

When the plants need maintenance and change its highly radioactive spent nuclear, normally after 4-5 years, it will be towed back to Murmansk or Arkhangelsk regions. Today, spent fuel can be transferred either at a naval yard on the Kola Peninsula or in Severodvinsk, but it could take place at the civilian Atomflot base, outskirts Murmansk. From Atomflot, spent nuclear fuel is shipped by train to the Mayak reprocessing plant in the South-Urals. **Source :** BarentsObserver



The **ARAL SEA** seen ready to depart from South Queensferry (Scotland) - **Photo : Ronald de Bloeme (c)**



### VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000  
(+31) 105015440 (a.o.h.)  
Fax : (+31)105013843

Internet & E-mail

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



## Marad issues Gulf of Guinea warning

The U.S. Maritime Administration has issued an advisory on high risk waters of the Gulf of Guinea.

It says that armed groups that operate in the region have carried out attacks on vessels with automatic weapons. Attackers have taken the master and other crewmembers off the vessel and demanded a ransom in exchange for their safe return. Vessels operating in close proximity of the oil platforms in Nigerian waters stand greater risk from armed attacks. Robbers armed with knives have boarded vessels in these waters and have robbed crew and ship equipment. Most events occur close to shore or at anchorages. Armed robbers come onboard looking for valuables and equipment they can steal.

U.S.-flag operators with ships in these high risk waters should transit with extreme caution and vigilance and must comply with U.S. Coast Guard Marsec directive 104-6 (rev. 3) and accordingly, should conduct a pre-voyage risk assessment and incorporate appropriate protective measures into their vessel security plan. **Source : MarineLog**



The **CMA CGM ANDROMEDA** seen approaching Zeebrugge

**Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©**

## **Scrapping of older vessels could be the antidote to shipping industry's demise**

The negative territory in which the dry bulk market has entered lately has a lot of interpretations, but one thing's for certain. Demand at the moment isn't enough to sustain the global fleet, with similar patterns observed in other market segments as well, like the tanker market. According to a special monthly report by Golden Destiny, a Piraeus-based shipbroking and service providing company, during May, a total of 100 demolition agreements were reported. They included an aggregate of 2.188.415 tons, which was 20.5% higher than the previous month. Still, as the report notes, tankers and liners held the biggest share of the demolition market in terms of volume of transactions, as tankers represented 20% of the market and liners an additional 29%. By contrast, just 12 dry bulk carriers were scrapped in May, totaling just 546,896 tons. During the same month of last year, the numbers were almost double with 24 vessels sold for scrap, bearing a capacity of 1,152,203 tons.

This development, coupled with seasonal cargo trends and an increase of newbuilding deliveries come to explain the recent downfall of the industry's benchmark, the Baltic Dry Index, which has fallen below the 2,500 point mark, when by the end of May it had surpassed 4,200 points. Of course, as Golden Destiny points out, in May 2009, the demolition activity was standing at almost similar levels in terms of number of transactions, with 104 vessels sold to scrap yards. Even so, "the total deadweight scrapped was almost one million tons more equaling to a total deadweight of 3.334.666 tons. Bulk carriers and containers were in the first rankings with bulk carriers holding 23% of the demolition market and containers 20%. In the other sectors, Reefer, Ro-Ro/Pax and Special projects, the demolition activity has been kept at almost steady to positive levels with no signs of significant falls" the report said.

Accumulatively from the beginning of 2010 and until the end of May, 427 vessels were reported to have been headed to the scrap yards equaling to a total deadweight of 13.088.459 tons with tankers and liners being in the front holding



30.2% and 23.6% of the demolition market respectively in terms of number of transactions. During the same five months of 2009 the equivalent numbers were 408 vessels with a total deadweight of 12.608.740 tons with bulk carriers holding 32.3%, liners 24%, containers 15.4% and tankers only 10.7% of the demolition market in terms of number of transactions. "At the end of May 2008 just 91 vessels reported for scrap since the beginning of the year equaling to a total deadweight of 3.011.126 tons with only one vessel reported for scrap in the bulk carrier sector as the BDI was standing at 11,440 points. Bulk carrier's demolition activity reached record levels during the first five months of 2009 when 132 vessels reported for scrap of 5.871.760 tons total deadweight" Golden Destiny's report says. Of course, various developments have also affected the demolition market. For example, the Bangladeshi shipbreaking industry has entered a period of crisis, with scrapping at Chittagong, one of the world's busiest sites, to be at a virtual standstill after the decision of High Court to close down the import of ships containing hazardous material for recycling. The result was a three week strike causing the entirely shut down of the Bangladesh market with scrap rates dropping to their lowest levels since the beginning of the year. According to Golden Destiny, "demo countries are offering 310-\$350/ltd for dry and \$350-\$400/ltd for wet cargo with India being the only market offering the highest demo prices while China's dreadfully low levels remain far beyond interest. The scrap rates of May 2010 despite their fall are holding firm in comparison with the levels of 2009 when demo countries were offering \$220-\$240/ltd for dry and \$250-\$275/ltd for wet cargo with Bangladesh market showing sings of weakness and India with Pakistan offering expectations of increases in demo prices. However, scrap levels are far below from the highs of May 2008 when India, Bangladesh and Pakistan were offering 610-\$650/ltd for dry and \$670-\$725/ltd for wet cargo, while China's low offering demo prices \$370/ltd for dry and \$425/ltd for wet cargo remind today's demo prices" concluded the report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

**SVITZER OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [oceantowage.sales@svitzer.com](mailto:oceantowage.sales@svitzer.com)  
www : [www.svitzer-coess.com](http://www.svitzer-coess.com)

## Asian Container Shipping Giants Look For Profits

Despite meeting much opposition the members of the Transpacific Stabilization Agreement have seemingly resolved to stick by their guns when renegotiation rates for shipping containers on the Asia to US routes, a policy which we are told, is now reaping rewards. Clearly the horrific position in which many of the container lines found themselves needed to be addressed to improve what was for many of them a potentially disastrous situation. Earlier this month we told how Korean based Hanjin Shipping improved its stock position and now Nippon Yusen Kaisha, NYK Line, Japan's largest box carrier by some calculations, say they too are looking to up their annual profit forecast as, seemingly, they had chosen to ignore excess revenues due from incidental peak season rate increases. NYK also have shed any excess capacity and say they are now running their full fleet on the container routes once more; a useful indicator as to the state of the market will be how many vessels are mothballed again after the seasonal hike in movements.

Peering into the abyss seems to have added new backbone to all the major carriers, it has taken a large slice of economic reality to persuade the major players that tariff concessions to their main customers can be a short cut to disaster when TEU numbers drop away. Now we hear that Mitsui OSK (MOL) and Kawasaki Kisen Kaisha (K Line) are

both likely to produce better than forecast returns on their next published figures as container freight tonnages continue a slow but steady rise from last years disastrous numbers. TSA members say they moved over 1.25 million forty foot equivalent boxes (FEU) in the first quarter of 2010, up 13% year on year and unofficial statistics point to almost doubling the percentage increase last month. When the rate increases are taken into account it shows how the container lines are clawing their way back from what was a very tricky situation for all of them.

Source: Handy Shipping Guide

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**



## **NAVY NEWS**



Inbound on the Clyde this week with a Police launch escort was the cable ship **USNS ZEUS**.

**Photo: Tommy Bryceland, SCOTLAND (c)**

## **Navy ship in drugs find**



**HMS Manchester** has helped seize more than £1.5m of cannabis from Caribbean drug smugglers. Arriving on the island of Montserrat for a three-day courtesy call, the warship aided local police in arresting five men and recovering their illegal cargo.

The suspects were spotted by a Lynx helicopter which was conducting aerial reconnaissance around the island.

Launching a boat to intercept the suspects, personnel on board **HMS Manchester** spotted 12 bales which had been landed on to a nearby beach. The bales were found to contain 770lbs of the drug. **HMS Manchester's** commanding officer, Rex Cox, said: 'I'm delighted that cooperation between the Royal Montserrat Police and **HMS Manchester** has resulted in the seizure of a significant quantity of narcotics.' **Source : Portsmouth.co.uk**

## SHIPYARD NEWS

**Maritime**  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- per work field
- easy & fast
- apply any time

[www.maritimejobs4u.com](http://www.maritimejobs4u.com)



[www.maritimejobs4u.com](http://www.maritimejobs4u.com)

## Incat Crowther designs mega FSV

Incat Crowther is assisting Gulf Craft, Patterson, La. with the design of a 225 ft LOA aluminum monohull DP-2 fast supply vessel.



The vessel will be operated by Gulf Offshore Logistics LLC, which in January announced plans to build an additional eight deepwater offshore support vessels - four large DP-2 fast supply vessels at Gulf Craft and four 300 ft class DP2 diesel electric platform supply vessels from Thoma-Sea Builders LLC in Lockport, La.

Incat Crowther's offices in the U.S. and Australia will be supporting Gulf

Craft with an extensive design package. This includes hull form optimization, U.S. tonnage compliance, full structural design with finite element analysis, as well as systems design including electrical and piping, and stability analysis. Incat Crowther will also provide consulting services to assist Gulf Craft's production staff with the procurement and integration of various vendor-supplied systems.

Gulf Craft has had significant input into the design of the vessel, including the development of the outboard profile and general arrangement, and also the specification, selection and arrangement of the vessel's equipment.

The design provides a 4,380 square feet (407 sq.m) cargo deck - set to be the largest ever on a Fast Supply Vessel. The deck is nearly 150 feet long and is designed to carry 500 long tons of deck cargo.

Forward of the cargo deck is the two-deck superstructure. On the upper deck is the wheelhouse, featuring both a forward control station and an aft-facing DP station with 360-degree visibility. Gulf Offshore Logistics places a high value on operational safety, and this has been taken into account with the layout of the upper deck.

The main deck cabin features 84 business class seats, a toilet and luggage bins, as well as stairs down to the crew accommodations below decks. These feature a spacious galley and mess area, laundry and toilet facilities and berths for 8 crew members. Forward of the crew accommodations is the thruster room, housing 3 Thrustmaster TT200ML tunnel thrusters. Aft of the crew accommodations are the ship's tank spaces, including fuel and water for both the ship's operation and cargo.

The vessel has capacity for 51,320 gallons (194 000 liters) of cargo fuel oil, and 66,290 gallons (251,000 liters) of cargo fresh water. The combination of this liquid cargo with the deck cargo gives the vessel a maximum deadweight of nearly 600 long tons. An electrical room is situated amidships, with three Caterpillar C9 gensets and the vessel's main switchboard.

The vessel will be powered by 4 Caterpillar 3516C engines, each rated at 3004bhp @ 1800rpm. Each engine will drive a Hamilton HT-900 water jet, giving the vessel a top speed in excess of 35 knots, and a service speed of 25 knots while carrying 250 long tons of deadweight. Delivery is set for 2012.

#### PRINCIPAL DIMENSIONS

Length Overall 225 ft/ 68.58 m  
Length Waterline 200 ft 4 in/ 61.06 m  
Beam Overall 36 ft/ 10.97 m  
Draft (Hull) 6 ft 10 in/ 2.08 m  
Depth 14 ft 2 in/ 4.32 m  
Construction Marine grade aluminum

Source : **MarineLog**

## **S. Korean shipyards win world's largest new ship orders**

South Korean shipbuilders clinched the largest amount of new ship orders placed in the world in the first four months of this year thanks to a rise in demand from European shipping lines, the government said Tuesday. The finance ministry said the combined orders won by local shipbuilders, such as Hyundai Heavy Industries Co., Samsung Heavy Industries Co. and Daewoo Shipbuilding & Marine Engineering Co., reached 2.40 million compensated gross tons (CGT) in the January-April period, or 43.6 percent of 5.50 million CGT placed worldwide. This is the largest won by a single country and 500,000 CGT more than runner-up China that secured 1.90 million CGT, or 34.5 percent of the total in the cited period. Japan and European countries also won 200,000 CGT worth of ships.

"The reason why South Korea has been able to reclaim its No. 1 standing from China is due to drops in orders by Chinese shipping companies that signed contracts for new ships with Chinese yards last year," the ministry said. It added that there was a sharp rise in orders from European shipping lines that favor South Korean ships. The latest report also showed that while total shipbuilding volume has dropped 23.7 percent on-year for local yards in the first quarter, exports only declined 6.4 percent because the country has been able to ship out value-added vessels such as drill ships. It said that because of the backlog in orders, the country should continue to do well in exports, although there may be an overall drop in demand for container ships and liquefied natural gas carriers.

Source: **TradingMarkets**





Above seen the **SEA SUCCESS** in drydock at Xixiakou after a collision with the 178.000DWT Bulker '**Bright Century**' which sunk after the collision.

Photo : Ad van Schalkwijk – Xixiakou ©

## Sinopacific signs \$1b deal with French firm

**Sinopacific Shipbuilding Group Co Ltd** is hoping to achieve leadership in the domestic shipbuilding sector against the backdrop of a sluggish world economy. Ningbo, Zhejiang-based Sinopacific over the weekend signed a contract worth \$1 billion with French offshore oil and gas marine services provider Bourbon Group to build **62 offshore supply vessels** over the next few years. The deal is the largest new order for a single Chinese shipbuilder since the global financial crisis broke out in September 2008, dragging down the market performance of Chinese shipbuilders. Analysts say the deal will further consolidate Sinopacific's market position as the world's largest marine engineering vessel builder, and will provide stimulus for its future development. Sinopacific also announced that it had signed a deal with the Export-Import Bank of China (China Exim Bank) with the latter providing a \$400 million loan to improve its bottomline. "Sinopacific, launched in 2003 through the purchase of two shipbuilding businesses in Zhejiang, is aiming to achieve a transformation into an equipment and technology-intensive marine vessel shipbuilder to achieve better performance in China's labor-intensive shipbuilding sector," Liang Xiaolei, chairman of Sinopacific Shipbuilding Group, told China Daily. He added that his company, which had so far delivered 100 vessels for Bourbon, will continue to provide comprehensive shipbuilding services through technology upgrades and scientific management, and exert its expertise in vessel design.

## DMS KINGFISHER AT PANDANG YARD



The Pushbunker 3511 **DMS KINGFISHER** is built in 2009 and with an average bollard pull of 69 ton is the **DMS Kingfisher** the strongest vessel built by **Damen Shipyards Hardinxveld**, the pushbunker is shaving a length of 35.08 mtr and a beam 11.60 mtr, and is powered by 2 Caterpillar main engines with a



total output of 4895 HP (3650 kW) which are driving a fixed pitch propeller in a Optima nozzle with diameter of 2700mm, on deck the vessel is equipped with a Heila 38-080-3S remote controlled crane and a 30 ton towing waterfall winch (10m/min) for a 750 mtr long for 48 mm wire. **Photo's : Piet Sinke ©**

## KOTC, DSME ink shipbuilding contracts for 2 Aframax tankers

Within the framework of the ambitious efforts of Kuwait Oil Tanker Company (KOTC) to modernise its fleet, while still in the process of construction of four (4) very Large Crude Carriers (VLCC), KOTC has embarked on accomplishing the



Phase II of the New Building Project by further addition of two (2) Aframax size petroleum product Tankers. Kuwait Oil Tanker Company (KOTC) and Daewoo Shipbuilding and Marine Engineering (DSME) are (June 28, 2010) signing the Shipbuilding Contracts for the construction of two (2) Aframax size Petroleum Product Tankers (LR-2). Under these contracts, DSME will design, construct and deliver two (2) Aframax size Petroleum Product Tankers (each 110,000 tons deadweight) to KOTC. The contracted price of each of the new Aframax Tanker is \$71,960,000 per vessel and both two (2) vessels will be delivered to KOTC during the year 2012.

The chronological events pertaining to this contract are as follows:

- Floating to Tender -- September 03, 2009
- Receiving of Bids -- December 13, 2009
- Tender Evaluation completed -- June 06, 2010
- Signing of Letter of Intent (LOI) -- June 13, 2010
- Signing of Shipbuilding Contract -- June 28, 2010

In the present age of environmental awareness, ports worldwide require high standard double hull tankers, and in order to be amongst the leading oil tanker companies, Kuwait Oil Tanker Company faces a real challenge. This New Building Project is part of the ongoing plan of KOTC fleet phase out, modernization and replacement of the ageing single hull tankers with modern double hull tankers. This also constitutes a part of the strategic tonnage requirement of Kuwait Petroleum Corporation for the State of Kuwait in the present age of environmental awareness, the ports worldwide require high standard double hull tankers, and in order to be amongst the leading oil tanker companies, Kuwait Oil Tanker Company faces a real challenge. Previously KOTC has enjoyed the distinction of being one of the top ranking tanker owners/operators in the world. KOTC's Management now has the mission and vision to bring back the elite distinction and enjoy the reputation to be amongst the leading tanker owners/operators in the world.

**Kuwait Oil Tanker Company** has already demonstrated high standard during the construction of the new vessels, which was proven by two of KOTC tankers constructed during phase '1' being chosen as best ships of the year internationally. We sincerely hope that our coming new ships will be equally superior as the previously delivered vessels.

The acquisitions of these new vessels will not only lower the average age of KOTC fleet but will also increase the overall efficiency and competitiveness of our fleet in the international market and provide strategic cover to the State of Kuwait. It is also intended to enhance the financial earnings of KOTC. Given the major capital investment this project represents, the contracts are being awarded to DSME only after a series of thorough and stringent commercial and technical evaluation process through an international biddings competition. The tender has been executed in line with tender procedures of the state of Kuwait, through the CTC.

The main objectives of KOTC Fleet New Building Project Phase II are as follow:

- To maintain strategic tonnage cover for the State of Kuwait/KPC
- To provide quality, safe and efficient oil transportation service to KPC
- To counter replace 'aged' and single hull tonnage with modern double hull vessels.
- To maintain the strategic fleet strength.
- To retain KOTC's standing in the industry and uphold its reputation.
- To seek commercial gains due to high freight market.
- To maintain and enhance employment / career opportunities for Kuwaiti nationals.

Remain competitive, uphold and enhance company reputation in the highly competitive and rapidly expanding oil tanker market.

The management of the present project is being undertaken by KOTC in a methodical manner. The project has been carefully planned and being executed transparently and systematically with the involvement of various Groups, Committees and third party Consultants. Strictly in compliance with the tender procedures of the State of Kuwait through the CTC. Every task / process of the project is being carried out as per approved procedures, being endorsed and approved through the relevant hierarchy of Committees. KOTC is also planning further enhancement of the fleet

which will consist of nine (9) tankers, with four (4) medium range product carriers, four (4) very large crude carriers and one (1) more Aframax size petroleum product carriers. **Source: Arab Times**



The **BOURBON ENTERPRISE** seen departing from Rotterdam – **Photo : R & F van der Hoek / Lekko ©**

Jacques de Chateauvieux, chairman and CEO of **Bourbon**, said Sinopacific is more than a mere shipbuilder, but has the capacity to provide vessel designs that meet Bourbon's specific needs. "Such comprehensive integrated shipbuilding capacity enables Sinopacific to produce vessels that meet our strict quality standards, which is vital for us," he said. Sinopacific last year delivered a total of 60 vessels, with overall sales volume topping \$2 billion, becoming the leader among China's private shipbuilders. It said that marine vessel delivery from the company is expected to reach 75 this year, a big jump from 2009. The company, which employs over 22,000 people, is also awaiting approval from the Chinese securities watchdog to float shares on the A-share market in Shanghai. China is beginning to see a recovery with contracted new vessels orders reaching 19.64 million deadweight tons from January to May this year, almost 17 times the same period last year, the Ministry of Industry and Information Technology said earlier. **Source: China Daily**

## **ROUTE, PORTS & SERVICES**

### **September completion date for first phase of Sri Lanka's Oluvil Port**

The first phase of the Oluvil Port project in Sri Lanka, comprising a commercial and fisheries harbour, will be completed in September, according to a spokesman for the Sri Lanka Ports Authority (SLPA). He said work on the building in the commercial and fisheries harbour areas and the internal and access road are in progress. Construction work on sheet piling and the quay wall at the fisheries harbour have been completed and yard filling is in progress.

Sheet piling, construction of the quay wall, land development work and yard filling in the commercial harbour area is also progressing rapidly. Land and marine dredging work on the fisheries and commercial harbours, construction of the southern and northern breakwaters and internal groyne and beach improvements in the northern side are also in progress.

The commercial harbour with shore facilities will cater to general cargo vessels that will supply the current needs of the region, including coastal passenger transport, with provision for expansion into a bigger harbour in the future. The fisheries harbour will cater to the needs of the current and projected fishing activities and its shore-based services and industries. **Source : Dredging News Online**



# Seamanship

Whatever the ship. Wherever delivered.





[www.redwise.com](http://www.redwise.com)

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered

  
**Redwise**  
GLOBAL SHIP DELIVERY & CREWING  
[info@redwise.nl](mailto:info@redwise.nl)



The **DE ZHOU** seen off Willemstad (Curacao)

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

## DP World postpones London listing

DP World, the world's fourth-largest container terminal operator, postponed the dual listing of its shares on the London Stock Exchange, citing delays in merging two local stock exchanges in its home market in Dubai.

"The board has decided to postpone the listing until an acceptable system that supports the dual listing is available," the company said in a statement. DP World said in January it planned to list in London to boost liquidity and "address continued disappointment" with its valuation on the Dubai market.

The company said it hoped to list in London, via sterling depositary interests, as soon as the second quarter of 2010. A planned merger of Nasdaq Dubai, where DP World is listed, with the Dubai Financial Market has reportedly run into technical problems. DP World, which is majority-owned by Dubai World, the financially troubled state-affiliated holding company, will wait until the two markets have aligned their trading systems before it lists in London. The next opportunity for a London listing will be after the publication of its 2010 audited results next March. DP World opted to list its stock in London after it failed to sell a stake to a regional private equity company, reported to be Abraaj Capital. The company is said to have offered around \$1.5 billion for 15 percent of DP World's equity. Dubai World raised approximately \$5 billion in 2007 when it sold 20 percent of DP World in what was the biggest initial public offering in the Middle East at the time.

Dubai World, which retains a 77 percent stake in DP World, is attempting to restructure \$23.5 billion in debt. DP World, one of Dubai World's most profitable assets, is not included in the group's restructuring plan.

Dubai World's planned sale of Inchcape Shipping Services was blown off course last week amid reports prospective buyers pulled out of bidding after learning of a U.S. Department of Justice investigation of the marine services company that is valued at around \$800 million. **Source: joc.com**



The **DUKE OF NORMANDY** seen outward from Rotterdam – **Photo : Jacco van Nieuwenhuyzen (c)**

## **New marine containers costs jump 27%, nearly hitting its record level**

Year-to-date cost of new marine containers has increased by 27% over the end of 2009 and almost reached the maximum value recorded in 1991, the Journal of Commerce reports.

Now a 20-foot container costs some \$2,750 vs \$2,000 in 2009, Alphaliner analytical agency said.

Despite the soaring prices, the demand will outstrip container supply in the peak season, the analysts said. Global production of containers may total this year about 1.5-2 million TEUs compared to 4.2 million TEUs in the peak of 2007. It is assumed that the world's largest manufacturers of containers - China International Marine Containers and Singapore's Singamas Container Holdings Limited are expected to supply 1.35 million TEUs. The companies' enterprises are able to produce 3.5 million TEUs this year.

Maersk Line, a largest maritime container operator organizes its own box production due to the anticipated shortfall. However, the company has already acquired 50,000 FEUs and resumed its container ships' operations on Asia services.

Ocean container shipping from Asia to Europe grew by 23% over the straight five months of 2010 compared to the same period in 2009. Year-to-date, the number of containers transported on these routes has increased by 85,000 TEUs. **Source : PortNews**



# DISA

DISA MARITIME BVBA

Ketelaarstraat 5c  
B2340 Beerse  
Belgium  
T: +32(0)14 62 04 11  
F: +32(0)14 61 16 88

VCA\*\* ISO 9001  
BUREAU VERITAS  
Certification

[www.disamaritime.com](http://www.disamaritime.com)

SUBSEA
CIVIL CONSTRUCTION
ENGINEERING



Providing worldwide underwater solutions

## Globus Maritime Ltd Announces the Delivery of the 2010-Built Kamsarmax Dry Bulk Carrier "Jin Star"

Globus Maritime Ltd, a global shipping transportation company that owns and operates dry bulk carriers, announces that it took delivery from an unaffiliated third party of the bulk carrier "**Jin Star**", a 79,800 DWT Kamsarmax Bulk Carrier built in 2010 by Jiangsu Eastern Heavy Industry Co. in China, which it had previously agreed to acquire as announced on June 23, 2010. The vessel will fly the flag of Panama, and will continue her deployment under a bareboat charter for a period of 5 years (plus 1 year at Bareboat Charterers' option plus another year at Globus' option) to a Far Eastern shipping entity. The vessel acquisition was financed with a new bank facility that the Company agreed with Deutsche Schiffsbank AG, and cash balances.

Globus' fleet today comprises of a total of five modern dry bulk carriers with a total carrying capacity of 319,952 dwt and a weighted average age of just 3.4 years, well below the industry average. Globus is a global provider of seaborne transportation services for dry bulk cargoes, including among others iron ore, coal, grain, cement, and fertilizers, along worldwide shipping routes. Currently, Globus owns one panamax, one Kamsarmax, and three supramax vessels, with a weighted average age of 3.4 years (as at June 30, 2010) and a total carrying capacity of 319,952 DWT. Globus is listed on the AIM of the London Stock Exchange under ticker GLBS. Jefferies International Limited is acting as nominated adviser and broker to the Company. **Source: Globus Maritime**

## China Shipping-Jumbo Heavy Lift Co. Ltd. opens new office in Beijing, China



China Shipping-Jumbo Heavy Lift Co. Ltd., a joint venture between Jumbo Shipping and China Shipping, has opened a Representative Office in Beijing, China. Together with its office in Shanghai, which was set up in 2002 Jumbo aims to further strengthen its position in the Chinese project and heavy lift market. Mr. Simon Jiang, with more than 10 years of experience as Chartering and Sales Manager in worldwide shipping, has been appointed Branch Manager. The opening ceremony was attended by more than fifty guests. Michael Kahn, Jumbo Shipping's CEO, described Jumbo's history and philosophy and expressed his confidence in building long-

term relationships with existing and new Chinese clients.



Mr. Kong Jun, Managing Director of China Shipping-Jumbo Heavy Lift Co. Ltd and head of the Shanghai Office, introduced the new structure of the joint venture company and the Beijing office. Mr. Jiang, the new Beijing Branch Manager, expressed his thanks to the guests, several of whom gave him tremendous support in the past. After this, Mr. Kahn performed the official opening act in the traditional Chinese way by beating a Gong for future prosperity and good business.

The CS-JHL joint venture draws on the expertise of both China Shipping, with its excellent (inter)national network, and Jumbo Shipping, with its rich experience in Heavy Lift transport. CS-JHL offers transport solutions for overseas Heavy Lift and project cargo and aims for the highest standards in safety and reliability. Jumbo Shipping is world market leader in the transport of oversized and heavyweight cargo. Jumbo owns and operates a fleet of 12 + 2 (DP2) dedicated Heavy Lift Vessels, with lifting capacities of up to 1,800 tonnes. Jumbo considers safety as an integral part of its activities, even going beyond government QHSE-regulations. By continuously implementing the Stay Well program, Jumbo brings the highest standards of safety and quality into every single Heavy Lift project. Source: Jumbo Shipping **Source: Jumbo Shipping**



The **VICTOIRE** seen Otago harbour – **Photo : Ross Walker (c)**

## **LNG Ltd gets nod to start dredging**

LNG Limited has received dredging approval for their liquefied natural gas (LNG) project at Fisherman's Landing.

The Department of Environment and Resource Management has provided approval for the Stage 1 shipping channel dredging associated with the company's Gladstone LNG Project.

LNG Ltd managing director Maurice Brand said the approval completes all major marine and Gladstone Port conditions.

"Our development team has done a superb job in concluding this scope of the project, which allows us to immediately proceed to final investment decision and recommencement of construction, as soon as it has secured gas supply and LNG off-take arrangements with a credible LNG buyer." The Fisherman's Landing project is currently on hold due to the takeover of prospective buyer Arrow Energy by Shell and PetroChina for \$3.5 billion earlier this year.

The dredging includes widening the Targinie Channel and widening and deepening the Fisherman's Landing Wharf No. 5 berth pocket and turning basin, to accommodate LNG vessels up to 152,000cu m capacity.

Gladstone environmental campaigner Paul Tooker said the EIS process is fast becoming a farce. "The proposed Western Basin dredging spoil dump is the cheap option that will reduce marine habitat and harbour amenity for Gladstone," he said. **Source : GladstoneObserver**

**LOC** London Offshore Consultants  
Marine & Engineering Consultants

**Dynamic Positioning Consultancy**  
**FMEA Studies & Trials**

Services offered by LOC:  
Aberdeen : [aberdeen@loc-group.com](mailto:aberdeen@loc-group.com) Tel: +44 1224630200  
Houston : [houston@loc-group.com](mailto:houston@loc-group.com) Tel: +1 281 9877400  
Singapore : [singapore@loc-group.com](mailto:singapore@loc-group.com) Tel: +65 62249200  
[www.loc-group.com](http://www.loc-group.com)



## New chairman unveils plans for KoPT

The new chairman of the Kolkata Port Trust, M L Meena, on Monday unveiled a number of plans for the port in a meeting held at the Bengal Club. Those who attended the meeting included deputy chairman of the KoPT, Ajay Ranade and the chairman of the Confederation of Indian Industries, West Bengal State Council, R K Agarwal.

Upgradation of the dredging quality of the Kolkata Port navigation channels is one of the top priorities of the Port authorities, said Meena. He further said, "Only three of the five dredging machines sent by the Dredging Corporation of India work properly. We will try to fix certain parameters for dredging standards or dredger's quality."

Besides, currently, the dredged soil which is kept very close to the river is washed away by the river water. In a bid to get rid of this problem, three spots at Sagar, Auckland and Rasulpur will be converted as dredging disposal zones, said Meena. He added that the Kolkata Port already has adequate land for the project in those areas and there was no need to acquire any other land. **Source : IndianExpress**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY ....



The **SVANEN** seen working at the Sheringham Windfarm project  
Photo : Ballast Nedam (c)