

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 190



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**The Belgian frigate F 931 LOUISE MARIE seen moored at the Zeebrugge Naval Base yesterday, It served before in the Netherlands Royal Navy as the HNLMS Willem van der Zaan (F 829). The HNLMS Willem van der Zaan was rechristened as the F931 Louise-Marie on 8 April 2008 in Antwerp by Her Majesty Queen Paola of Belgium.
Photo : Piet Sinke (c)**

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EVENTS, INCIDENTS & OPERATIONS



The **ship-hunters** team seen together at the Navy Days 2009 at the Zeebrugge navy base

Photo : Piet Sinke (c)

www.ship-hunters.be

Hapag-Lloyd seeking up to 1.75b euros in capital: sources

Hapag-Lloyd AG, Germany's largest container shipping line, is seeking as much as 1.75 billion euros (\$3.5 billion) in capital from lenders and shareholders including TUI AG, two people familiar with the matter said.

Hapag-Lloyd presented the figure at a meeting with stakeholders TUI and investor group Albert Ballin in Hamburg on Wednesday, said the people, who asked not to be named because the session was private. The actual amount may be less and a decision is due this month, one of the people said.

Hapag-Lloyd has announced shorter working hours to counter a slump in container shipping and freight rates, a result of an increase in the supply of new vessels and slowing world trade. AP Moeller-Maersk A/S, owner of the world's largest container shipper, said last month that cargo volumes may drop more than 10 per cent this year and show no growth in 2010 as the industry suffers a 'completely unprecedented' decline.

Travel company TUI owns 43.3 per cent of Hamburg-based Hapag-Lloyd, according to the shipping line's website.

The Albert Ballin investor group, which includes the Hamburg city government, German billionaire Klaus Michael Kuehne and MM Warburg & C, has a 56.7 per cent stake. Hamburg alone has a holding of about 23 per cent.

Shareholders are jointly examining how they can help Hapag-Lloyd, a TUI spokesman said in a telephone interview yesterday. He declined to comment on the amount of capital that is needed. Martin Wehrle, a spokesman for Albert Ballin, declined to comment.

German banks will be asked to provide a one billion-euro loan backed by the federal government, one of the people said. TUI would shoulder 325 million euros and Albert Ballin 425 million euros, the person said. Hamburg city, part of Albert Ballin, would pay 170 million euros, according to the person.

German consultant Roland Berger has been commissioned to work out a long-term financing plan for the shipping line. The proposal may be approved by the city-state's government by the end of August, according to the person.

'The Albert Ballin KG and TUI will present proposals about financing measures that are designed to ensure Hapag-Lloyd's long-term viability,' Hamburg Finance Senator Michael Freytag said in a statement e-mailed to Bloomberg News yesterday. **Source : Bloomberg**



The **FLINTERFURY** seen outward from Rotterdam
Photo : Henk van der Heijden (c)

European Commission looking for joint actions to tackle economic crisis

"The development of Short Sea Shipping is at the core of the European transport policy as it is a central part of Europe's future sustainable transport system. We need to develop a network of real Motorways of the Sea that link European regions as well as the EU to its neighbours. Today's meeting has been useful to understand the difficulties experienced by the sector and to think about possible solutions", said Commission Vice-President Antonio Tajani in charge of transport. Participants reviewed ongoing policy measures and agreed to analyse by 10/2009 a number of additional short-term support measures which should help the sector to emerge strengthened from the current crisis. Various types of incentives were identified, such as Promoting environmentally-performing vessels; Loan guarantees for risk mitigating measures for the start up of new services in new Short Sea Shipping Motorways of the Sea start; Encouraging investments for port developments and hinterland connections; Support of containerisation and of unaccompanied transport.

The Commission strongly supports Short Sea Shipping as an environmentally friendly and energy-efficient way to transport goods and passengers. Motorways of the Sea, based upon Short Sea Shipping, are a key initiative to address ever increasing transport by trucks on the EU's ever more congested motorways. It is a cheaper alternative to building new or extending existing motorways. It also helps improve the accessibility of remote regions of Europe and connect the EU with its neighbours. Furthermore, Vice-President Günter Verheugen will meet on 11.09.2009 in Bremerhaven (Germany) some high-level representatives from Member States and industry to discuss strategic shipbuilding matters. These coming discussions will take into consideration and further develop the industrial aspects of the meeting.

Source: European Union

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NOAA moves ahead on FSV 6

NOAA is moving right along with acquisition of FSV 6, an additional FSV 40 Fisheries Survey Vessel being funded through the Recovery Act. The solicitation has been posted on the FBO website and the most recent update is that NOAA will be holding a "ship check" for interested offerors July 21, 2009 aboard the NOAA Vessel **HENRY BIGELOW** at its homeport of Newport, RI. A brief conference will commence at 9AM to be followed by a guided tour of the vessel. Contact Contracting Officer Paul Reed at Paul.J.Reed@noaa.gov or 206-526-6034. no later than Close of Business July 16, 2009. If you wish to attend.

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The 40 day endurance fisheries survey vessel (FSV) **HENRY BIGELOW** is a constructed vessel similar to the FSV 6,

The first four FSV 40 vessels (FSV 1 through FSV 4) were all ordered at VT Halter Marine. The next vessel in the series is designated FSV 6 as FSV 5 will be a shallow draft survey vessel of a new design. **Source : MarineLog**

Global ship prices to stabilize in H2

Eworldship reported that Global ship prices presented a big decline in H1, however, the decline tended to slow down in Q2 under the situation, it's expected that there would be limited spaces for prices to go down in H2. Experts think trades of new ships has touched the floor and shipping businesses are hoped to rebound by inches, so ship prices are likely to stabilize or even edge up in H2.

According to Clarkson, the new ship price index dropped from 177 to 155 by end May down by 12.43%. In specific, oil tankers showed the smallest fall in prices. The MoM declines in new price index in oil tankers, bulk carriers and container carriers respectively posted at 13.12%, 17.16% and 29.20%. **Source: Eworldship**



The **ICE FLOWERS** seen laid up in the port of Den Helder
Photo : Nico Kemps ©

North Pole cruise

Sailing from Murmansk on Friday, the nuclear powered icebreaker **50 Years of Victory** will head to the North Pole with tourists in its cabins. The wealthy tourists who want to add their names to the list of adventurers who have made this ultimate journey to the top of the world, have to pay from USD 22.690 for the two weeks tour. However, a suite will cost you USD 33.390, and then the air ticket to Murmansk is not included.

Put into service last year, **50 Years of Victory**, is the world's largest icebreaker. The vessel has everything from saloon, lounge, saunas, gym, indoor pool, shop, elevators etc. Equipped with two nuclear reactors, the icebreaker will crash through ice meters thick with a force reminiscent of a 9.0 earthquake.

The Russian fleet of nuclear powered icebreakers, with Murmansk as their homeport, has offered tourist cruises to the North Pole since the early 90-ties. Russia is the only country in the world operating a fleet of civilian nuclear powered vessels. **Source : Barentsobserver**



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Cargo ship changes name after Sunshine Coast spill

The cargo ship behind one of Australia's worst environmental disasters has been given a new name. The **Pacific Adventurer**, now known as the **Pacific Mariner**, is taking cargo from New Zealand to the Middle East.

The ship, pounded by Cyclone Hamish, spilled 270 tonnes of fuel oil and 31 containers of ammonium nitrate into Moreton Bay in March. The oil washed up on Moreton Island beaches and along the Sunshine Coast. A spokesman for the ship's owners Swire Shipping said the renaming was a commercial decision.

"It was renamed the Pacific Mariner because it received worldwide negative publicity as a result of the accidental oil spill during Cyclone Hamish," the spokesman said. "It is not uncommon in the shipping industry to rename a ship when it goes into dry dock before subsequently being redeployed."

The Pacific Adventurer's captain at the time of the accident, Bernardino Santos, is due to reappear in a Brisbane court later this month charged with one count of discharging oil into Queensland waters. Company executives are due to hold talks with Premier Anna Bligh later this month over compensation.

The Swire spokesman said the company was awaiting the results of the talks with Ms Bligh, as well as transport safety investigations and an audit of compensation claims before it could put a figure on how much it would pay out.

"Usually there's a process to check all the claims before the insurance company, or whoever is going to pay, will pay," he said. "All the issues are still up in air. "But they have already agreed to pay beyond their insurance limit."

The insurance limit has been estimated at A\$14.5 million (\$18.2 million). Ms Bligh admitted at the weekend there was little the Government could do in terms of legal action to recover the full cost of the clean-up, estimated at A\$34 million.

But she said if there was any chance Queensland could recoup the money through the courts, such a claim would go ahead. The fishing industry is also considering legal action, claiming the spill affected consumer confidence and impacted on wholesalers and retailers. **Source : NZHerald**



A nice weekend picture today on the Clyde of the preserved coaster **KYLES** underway on her own power inbound for Glasgow. The Scottish Maritime museum usually have her as a static display on a riverside pontoon beside a Glasgow shopping mall and it is very rare for her to move from it.

Photo : Tommy Bryceland, SCOTLAND (c)

2 ships ending search for Air France black boxes; French submarine continues

Two ships using U.S. listening devices to search for the black boxes of Air France Flight 447 were ending their hunt Friday, an American commander said. A French nuclear submarine, however, will continue to look.

U.S. Air Force Col. Willie Berges, the Brazil-based commander of American military forces supporting the effort, said one ship towing a U.S. Navy listening device had already stopped searching.

"The last ship will be departing the search area today," Berges said. He didn't know what time the final ship would leave the search area. Flight 447 crashed into the Atlantic Ocean, more than 900 miles (1,450 kilometers) off Brazil's northeastern coast, on June 1. All 228 people aboard died. Investigators have said without the black boxes, it may be impossible to know with certainty what caused the crash.

Berges said the ships, which have been searching for the cockpit voice and flight data recorders since June 15, had "no success — nothing was tracked." The commander said a French nuclear submarine would continue trying to pick up emergency signals from the black boxes, but he didn't know for how long.

The black boxes are built to emit emergency "pings" for about 30 days, and then slowly fade away.

Two teams of American personnel were operating the U.S. Navy pinger locators that were towed by French-contracted ships. A French nuclear submarine is still scouring a search area with a radius of 50 miles (80 kilometers) in the area where the plane is thought to have crashed.

French investigators say 640 parts of the plane — including a nearly intact tail, an engine cover, uninflated life jackets, seats and kitchen items — have been plucked from the Atlantic Ocean, some of them huge pieces that had to be handled by cranes.

The debris was initially held in the Brazilian city of Recife, but the material is aboard a ship en route to France, where investigators will search for clues. French crash investigators last week issued a preliminary report into the crash, finding that problems with the plane's speed sensors were one of several factors in the crash. It said the plane hit the ocean intact and belly first at a high rate of speed. Experts have found no signs of an explosion or terrorist act.

Source : Star Tribune

High Court test for Ocean Crown salvage award

The second-highest salvage award ever published under Lloyd's Open Form is headed for the UK High Court, Lloyd's List has learned. Lloyd's appeal arbitrator John Reeder QC earlier this year increased the award for the salvage two years ago of the bulk carrier Ocean Crown and its cargo to \$40.7m, according to documents seen by Lloyd's List.

It is understood that this is exceeded only by an award — thought to be more than \$47m — for the salvage of the container ship APL Panama, which ran aground off the Mexican coast on Christmas Day 2005.

Lloyd's arbitration awards are generally kept confidential although recent controversial changes planned by Lloyd's for its salvage arbitration regime include making awards generally publishable.

The scrap over the Ocean Crown award and its scale is likely to add fuel to the heated debate over the overhaul of the 100-year-old LOF system, which salvors have alleged has been undertaken by Lloyd's at the prompting of hull insurers who want to curb payouts.

It is understood the appeal award has been challenged by property interests and a court date for the hearing has been scheduled for October this year.

The original LOF award of \$34.5m, published at the end of last year, was appealed purely on quantum by the contractors, Athens-based Five Oceans Salvage Consultants. The recourse to the High Court is based on specific legal and technical arguments rather than simply a matter of amount.

Experts say that more LOF salvage awards have been taken all the way to the high court recently as the cases become more adversarial. The 52,347 dwt supramax ran aground off the southern coast of Chile in August 2007 while carrying about 50,000 tonnes of copper concentrates to ports in India.

The vessel was refloated early in the operation but sustained substantial bottom damage and the service included substantial repairs, as well as discharging the cargo to two handysize vessels for dispatch to India.

Reasons given for the appeal award included the high size of the salvaged fund after calculating the value of ship and cargo to \$166m and the high out-of-pocket expenses incurred by the salvor, which ran to \$18m plus significant costs for financing the operation.

According to the appeal arbitrator, the three-month services included a raft of salvage skills and the services were "entirely successful", benefiting the ship and cargo owners. It was found that the salvors had countered a short-term risk of flooding of one of the holds and consequent loss of a valuable cargo, and the longer-term risk that the ship would become unsalvageable altogether.

A number of critics of Lloyd's changes to the arbitration system have alleged that unseating Mr Reeder, as well as one or more of the present first instance Lloyd's arbitrators, is among the aims of insurers who have lobbied Lloyd's for change.

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First vessels of TSR-2009 come to St. Petersburg

First vessels participating in The Tall Ships Races Baltic 2009 (TSR-2009) have come to St. Petersburg. As PortNews IAA learnt from TSR organization committee, they have moored at Lieutenant Shmidt and Angliyskaya embankments. The majority of vessels are to arrive in St. Petersburg at night from July 10 to July 11.

Opening of TSR St. Petersburg leg will be held on July 11. At 13:00 St. Petersburg Governor Valentina Matvienko and Nikolai Asaul, Head of St. Petersburg Committee for Transit Transport Policy, will greet the participants from the stage placed at Lieutenant Shmidt embankment in front of Block No 15. Upon the completion of the official part an entertainment program will start for the guests and the citizens. The sailing ships moored at Angliyskaya embankments will be available for visitors.

On Sunday, July 12, the winners of the first leg will be awarded at the tip of the Vasiljevsky Island. RF PrimeMinister Vladimir Putin will participate. As it was reported earlier, 127 vessels including 24 A-class sailing ships will gather in St. Petersburg within the framework of TSR-2009

CASUALTY REPORTING



Vessel rams city pier

The Philippine Ports Authority and the Aboitiz Shipping are determining the extent of the damage from the ramming of a **Super Ferry 5** vessel into Pier I of the Dumaguete City Port, Wednesday night.

Initial investigations showed that the vessel loaded with cargoes and passengers bound for Dumaguete accidentally hit Pier I, while maneuvering to dock, due to a mechanical trouble. No one was injured. PPA port services division manager, Raul Mecerido, yesterday said they are conducting an underdeck survey and further investigation to determine the actual extent of damage.

The vessel sustained considerable damage in its bow portion which pierced through the pier. Mecerido said he cannot determine yet the amount of damage, but said it will run to millions of pesos. An underdeck survey is necessary to determine if there are cracks in its column, which will affect the worthiness of the pier.

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The chief mate said the machine developed mechanical trouble as soon as the boat captain ordered a full astern to counter the forward motion of the vessel. If not for the bow thruster which was working full blast, the ship would have headed to a head-on collision that will cause the complete destruction of the pier.

Passengers said the docking maneuver of the ship was so strong that when the command for full astern was issued, it was too late already. Mercedo said the shipping company had two options. These are for PPA to undertake the rehabilitation and for Aboitiz company to shoulder the expenses since they have the technical knowledge.

The port services division said it will take three to four days to repair the damage to the ship.

NAVY NEWS

Tweede Marinedag beter bezocht

De tweede dag van de Marinedagen heeft ruim 75 duizend bezoekers getrokken. Vrijdag trotseerden zo'n 21 duizend mensen het onstuimige weer om Den Helder te bezoeken. Vorig jaar togen in drie dagen 180 duizend bezoekers naar de jaarlijkse Marinedagen in Helder. Defensie telde toen zestigduizend hoofden op zaterdag.



Foto : Piet Sinke (c)

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

Belangstellenden kunnen rondlopen op marineschepen en onderzeeërs en in een kamp ervaren hoe het is om bij de marine te werken. Ook komen helikopters en snelle schepen in actie. Staatssecretaris van Defensie Jack de Vries (CDA) liet zaterdag zijn gezicht zien. Hij verwelkomde mariniers die van Maastricht naar Den Helder waren gekajakt. De actie leverde ruim vijfduizend euro op voor het Vrolijk-op-Fonds van het Emma Kinderziekenhuis van het AMC.

De gratis open dagen worden vandaag afgesloten. Ook voor de pendelbussen vanaf het station hoeft niet te worden betaald. **Bron : NOVUM**



Above seen the **HOS Silverstar** & **HOS Gemstone** two of the seven Submarine and Special Warfare Support Vessels that are part of the 25 ships in Military Sealift Command's Special Mission Ships Program escorting a Ohio Class nuclear submarine in the straits of Juan de Fuca (West bound) In the background Victoria shipyards (Canada)

Photo : Capt. Fred Eversen (c)

City may seek old Navy ship for artificial reef

With an eye on attracting fishers and divers, city leaders are exploring the idea of creating an artificial reef off Padre Island. The plan is still in its earliest stages, but would resurrect plans from four years ago to sink an old Navy ship.

When an old ship is sunk, plants and algae grow in the vessel and fish live there, establishing a good place for fishing and diving. When the city considered it before, the Navy had just released its first ship under its reef program and had no more available, City Intergovernmental Relations Director Rudy Garza said.

When city lobbyists asked Navy officials recently, they learned the Navy had four or five old ships that could be used to create artificial reefs. Knowing that a ship is available is the first step of many, Garza said.

The city would need to obtain permits from the U.S. Army Corps of Engineers, work with the Texas General Land Office and find funding to pay a shipyard to clean, tow and sink the old vessel. Key West, Fla., established a reef with a former Navy ship in 2006 at a cost of \$8.6 million, Garza said.

Negotiations on that project took about two years, Garza said, so any artificial reef for the Corpus Christi area would probably be three to five years away. How much the project would cost in Corpus Christi depends on how big of a ship the city gets, how far offshore the ship is placed and what kind of government grants subsidize the city's costs.

Before former Navy ships can be sunk, they are scrapped of hazardous material, a big part of the expense, Garza said.

Local dive instructor Dan Battles said a reef would boost diving in the area. Battles, who works at Ascuba Venture, 6121 S. Padre Island Drive, said tourists come in almost every weekend to dive. But here, their options are limited.

The nearest diving spots are about six miles offshore near oil rigs and ships 18 miles off the coast of Port Aransas are also popular, he said. If city officials decides to create an artificial reef, they'd also have to decide where to place it.

They'd want to keep it 7 to 9 miles offshore for optimal diving, Garza said. But it could be anywhere from Mustang Island to the Kleberg County line, Garza said. A Navy ship would have to be offshore, where water is deeper. The city could also explore placing smaller artificial reefs in Corpus Christi Bay, Garza said.

Texas has more than 50 artificial reefs along its coastline. The nearest reefs are off the coast of Port Aransas at Boatmen's Reef. That spot is 5 nautical miles offshore and has a sunken barge, two well heads and concrete culverts.

Garza said he expects to present information to the council in 6 to 12 months, after he talks to the Land Office and Corps of Engineers about necessary permits. "The most pressing issue is where the money will come from," he said.

Source : Caller Times

Ceremoniële binnenkomst stationsschip



Het enorme marineschip voer vanmorgen om negen uur de Annabaai binnen. Het komende halfjaar fungeert het bevoorradingsschip als stationsschip in de regio.

Foto : Kees Bustraan (c)

Het imposante bevoorradingsschip **Hr.Ms. Amsterdam**, het nieuwe stationsschip van de marine in het Caribisch gebied, passeerde vanochtend de havenhoofden van Willemstad. Dit gebeurde onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de gouverneur. Het saluut werd vanaf Fort Krommelijn beantwoord.

Naast aanwezigheid, bestaat de belangrijkste taak van het stationsschip uit het uitvoeren van drugsbestrijdingoperaties. Hiertoe wordt het schip ingezet voor zowel de marine als de kustwacht. Voor counterdrugzaken buiten de territoriale wateren, heeft de Amsterdam een 'Law Enforcement Detachment' (ledet) van de US Coast Guard aan boord.

De **Hr.Ms. Amsterdam (A 836)** is een zogenoemd Fast Combat Support Ship. Het schip kan eigen vlooteenheden en die van bondgenoten op volle zee voorzien van brandstof, smeermiddelen, levensmiddelen, kleding, munitie en reserveonderdelen. Het schip heeft de capaciteit om 6700 ton dieselolie, 1660 ton vliegtuigbrandstof en 500 ton goederen te vervoeren.

Het schip meet 166 meter, is 22 meter breed en heeft een diepgang van 8 meter en wordt voortgestuwd door twee dieselmotoren en bereikt hiermee een snelheid van 21 knopen. Qua bewapening beschikt het schip over .50 mitrailleurs, het Goalkeeper 30 mm-snelvuurkanon tegen luchtdoelen op korte afstand, een radarinterceptiesysteem en 'chaff' voor radarmisleiding. Het bevoorradingsschip is daarnaast uitgerust met een Westland Lynx-helikopter

Bron : Amigoe

Indian navy will be training in the Barents Sea

The Indian navy will use the refitted Russian aircraft-carrier **Admiral Gorshkov** for a year-long sea-trail in the Barents Sea slated for 2011-2012. Also, what is said to be the final price-tag for the takeover of the second-hand aircraft-carrier was agreed in New Delhi on Wednesday.



The aircraft-carrier is currently under reconstruction at the naval yard Sevmash in Severodvinsk. As reported by BarentsObserver.com last week, Russian president Dmitri Medvedev expressed major dissatisfaction with Sevmash' handling of the aircraft carrier when he visited the naval yard on the White Sea coast.

According to a 2004 agreement the refitted aircraft-carrier should be sold to the Indian navy for 617 million USD, far below what Sevmash today says will be the price-tag for the reconstruction of the old 44.000 tons warship.

To end the long – and what Russia's President Medvedev calls "the sole irritant" in Indo-Russian relations" - this week Russia and India come together in New Delhi for the final price negotiations. In what is said to be the firm and final price, India will pay around 2.2 billion USD to Sevmash, a top Indian official told The Times of India after Wednesday's negotiations.

Most of the trials will still be held in the Barents Sea, apart from training of Indian pilots for MiG-29K take-offs and landings from Russian carrier **Admiral Kuznetsov**, some of the training will also be conducted in Indian waters to cut costs, according to The Times of India. The newspaper writes that Indian defence minister A K Antony, told the Indian Parliament on Wednesday that "acceptance trials" for delivery of the aircraft-carrier to India are `expected to be completed in December 2012. Upon takeover from the Sevmash yard, **Admiral Gorshkov** will be renamed **INS Vikramaditya**. Source : Barentsobserver

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Lockheed Martin Team Lays Keel On Nation's Third Littoral Combat Ship, Fort Worth

A Lockheed Martin led industry team held a keel-laying ceremony at Marinette Marine's shipyard yesterday for **Fort Worth**, the U.S. Navy's third Littoral Combat Ship (LCS).

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The LCS is an agile warship designed to operate in the world's coastal waters and provide the Navy with fast, maneuverable and shallow-draft ships aimed at maximizing mission flexibility. In March 2009, the Navy awarded the Lockheed Martin team a fixed price incentive fee contract to construct Fort Worth, which will be delivered in 2012. The team's first LCS, **USS Freedom**, was commissioned in Milwaukee by the Navy in November 2008



Tug **Herkules** seen passing Harwich 8/7/09 outbound from Parkeston Quay for the Inner Gabbard Windfarm.
Photo : Derek Sands (c)

Cosco Shipbuilding Unit to Delay Bulker Deliveries

Cosco Corporation (Singapore), the shipbuilding unit of China's state-owned shipping line, announced on Friday that it has agreed to delay deliveries of eight dry bulk vessels at the request of two European ship owners. The Singapore-listed shipbuilding firm that owns shipyards in China will postpone deliveries of the bulk carriers until sometime between Jan. 3, 2011, and May 31, 2012, instead of between Sept. 30, 2010, and Aug. 31, 2011, as earlier planned. The rescheduling is not expected to have any material impact on fiscal 2009 earnings, Cosco said in its statement to the Singapore Stock Exchange. **Source: Journal of Commerce**

Shipbuilder Rongsheng says '09 profit to double

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Jiangsu Rongsheng Heavy Industries Co, China's biggest privately-owned shipbuilder, expects revenue and profit to double this year from last year, its president Chen Qiang said on Friday. Chen did not provide sales and profit figures for last year and would not comment on the progress of the shipbuilder's listing plans.

Rongsheng, backed by foreign funds including Goldman Sachs and U.S. fund D.E. Shaw, is seeking to tap capital markets via an initial public offering of up to \$2 billion to fund growth and compete with bigger state-owned rivals including Guangzhou Shipyard International Co

But investors have turned cautious about the sector as the global shipbuilding industry has been dealt a heavy blow by the economic downturn, with orders shrinking. China's new shipbuilding orders shrank 96 percent in the first five months this year to 1.18 million deadweight tonnes (dwt) from the same period last year, statistics from the Ministry of Industries and Information Technology showed. Chen said he expected demand for new oil tankers to pick up.

"The oil tanker sector is likely to be the first to recover because crude prices have risen and that should boost demand for tankers," Chen told Reuters in an interview after the company signed a \$484 million contract to build four ships for Oman Shipping Co.

But it could take another two years for the market for container ships to see any improvement, he said.

Rival Guangzhou Shipyard posted a near 50 percent drop in first-quarter net profit this year and called off a proposed \$445 million acquisition of a shipyard from its state-owned parent in March as its share price had slumped.

Beijing has announced plans to encourage qualified shipbuilders to list shares and issue bonds and has asked banks to step up trade financing for exports of ships to bolster the industry. **Source: Reuters**

Nevsky Shipbuilding-Shiprepair Plant launches seagoing dump deck barge "Volgo-Baltica"

On July the 8th 2009 a solemn ceremony of launching of a seagoing dump deck barge «Volgo-Baltica», cargo capacity 3600 tons, was held at «Nevsky Shipbuilding-Shiprepair Plant».

The main dimensions: Yard № 506 - sea-going dumb deck barge

Length between transoms, m - 102,3 m

Length on DWL, m - 100,0 m

Breadth moulded - 16, 5 m

Depth amidships - 4,2 m

Draught on DWL - 2,8 m

Class - K 1 III CП of Russian Maritime register of Shipping

It took 7 months to build the barge. The construction was finished in a due time as per the terms of construction established by the ship-building contract. The Customer - «North-Western Fleet» company.

The workers of the shipyard and Subcontract Companies, the management of «North-Western Shipping Company» («Nevsky Shipbuilding-Shiprepair Plant» is a part of the Holding Company) and the management of other Holding Companies involved into the ship operation (LLC «Volga-Neva», «Volgo-Baltic logistic company»), the Customer - «North-Western Fleet», the representatives of administration of Kirovsk Region of Leningrad Area and the town of Schliesselburg, the representatives of Russian maritime Register of Shipping (Baltic affiliate), mass media and citizens of the town took part in the celebratory ceremony devoted to this significant event.

Distinguished guests of the ceremony were invited to the tribune: a Member of Board of the Directors of the «North-Western Shipping Company» Vladimir Kasjanenko; Advisor of the managing director of «North-Western Shipping Company» (Principal of «North-Western Shipping Company» in 1990-1993, Director General of «North-Western Shipping Company» in 1993-1998), Evgeny Zubarev; Director General of «North-Western Fleet» Pavel Martynov; Director of «Nevsky Shipbuilding-Shiprepair Plant» (in 1972-1986) Evgeny Jashin.

In their speeches the participants of the solemn meeting congratulated the staff of the shipyard on successful completion of construction of the vessel, pointing out high quality of performance of works in target dates. Also there was a traditional wish - « Fair seas and a following wind!»

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According to the tradition the priest of Blagoveschensky cathedral Father Evgeny conducted the ceremony of Christening of the vessel. Bakunina T.E. became a godmother of the seagoing dump barge «Volgo-Baltica». According to old marine tradition a bottle of champagne was broken against the stern of the vessel. After Dmitry Tereshkov, Main Builder, had reported about the readiness of the vessel for launching, Alexander Konovalov, Director General of «Nevsky Shipbuilding-Shiprepair Plant», gave orders to start the launching of the barge.

The hull and vessel's systems are tested, and the vessel is being prepared for sea trials in Ladoga Lake. As soon as the sea trials are finished the vessel will be delivered to the Customer on the 10th of July.

Nevsky Shipbuilding-Shiprepair Plant LLC (NSSP) - one of the oldest enterprises of water transport in the northwest of Russia, is situated 40 km away from Saint Petersburg, in the place where the river Neva flows from Ladoga Lake, near the famous fortress Of Shliesselburg in the town with the same name. The activity Shipyard includes shipbuilding, ship repair and maintenance works. **Source: setcorp.ru**

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The **MSC Sardina** sailing from Port Chalmers just before sun set.

Photo : Ross Walker (c)

ITC ADDS TWO NEWLY BUILT 136 TBP AHTS VESSELS TO ITS FLEET

ITC has taken on long term bare boat charters, two November 2008 and May 2009 built AHTS vessels. which will come under full ITC control.

The 10,800 bhp, 136 tons bollard pull vessels will be handed over to ITC in August 2009. The vessels will be renamed in ITC tradition after 'ocean winds' and both units will carry ITC as first part of their names.

ITC CYCLONE and **ITC CHINOOK** are meeting today's high requirements of the offshore market. The vessels are DP-2 for excellent station keeping with two CPP's and two bow thrusters of 625 Kw. With a clear deck space of 570 cubm and liquid as well as dry bulk cargo capacities the vessels are ideally suited for rig and FPSO support. Both vessels have a FIFI-1 rating with 2400 cubm capacity. The vessels feature a comfortable accommodation for 50 men including its own crew of 15-18 men. Two MAK engines of totally 10,800 bhp result in a certified bollard pull of 136 tons.

A waterfall type double drum Bratvaag towing / anchor handling winch with capacities of 2000 mtr 76 mm wire, maximum pull of 300 mt and static break of 450 mt make the vessels suitable for deep water anchor handling as well as long distance deep sea towing.

The addition of two more offshore vessels underlines ITC strategy to diversify its activities more into offshore support, next to its traditional core business of deep sea ocean towage. It also confirms our confidence in the capability of today's offshore markets to return to previous levels.

Since adding **TEMPEST**, **TYPHOON**, **BOULDER**, **BLIZZARD** and **BLUSTER**, ITC offshore vessels have proven their versatility working in Far Eastern, African, Brazilian, Mediterranean and North Sea waters for blue chip clients like McDermott, Global Industries, Saipem, Heerema, SBM, Acergy, Maersk Oil & Gas, Gaz de France, Shell, Murphy Oil, Doris, Schenker, Vaalco and Noble Drilling.

ITC also remains active in shallow water general purpose assistance vessels, marine salvage, heavy lift transportation and ship management of ocean tugs and offshore vessels.

ITC is a Company within the Tschudi Group offering world wide transportation and logistic services.



CSD Ursa arrived on Bahamas in front of Atlantishotel in Nassau.

Photo : Ursa crew (c)

DNV classes deepwater circular rig

Det Norske Veritas reports that a new milestone has been reached in the offshore drilling industry. The first circular drilling rig prepared for drilling at a water depth of almost 4,200 metres was named at COSCO Shipyard Group's Qidong Shipyard on June 28.

A grand naming ceremony was held at the site to celebrate the successful completion of the **Sevan Driller**.

"The successful construction of the **Sevan Driller** is a milestone for the COSCO Shipyard Group. It is also a milestone for China in the offshore industry. Offshore newbuilding has been clearly recognized as one of the focus areas for the Chinese shipbuilding industry to develop in the years to come. By this naming ceremony, China has demonstrated its capability and expertise," says Jörg Beiler, the vice president and regional manager of DNV China.

The **Sevan Driller** is the world's first of its kind, with the most advanced deep-water drilling capabilities that allow it to drill wells of up to almost 13,500 metres (40,000 feet) in water depths of up to nearly 4,200 metres (12,500 feet) and an internal storage capacity of up to 150,000 barrels of oil.

The owner is Sevan Marine. The construction of this rig started at COSCO Nantong Shipyard in May 2007 and was relocated to COSCO's Qidong Shipyard in April for derrick erection and final commissioning activities. The rig is due for delivery in the third quarter of this year and will be deployed by Petrobras in the Santos Basin, off the Brazilian coastline.

DNV is the **Sevan Driller's** class society. "COSCO Shipyard has demonstrated its unswerving pursuit of technology and quality during the construction. The yard took two years to construct the world's first offshore unit. That's a significant achievement which shows to the offshore sector that Chinese shipyards can deliver a major offshore drilling rig on time and within budget," says DNV project manager Kevin Church.

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Both DNV Vice President and Regional Manager Jörg Beiler and DNV's project manager Kevin Church were present at the ceremony together with COSCO's President and CEO Captain Wei Jiafu and Arne Smedal, Sevan Marine's Chairman of the Board. **Sevan Driller** was named by the godmother Madam Feng Jiping, wife of Cosco Group President Captain Wei Jiafu. **Source : The Motorship**



The **MCP NICOSIA** seen enroute Rotterdam
Photo : Cornelia Klier (c)

3rd ship in a week to leave Va 'Ghost Fleet'

The U.S. Maritime Administration said Thursday it has sold the **Resolute** to Esco Ltd. of Brownsville, Texas, for recycling. The company paid \$90,726 for the container/breakup ship built in 1980.

It is expected to leave the James River off of Fort Eustis within 30 days. Earlier this week, the Maritime Administration announced disposal contracts for two ships in the reserve fleet. **Source : Examiner**

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Antwerp port sees no recovery before 2010

Antwerp port, Europe's second biggest, will see a recovery in cargo volumes at the beginning of 2010 at the earliest, its chief executive said on Wednesday. 'I cannot really see any signs that the slowdown is bottoming out. I would not expect a recovery before 2010,' chief executive Eddy Bruyninckx told Reuters in an interview.



The **port of Antwerp tug 22** seen assisting the **NORDSTRENGTH** out of the Antwerp Locks yesterday
Photo : Piet Sinke (c)

Antwerp had a turnover of about 190 million tonnes last year, but that figure is expected to drop by about 15 per cent to around 160 million tonnes this year, Mr Bruyninckx said, with some improvement seen in the second half.

'In the seventies volumes stagnated for almost 10 years. I think they will climb back faster now. Nobody can say how long it will take though,' Mr Bruyninckx said. Coal and ore were the worst hit, down 40-50 per cent from last year, initially because of large stockpiles built up. Steel, paper and pulp were down some 30 per cent and traffic in containers - carrying a diverse range of goods from scrap to hi-fi equipment - had dropped by 17 per cent. Antwerp, which has won market share in tank storage, also has 5.4 million square metres of covered warehousing to hold goods such as coffee and tobacco and treat goods such as steel.

Mr Bruyninckx was confident that this gave Belgian port, which contributes 10.4 per cent of the gross domestic product of the Dutch-speaking region of Flanders, an edge over rival Rotterdam. Rotterdam, which occupies the No 1 spot in Europe, had a turnover of around 400 million tonnes in 2008. Mr Bruyninckx said Antwerp's chief challenge was to deepen the Schelde river in the Netherlands, which is subject to political negotiations. Other priorities include improving rail and road links. Together with the Flemish government, the port will invest some 94 million euros (\$191.3 million) in a second sluice costing 625 million euros. Work is due to start in 2010.

Mr Bruyninckx said the port would need to take a close look at the market once growth returned. 'It cannot be excluded that a few global trade routes will no longer be the same,' Mr Bruyninckx said. A further trend towards shifting manufacturing to the Middle East and east Asia would impact the port. 'A result of that could be that we further develop distribution activities here,' he said.



The **TOR NERINGA** (ex **Tor Norvegia**; ex **Balduin**) seen in 's-Gravendeel (river Dordtse Kil).
Photo : Cees de Bijl (c)

Metrostar to sell capesize duo for \$144 million

Six months after the cancellation of an order for 10 dry bulk ships, Theodoros P. Angelopoulos' Metrostar will sell 2 tankers currently build at Hyundai's shipyards. But, as was expected the price set will be lower than the price they had been contracted. The 160,000 dwt bulkers had been ordered near the peak of the market, about two years ago, for a price of \$160 million or \$80 million each. Now, market sources indicated that the selling price has been set at \$144 million, although the identity of the buyer hasn't yet been confirmed. Still, the price is pretty elevated compared to current modern capesize tonnage. The reason is that the first of these ships is expected to be delivered on October, while the second one is scheduled for January of 2010.

If the deal is finalized, it will be the first in recent years, where Metrostar will actually book losses over such contract resale. The company had developed an expertise in ordering and selling entire fleets before they actually hit the water. Of course, these contract resales were done with hefty premiums, since their value had been increased in the meantime (i.e. from the time they were contracted to the time they were sold), not to mention the fact that the buyer would be able to take delivery of them in much shorter time than if he had ordered them.

Such was the case for the sale of nine capesize bulk carriers from Metrostar in 2007, when they fetched \$1.1 billion from Genco Shipping of Peter Georgiopoulos. Similar deals were also concluded with Eagle Bulk for kamsarmax bulkers, while earlier Metrostar had sold VLCCs. But, as the market shifted away from constant rallying and ship values dropped, the ability to book gains from new building contract resales also faded. As a result Metrostar is forced to make the best of it.

Maybe this prompted the mogul's company to cancel the delivery of 10 handysize dry bulk carriers, contracted with Jinse Shipyards of South Korea, as part of a 16-ship order. Officially, the reason was that the shipyard had violated part of the agreement. Out of the remaining six ships, two were actually sold to Marvel, a Turkish shipping company, while the final four will be delivered as planned during the second half of this year. Metrostar's investment programme also includes the building of seven more dry bulk carriers, all in Korean shipyards. The downturn of the shipping industry hasn't left without consequences the onshore activities of the Angelopoulos family. His wife Yianna Angelopoulos decided last month to close down the media group she had set up back in 2006, whose flagship included the nationwide newspaper of "Eleftheros Tipos", a popular title with decades of history, she had bought three years ago. Together with the newspaper she shut operations to the paper's affiliated website, as well as the Athens radio station of City FM. The reason for that were the constant losses the media business recorded, losses that the businesswoman couldn't afford to sustain any more. **Source : Nikos Roussanoglou, Hellenic Shipping News**

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The **NEPTUN MARINER** seen outward bound from Rotterdam
Photo : Kees Torn (c)

Russian Maritime Register: NS Burgas launched

The 156,000 dwt tanker under construction to the RS class launched in China. The tanker is under the final stage of the construction and is to run sea-trials. **NS Burgas** is the first of the four Suezmax tankers under construction for JSC Novoship at Jiangsu Rongsheng Heavy Industries shipyard.

RS performs classification and survey of modern large-capacity tankers including Arctic double-acting tankers. Vast experience in surveying sophisticated technical projects and unchangeably high requirements to the quality of the services rendered enable RS to provide safety of navigation and protection of environment through safety and risk assessment and to undertake risk minimization measures. **Source: Russia Maritime Register**

Hamburg Sud: Service rationalisation between North East Asia - Brisbane/New Zealand

In view of the deteriorating market situation, Hamburg Süd (together with Hapag-Lloyd as slot charterer), COSCON and ICS (MOL and NYK with Maersk Line as slot charterer) have decided to reduce their capacities in the service between North East Asia, Brisbane and New Zealand with immediate effect.

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To this end, Hamburg Süd's Asia - Australia/New Zealand Service (ANZL) and the COSCON/ICS consortium's service will be combined to create a weekly fixed day service providing expanded port coverage in Asia and New Zealand. The new service has the following port rotation: Auckland – New Plymouth – Nelson (fortnightly) – Wellington (fortnightly) – Lyttelton – Napier – Tauranga – Tokio – Kobe – Busan – Shanghai – Yantian – Hong Kong – Brisbane – Auckland.

Service to and from Brisbane will be offered exclusively by Hamburg Süd.

The new service will see the deployment of six modern 3,000 to 3,500 TEU vessels (nominal). Of these, Hamburg Süd and COSCON will each provide two, while MOL and NYK will be contributing one each. To take account of customer demand for more reefer capacity - especially from New Zealand to North East Asia - all six vessels feature 500 reefer plugs. Additionally, the partners of the new consortium have committed to a peak-season extra-loader programme which will ensure that all refrigerated trade volumes will be adequately accommodated. This extra loader programme will complement the regular weekly product and provide a service between New Zealand and the important North East Asian reefer markets. More information on the extra-loader programme will be made available in the near future.

Source: Hamburg Sud

Chile's CSAV raises new equity



The **CSAV RIO LONTUE** seen in Antwerp

Photo : Piet Sinke (c)

above photo can also be seen in high resolution in the photo album at my website www.maasmondmaritime.com or via the direct link <http://www.flickr.com/photos/33438735@N08/show/>

Chilean carrier CSAV said it has raised \$145 million of new capital, most of it in the form of new equity from existing shareholders. This was higher than its original target of \$130 million. It said the recapitalization is part of a plan to raise \$710 million in new capital. The financially strapped container line plans to raise another US\$220 of fresh capital through a second financing effort. It has to succeed in both fundraising efforts in order to fulfill its agreement with German charter shipowners to mitigate the company's charter rates in return for an equity stake in the company. The Chilean line is selling off its nearly 27 percent stake in port services company Agunsa through an auction, and is considering a similar divestiture of its 13 percent stake in CCNI, another Chilean shipping line. Source: joc.com



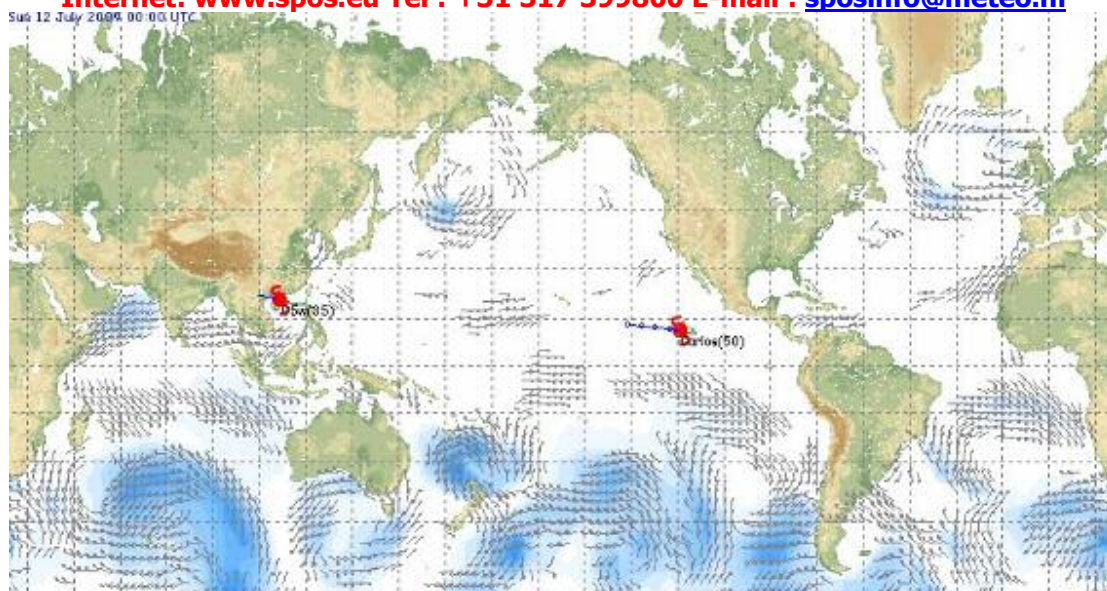
The **WILSON TYNE** seen in Aberdeen - Photo : Iain Forsyth (c)

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The newbuilding **DUTCH POWER** seen during trials
Photo : Frans Sanderse ©

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