

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 234



**Number 234 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 22-08-2010**

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



**steelwire & synthetic ropes  
lifting, hoisting & towing equipment**

 **endenburg**

**Visit address :** Nijverheidstraat 4-6 2802 AL GOUDA The Netherlands  
**Mail address :** P.O. Box 252 2800 AG GOUDA The Netherlands

**T** +31 [0]182 51 55 44 **F** +31 [0]182 51 79 00  
**E** [info@endenburg.com](mailto:info@endenburg.com) **I** [www.endenburg.com](http://www.endenburg.com)



**"Meester" Ed seen observing the "traffic jam" in the Amsterdam IJ-harbour last Friday evening the SAIL 2010 parade**

**Photo : Piet Sinke (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**



**Global leader in ocean towage**

[www.fairmount.nl](http://www.fairmount.nl)    Hofpoort 16th Floor, Hofplein 20    phone + 31 10 240 25 00  
3032 AC Rotterdam • The Netherlands    fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)    **Fairmount**  
marine

## **DNV teams up to assist tanker owners with ship to ship (STS) Operations Plans**

Oil tankers involved in the ship to ship transfer (STS) of oil cargo will need to have an approved STS Operations Plan on board as from the first survey after 2011-01-01. DNV is ready to assist in developing such plans as well as to approve them on behalf of flag administrations. Resolution MEPC.186(59), adopted at MEPC 59, contains a new Chapter 8 of MARPOL Annex I on the prevention of pollution during the transfer of oil cargo between oil tankers at sea which is applicable to oil tankers of 150 GT and above engaged in STS operations. Bunker operations and oil transfer operations associated with fixed or floating platforms are excluded. As from the date of the first annual, intermediate or renewal survey of the ship

Under MARPOL Annex I on or after 1 January 2011, affected oil tankers involved In STS operations will need to carry on board an approved STS Operations Plan Describing how STS operations are to be conducted.

The STS Operations Plan is to be developed taking into account the information Contained in the IMO's "Manual on Oil Pollution, Section 1, Prevention" as Amended, and the ICS and OCIMF "Ship to Ship Transfer Guide, Petroleum, fourth Edition, 2005."

In order to assist tanker owners in developing STS Operations Plans, DNV has Produced a model of such a plan. Follow these steps to prepare a plan and have it

### **Approved:**

Fill out the model STS Operations Plan with ship-specific details and particulars, and update the model to properly reflect company management system procedures.

Plan to your local DNV office/DNV customer service manager for approval. (STS Operations Plans should if possible be sent for approval electronically)

A revised IOPP Certificate will be issued to clearly reflect that the oil tanker has an approved STS Operations Plan.

DNV Technical Advisory has developed a set of consultancy services to assist tanker owners in preparing, developing and implementing STS Operations Plans. **Source: DNV**



## ANOTHER DAY AT AMSTERDAM SAIL 2010



A lot of people are watching the **SAIL 2010** from the water, everything what is floating is called a boat and is participating in the que of the parade into the IJ-Harbour, the center of the activities



Left : Ko van Dijk (Shipdock) seen onboard the **MYNIA S**



Right : Shippingnews contributor **Arie van Zomeren** and family enjoying the **SAIL 2010**

Photo's : **Piet Sinke (c)**



## Baltic index at 2-month high, cargo activity grows

Capesize, panamax markets stays strong. Fleet growth set to temper gains this year. The Baltic Exchange's main sea freight index .BADI, which tracks rates to ship dry commodities, was at its highest in two months on Friday with grains and iron ore activity bolstering sentiment. The index, which gauges the cost of shipping commodities including iron ore, cement, grain, coal and fertiliser, rose 4.24 percent, or 112 points, to 2,756 points in a 12th session of gains and was at its highest since June 17. Brokers said chartering activity had been driven by Chinese iron ore imports from Australia and Brazil on capesizes after Karnataka, India's second-largest ore producing state, banned exports from 10 of its ports last month.

"Dry bulk freight rates for all four vessel classes found support this week on the strength of a moderate volume of spot chartering activity, robust period chartering activity and moderate levels of global port congestion," said Jeffrey Landsberg, senior analyst with Commodore Research. "Capesize freight rates continue to be supported by a large amount of capesize fixtures chartered to export iron ore from Brazil and Australia." The Baltic's capesize index .BACI rose 6.39 percent, with average capesize earnings rising to \$34,913 a day and was at its highest since June 16. Capesizes typically haul 150,000-tonne cargoes such as iron ore and coal. The Baltic's main index has been erratic this year, similar to 2009, because of swings in Chinese demand for iron ore, the primary ingredient of steel. The Baltic's panamax index .BPNI rose 1.91 percent with average daily earnings rising to \$24,830. The Baltic's supramax index rose 2.06 percent.

Brokers said grain cargo activity in the Atlantic market, helped by Russia's grain export ban, was boosting panamax rates. "Grain traders have been keen to take cover for four to six months in particular, a sign of the positive outlook," broker Braemar Seascope said. Commodore's Landsberg said 15 vessels were chartered to export mainly grains cargoes from the U.S. Gulf in recent days, rising from a four-week average of seven vessels. "The wheat export bans and quotas in the former Soviet Union have resulted in a larger than normal amount of vessels being chartered to ship grain from the U.S. Gulf," he said. More broadly, industry concerns about the pace of global economic recovery may hit shipping, given that about 90 percent of the world's traded goods by volume are transported by sea.

Analysts said freight rates also were expected to be dampened this year due to the pace at which new ships are set to enter the market in 2010 and 2011, despite indications of some vessel cancellations and delays. "As the months progress ... an ever increasing supply of new vessels is likely to put great pressure on overall freight rates," Landsberg said. Brokerage ICICIdirect said over the longer term, it expected the main index to remain within a range of 500 to 1,000 points. "The upside appears to be capped by a huge supply of vessels expected to join the global fleet in the next two years." **Source: Reuters**

### Piracy problem?

Need training or advice?  
Need (armed) security guards?  
Need security vessel?

**CALL**



**SECURITY**

### Piracy solution!

[www.mastermindsecurity.nl](http://www.mastermindsecurity.nl)  
[ferry@mastermindsecurity.nl](mailto:ferry@mastermindsecurity.nl)  
**Ferry van de Wal**  
**+31 (0) 76 54 22868**





The (former) lifeboat **KONINGIN JULIANA**, now part of the **HAVENMUSEUM** fleet seen participating in **SAIL 2010**  
Photo : Piet Sinke (c)

## Japan tells ships to be more vigilant in Hormuz Strait

The Japanese transport ministry has issued an advisory to Japanese ships transiting the Strait of Hormuz to be more alert, a source familiar with the issue said on Friday. The ministry issued an advisory to the shipping industry to be "sufficiently alert" when passing through the Strait, especially calling for vigilance at night regarding movements of small ships, the source told Reuters. The strategic waterway is the gateway to the oil-producing Gulf and handles 40 percent of the world's seaborne oil. The ministry has called on the industry to strengthen its own security measures, the source said. The move follows a similar advisory issued by the United States earlier this month after a Japanese tanker operated by Mitsui O.S.K. Lines was damaged near the waterway by an apparent explosion in late July. The source said the cause of the damage was not yet known. **Source: Reuters**



Wagenborg's **JAN VAN GENT** seen at the Berendrecht locks (Antwerp) - Photo : Daniëlla Vermeer (c)



The buoy tender **TERSCHELLING** seen installing several navigation buoys for the SAIL 2010 event  
Photo : Willem Kruit (c)

## OIL SPILL FROM GROUNDED SHIP IN LAKSHADWEEP PREVENTED

Timely action by the Indian Navy and Indian Coast Guard prevented several tonnes of oil from spilling from a grounded ship off the Lakshadweep Islands and posing a hazard to their fragile environment, officials said here Thursday. **MV Nand Aparajita**, anchored off the Kavaratti coast, drifted and grounded during stormy weather last Sunday evening (Aug 15). The vessel drifted towards the shore and tilted, with some water seepage into the ship's engine room. The ship crew could not prevent the grounding due to an engine failure and Coast Guard vessel Kavaratti was alerted. The grounded vessel's crew also informed that the ship had around 24 kilolitres (24 tonnes) of high speed diesel fuel on board.

The local police and Coast Guard managed to rescue the 15 member crew Monday afternoon before operations were launched to minimise the threat of a possible oil spill. Officials of the local administration, the navy and the Coast Guard chalked out a plan to de-fuel the ship immediately as it could also hit the functioning of the de-salination plant which provide drinking water to the entire population of Kavaratti island. Accordingly, a decision was taken to transfer the fuel from the grounded vessel to the shore with the help of the Indian Navy and Coast Guard.

The de-fuelling operation started Wednesday evening and was completed early Thursday by transferring 18.5 tonnes of fuel from the grounded ship to shore. The 18-year old general cargo carrier is owned by Essar Logistics Ltd.

The successful operation came barely 12 days after a collision between two ships near Mumbai barbour (Aug 7) resulted in hundreds of tonnes of oil spilt in the Arabian Sea off Mumbai and the Konkan coast, besides other pollutants.



The **DUNKERQUE SEAWAYS** seen "partly" in her new DFDS colours  
Photo : P. , M. & Ph. van Luik - [www.shipsofterneuzen.nl](http://www.shipsofterneuzen.nl) (c)

## **NEW ZEALAND TO PROBE INTO SUNKEN S KOREAN SHIP**

The sinking of fishing vessel **Oyang 70** will be investigated by New Zealand officials despite the fact that the vessel was registered in South Korea and sank in international waters.

New Zealand Transport Accident Investigation Commission (TAIC) spokesman Peter Northcote told the New Zealand Press Association ( NZPA) on Thursday that it is not unusual to investigate accidents involving foreign-registered vessels in international waters.

Northcote confirmed on Thursday that New Zealand is prepared to pay for the investigation to be launched. "We take responsibility for the investigations we conduct, and people pick up their own costs in that sense," he said. "The fact is vessels get into trouble all over the world, and a lot of the sea is not actually within someone's 12 mile limit," he said.

The 82-meter long vessel sank Wednesday morning about 700 km southeast of New Zealand southern city of Dunedin, putting it well outside the 12 nautical mile limit in which the ship would be New Zealand's responsibility to investigate.

It is likely that South Korean investigators will also aid with inquiries into the **Oyang 70** sinking. Forty-five out of the 51 crew members have been rescued. Source : [english.people.com](http://english.people.com)

## **Maersk logs its second best half-year result ever**



A.P. Møller-Mærsk is back on track, and has presented its second best half-year result ever. The net profit was USD 2.5 billion in the first six months of 2010, compared to a loss in the first half of 2009. The result surprised the market. The result is due to increased volumes in world trade as well as improved rates for container transport.



The **ELLY MAERSK** seen at Maas pilot station outward bound – **Photo : Rik van Marle (c)**

Revenue amounted to USD 27.3 billion, up 20 per cent compared to the corresponding period last year. Revenue per segment/division: Container traffic USD 12.4 billion, APM Terminals USD 2.1 billion, tanker and offshore USD 2.8 billion, oil and gas USD 5 billion, retail USD 5 billion and other business areas USD 607 million. The result includes a profit of USD 551 million on the sale of ships and rigs, up 597 per cent from 2009. The pre-tax profit was USD 4.8 billion. A. P. Møller-Mærsk expects the full-year result to be around USD 4 billion. **Source : ShipGaz**

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

## **Mærsk transfers 700,000 DWT to Danish flag**

A P Møller-Mærsk has made a major contribution to the Danish International Shipsregister, DIS, through the transfer of 23 vessels with a total of 691,252 DWT to the registry in August. The ships in question are eleven container vessels



and twelve offshore vessels from Maersk Supply Service. "The transfer of the twelve ships is the first step in our plan of switching the majority of tonnage to Danish flag", says Carsten Plougmann Andersen, CEO of Maersk Supply.

The twelve supply ships were earlier British flagged and registered on Isle of Man. The anchorhandler Maersk Retriever, built in 1979, is one of the vessels. It is also the oldest vessel in the Maersk Supply fleet. The container vessels were earlier either British flagged or registered in Holland. The earlier Dutch flagged ships are the 101,550 DWT-units **Maersk Salalah**, **Maersk Savannah** and **Maersk Stepnica**. Among the other ships are the 52,400 DWT B-class units **Maersk Baltimore**, **Maersk Bentoville**, **Maersk Brooklyn** and **Maersk Boston**. Source : Shipgaz



## **NAVY NEWS**

### **Submarines pass tests to carry out all tasks**

It is all systems go for the Royal Malaysian Navy's two submarines. The **KD Tunku Abdul Rahman** and **KD Tun Razak** are ready for what they were built to do - conduct operations to safeguard the nation's maritime borders. This was the assurance given by RMN chief Admiral Tan Sri Abdul Aziz Jaafar yesterday.

Even though the second Scorpene, the **KD Tun Razak**, is still undergoing tropical sea trials, both it and its sister ship can act in any way the navy sees fit. Again dismissing claims by detractors that the **KD Tunku Abdul Rahman** could not dive, Aziz told the New Straits Times the fault had been fixed and the vessel could now travel underwater.

In fact, he said, the nation's first submarine had also undergone a test firing of an Exocet SS39, a below-sea-to-surface missile. He said the test had been conducted at 10.15am on July 26 in the South China Sea. The missile was from a depth of 55m and successfully hit a 40m-long target 40km away.

Aziz said a missile fired from such depth would make it difficult for anti-submarine warfare ships to launch counter measure actions against submarines. "The test firing was proof of RMN's readiness and the submarine's capability to launch an attack from below the sea surface," he said.

To further strengthen his point that the submarines were ready for operations at any time, he said while other countries took delivery of their vessels by cargo ship, the RMN Scorpene's had sailed on their own power, manned by their own crews. Being fully confident in the abilities of the submarine crews and calling them "brilliant chaps", Aziz said safety was uppermost on everyone's mind and they could not endanger the lives of the crew by taking rash actions.

"The glitches like the sub not being able to dive was detected when it was under trial while within the warranty period and they have been fixed and I like to urge the people outside not to politicise the matter. "The submarine programme will bring multiple benefits to the country including boosting defence, promote greater exploitation of undersea resources, develop human capital, expand local maritime and defence industry in technology transfer on acoustic and undersea exploration.

"At the same time it would also help boost the country's credibility in becoming a developed nation while owning submarines would also inspire the younger generation to join the elite team," he said. **Source : AsiaOne**



**USS TAYLOR** seen departing from Rotterdam – **Photo : Michel Kodde (c)**

**Worldwide liquid cargo services 24 hours per day, 365 days per year!**



**MariFlex Pump Services B.V.**

**Professionals in liquid cargo handling**

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45  
www.mariflex.net info@mariflex.net

## **Russia increases diesel submarine production**

While most Western navies have been fielding nuclear-powered submarines since the 1960s, diesel-powered models have after significant upgrades become significant naval vessels.

The U.S. shut down its diesel submarine assembly lines in the 1960s since the U.S. Navy went nuclear, but other nations have retained the capacity to construct diesel submarines. Russia's Admiralteiskiye Verfi shipyard has laid down the keel of a Project 636.3 diesel-powered submarine (Kilo class), intended for the Black Sea Fleet, ITAR-Tass reported Friday. The NATO designation for the class is "Kilo."

Admiralteiskiye Verfi's Director General Vladimir Alekhsandrov told journalists that the new Project 636 vessel has a low noise signature and a highly automated propulsion system married to significant missile and torpedo armaments. The Project 636, crewed by 52 submariners, has an underwater speed of 20 knots, a cruising range at a conservative deployment of 400 miles with the ability to patrol for 45 days.

Specialists at the Rubin design bureau introduced modifications to a number of systems and equipment to adjust the vessel for operating in the Black Sea's unique conditions. Russian Navy chief Adm. Vladimir Vysotskii said the Russian Black Sea Fleet would eventually be equipped with three Project 636.3 diesel-electric submarines.

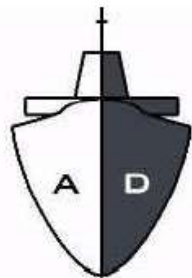
Admiralteiskiye Verfi is the direct descendant of a shipyard founded in St. Petersburg in 1704 by Czar Peter the Great. Since then it has constructed more than 2,500 warships, submarines, merchantmen and research vessels.

Besides domestic consumption, Russia's armaments export agency Rosoboronekhsport believes Project 636 has great export potential. In a June news release Rosoboronekhsport noted, "Russia's export potential in this market sector is very high thanks to Project 636 and Amur-1650 class submarines equipped with the Club-S integrated missile systems." The Project 636 Kilo-class submarine has been specifically designed for anti-shipping and anti-submarine operations in relatively shallow waters, where the longer endurance of nuclear-powered boats is a less significant factor. Rosoboronekhsport has already built Kilo-class submarines for India, China and Iran and projects sales of up to 40 fourth-generation diesel-electric submarines to foreign customers. In April Admiralteiskiye Verfi confirmed that it will build six Kilo-class diesel-electric submarines for Vietnam in a deal estimated to be worth \$1.8 billion.

Naval equipment now constitutes about 10 percent of Rosoboronekhsport's export portfolio, now estimated to be about \$30 billion annually, second only to U.S. weaponry exports. At the International Naval Show-2009 in St. Petersburg Rosoboronekhsport delegation head Oleg Azizov stated, "By 2010, the share of naval equipment in Russia's arms exports will reach 15 percent, and by 2011 it will total 20 percent." Source : UPI

## **SHIPYARD NEWS**

### **ANGLO DUTCH SHIPBROKERS bvba**



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## **Shipbuilder posts profit**

The shipping company which is closing its manufacturing plant in southern Tasmania has posted an after tax profit of \$37 million. In May, the Western Australian company Austal announced it was closing its Margate factory, resulting in 100 job losses Austal says its \$37 million profit comes from significant increases in revenue from its US operations and expanding after-sales service business which offset a reduction in revenue from its Australian ship-building operations. the company posted a \$9 million profit last year. **Source: ABC News**



## ROUTE, PORTS & SERVICES



**TENDERSERVICE MAASMOND**

De maritime dienstverlener voor het Rotterdamse haven- en ankergebied

- De "koeriersdienst" over water
- Goederen/personen snel op plaats van bestemming.
- Flexibele dienstverlening 24/7.
- Specialist in tenderdienstverlening.
- Thuis in het vaargebied, 40 mijl rondom Hoek van Holland.
- Gecertificeerde vaartuigen met bevoegde bemanning.
- Gunstige tarieven.

Tenderservice Maasmond B.V.  
Drijver 63  
3144 GD Maassluis  
Tel: 0623171715  
info@tenderservice.maasmond.nl  
www.tenderservice.maasmond.nl

## Rosyth-Zeebrugge ferry to stop carrying passengers

THE operators of the Scotland-Belgium ferry link announced that the service will become freight-only, spelling an end to passenger travel between the countries. The service, which runs between Rosyth in Fife and Zeebrugge, Belgium, has taken tourists across the North Sea since 2002, and is the only direct ferry route between Scotland and continental Europe.

Superfast operated the route until 2008, when the company decided to axe the service due to reduced demand.

The Scottish Government were keen to encourage a new company to step in, and in May last year Norfolkline began a thrice-weekly overnight service. But today DFDS, Norfolkline's parent company, announced that the ferry link would stop carrying passengers from December:

"DFDS Seaways is to increase sailings from each port from three departures a week to four and will now operate two ships on the route, allowing freight capacity on the service to be dramatically improved. "However, the route will no longer operate as a combined passenger and freight service."

The company said that the route had failed to meet its financial targets and that, despite good summer bookings, the passenger numbers were not sufficient to continue the service. Andreas Teschl, Vice President of the DFDS Group, said: "We are aware that the ferry service has provided an important link between Scotland and the continent so it is a matter of deep regret that we have had to take the decision to no longer operate passenger services on the Rosyth to Zeebrugge route in the future.

"We know this decision will be disappointing to many people and we would like to thank all those who have supported us, particularly the Scottish Government, the travel and transport industry, as well as those passengers who have used the service and will continue to use the service until the end of the year.

"We can guarantee that the service will continue to provide a passenger service up to and including December 15 at least. "However, we do believe the route has a future as a freight-only service and we not only want to keep the route alive but we want to enhance the service we offer to the freight industry.



*Scotlands only passenger ferry link to mainland Europe using the **Scottish Viking** is to be withdrawn. The move comes just 18 months after a relaunch of the service Rosyth to Zeebrugge, by Norfolk Line. Passenger numbers have fallen away since the collapse of the previous operator Superfast, DFDS formerly Norfolk Line said yesterday that the service had lost £4.5 million in the last eight months, but could see a future for a freight only service, The present service will continue until at least 15th December 2010. Photo : Iain Forsyth ©*

Bookings can still be made for travel up to 15 December 2010, but any passengers who have made bookings after that date will be refunded. DFDS Seaways is also discussing future employment options with the small number of staff who will be affected by the change of route operation. Reacting to the announcement, Transport Minister Stewart Stevenson said: "We welcome the announcement by the company of an enhanced freight service from next year on the Rosyth-Zeebrugge ferry route.

"However, it is extremely disappointing news that the company has decided to discontinue the passenger element of the service. "Significant efforts to help promote the service had recently started to make progress in attracting increased passenger numbers. "Unfortunately the company has reached a commercial decision that this progress was not sufficient to continue the route in its current form.

"We very much regret the decision by DFDS, although this is a commercial matter for them. "We will though continue to work with the company who recognise the importance of ensuring that there is no break in freight services as the changes take place, and will be urging them to keep the decision to discontinue passenger services under review."

Scottish Labour called on the Government to establish a route-development body to stop such routes failing in future.

Shadow Minister for Transport Charlie Gordon MSP said: "This is a major setback for Scots as the service provided an alternative to aviation for those travelling between Scotland and the continent. "The SNP Government must sit down with the company to look at options to keep this route open." **Source : Scotsman ©**

## **Svitzer doubles its result**

The Svitzer Group reports an improved result for the first half of 2010, despite low port towage activities around the world. The revenue was USD 401 million, compared to USD 363 million the corresponding period last year. The net result was USD 73 million, up from USD 34 million. The improved result is due to a sale of Svitzer's 14.3 per cent share in Flinders Ports in Australia. "I think we are satisfied with the result, taking everything into account", says Jesper Lok,

CEO of Svitzer. In the first half of 2010 Svitzer took delivery of five newbuildings and expects to take delivery of another four units in the second half of 2010. Svitzer has an order book of 37 units for delivery in 2011 and 2012.  
Source : ShipGaz



The maiden call of the **MSC IRENE** in the port of Antwerp - Photo : Adri de Schipper ©

## Oil stored in tankers posts first rise this year

**Refiners may be lured to produce more even as output outpaces demand**

Oil products held on tankers at sea have posted the year's first build in volumes as refinery production outpaced flattening demand, potentially luring refiners to produce even more.

Broker ICAP Shipping said last week that 52 tankers were storing clean products at sea, which equated to 40.62 million barrels, up from 45 tankers or 35.30 million barrels in July. The International Energy Agency also reported a hike in volumes at the end of July to 34 million barrels, up from 30 million barrels the previous month.

'Right now we are starting to have just a little bit more floating storage although the economics are not as good as last year,' said Olivier Jakob, trading adviser at Petromatrix. Demand for oil products is still rising gradually but is not keeping pace with output as some refiners have abandoned their previous policy of austerity, letting rates creep higher.

US refinery rates leapt above 90 per cent of capacity this summer to the highest level since before the recession. 'It's a simple question of supply and demand since refiners in the United States and Asia especially have been running at a relatively high level versus demand,' Mr Jakob said. So either you see run cuts or you see products in floating storage building, and it will depend on the tanker market.'



A shipping source said around 35 tankers were storing clean products at sea, which roughly equated to around 24.55 million barrels, while another pegged it at 42 tankers. 'The contango is wider now than it has been so it has opened a window to store,' a shipping source said. 'It's hard to call whether it will last.'

High runs have weighed on front-month gas oil prices, causing the spread to other futures known as the contango to widen, encouraging a buy now, sell later storage play. The contango, at around US\$6 a tonne, may not be as appealing as it was last year but it is still wide enough to prompt fresh charters, traders and ship brokers said.

Floating storage product volumes peaked at just below 100 million barrels last November when the gas oil contango was an average of around US\$11 a tonne. Until now, volumes had trended lower in every subsequent month the source said. According to ICAP, at least 38 per cent of total storage volumes are jet compared with at least 14 per cent in July.

Much of the volume is being stored on Long Range 2 (LR2) tankers, which carry 75,000 tonne shipments. 'With a surplus of jet fuel in the ARA (Amsterdam-Rotterdam-Antwerp) region, several LR2s have been fixed for storage at levels reported close to US\$20,000 per day,' freight broker Braemar Seascope said in a report.

The outlook for floating storage is likely to hinge on refiners' strategies as they move out of the peak summer demand season for transport fuels like diesel and gasoline. Many analysts are expecting deep run cuts this autumn to result in a realignment of supply and demand fundamentals and to freeze the storage build.

But others expect a repeat of last year's cycle where demand for floating storage boosted margins, creating the illusion of higher consumption and encouraging refiners to process more oil. Premiums of middle distillates, such as heating oil, to benchmark crude oil have already surpassed those for gasoline in an unseasonable move, although this may also be due to greater South American demand.

'We are getting back into floating storage dynamics and to really get out of that cycle you need much stronger demand. The build means you are already putting the demand for next year aside,' said Mr Jakob.

Another factor will be freight rates, traders said. **Source : Reuters**



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



GLOBAL SHIP DELIVERY & CREWING

[info@redwise.nl](mailto:info@redwise.nl)

## China Helps Oman Build Four Tankers

The government of Oman has signed an agreement with the Export-Import Bank of China to fund the construction of four giant carriers for Oman Shipping Company (OSC) Under the agreement, the bank will help OSC build the tankers, according to globalarabnetwork.com.

The vessels, being built by Jiangsu Rongsheng Heavy Industries Group, will be used to carry iron ore pellets from Brazil to the Sohar Industrial Estate in Wilayat, Sohar. The first two tankers are expected to be delivered by the end of 2011 and the other two in 2012. **Source: Ship-Technology**



The **COSTA LUMINOSA** seen on the north sea canal, inbound Amsterdam on August 21. –

**Photo : Erwin Willemse (c)**

## New CEO at Esvagt

Esvagt A/S, Esbjerg, has appointed Søren Nørgaard Thomsen as new CEO. Søren Nørgaard Thomsen was recruited from Svitzer's organisation in Copenhagen. He replaces Ovin H. Carlsson, who has been Esvagt CEO for 13 years and will now take over the position as head of Svitzer's HSEQ department (Health, Safety, Environment and Quality). "Due to Svitzer's expansion in recent years, we felt the need for an experienced person to handle this area. And I could not find any better candidate", explains Jesper Lok, CEO of Svitzer and chairman of the board of Esvagt. Esvagt was founded as Esvagt Vagtskibsselskab in 1981 by Henning G. Kruse, Kent Kirk and Ole Andersen. Ole Andersen was CEO until 1997, when Ovin H. Carlsson became head of the company and its fleet of eleven vessels. Now the company has a fleet of 31 ships in service and three under construction. The three founders still hold 25 per cent of the shares, while the remaining 75 per cent is owned by Svitzer **Source : ShipGaz**

## Iran Ports Capacity to Expand

Iran Ports and Maritime Organization announced that the country's ports capacity is expected to reach 158 million tons annually in the next five years, compared with an existing 120 million tons. More than 35 percent of imports and exports have been carried out through domestic ports, the rest through border customs, reported IRIB. Around 60 percent of the import and export activities through domestic ports were being carried out via Shahid Rajaee Port, which is located in southern Hormuzgan province. Shahid Rajaee Port is one of the most significant ports in the Persian Gulf in terms of container operations. According to officials, Shahid Rajaee Port is ranked 60th out of the world's top 100 ports. It is hoped that the port will become a major transshipment hub for the region.

To gauge the outlook for the freight transport sector up to 2014, BMI has taken note of the country's longer-term economic and industrial aspirations, as well as the broad macroeconomic environment outlined above. By 2015, Iran aims to export around 25 million tons annually of petrochemicals (including olefins, xylenes and methanols) and by 2020 about 35 million tons each year of LNG. To achieve these targets (or even get close), the country's shipping and related freight-transport network capacity will have to increase substantially.

Road haulage growth has lagged behind GDP in recent years, reflecting the poor quality of the highway network. As overland trade with Iran's immediate neighbors begins to grow a very gradual catching up process is forecast. For 2010-2014, annual average road haulage volume growth of 3.4 percent is predicted.. Rail freight has, in contrast, lagged behind the general growth of the Iranian economy, and there is less optimism over the 'catch-up' potential.

Despite much talk of building a new rail-based north-south transport corridor linking Iran to its regional neighbors, there will be no significant increases in capacity during the forecast period. Rail freight growth will average an unimpressive 1.5 percent per annum. Maritime freight will grow by an annual average of 6.2 percent, with a recovery from the recent downturn in world trade. Pipeline throughput, hampered by a lack of investment to cope with growing demand, will grow by 4.0 percent per annum. The big boost from the proposed pipeline to Pakistan and India will not make itself felt on current plans until after 2014, just at the end of the current forecast period. Airfreight will grow at an annual average of 4.8 percent, constrained by an ageing aircraft fleet.

BMI report estimates 2009 GDP growth of 1.6 percent and is projecting 2.1 percent in 2010 (reduced from 3.4 percent earlier) and 3.4 percent in 2011 (down from 3.7 percent previously). The forecast for 2010-2014 is for an annual average GDP growth rate of 3.1 percent per annum. This will represent a slowing of the pace relative to the average of 4.3 percent achieved in the preceding five-year period 2005- 2009. Because of ongoing restrictions on the supply of US spare parts for Iranian-owned civilian aircraft, airfreight growth will still be held back by capacity limitations. Shipping traffic forecasts have been pegged back given the 2008/09 downturn in the global shipping cycle. Taking all these factors into account, freight volume across all modes, measured in millions of tons, is expected to stand at an annual average of 3.5 percent in the 2010-2014 period, marginally ahead of the rate of expansion of the economy as a whole. Both rates fall short of the country's potential.

According to the latest estimates, transport and communications GDP rose by 1.8 percent in 2009 compared with general economic growth of 1.6 percent. For the 2010-2014 forecast period, it is forecast that the transport and communications sector will expand marginally faster than GDP, helped along by growth in the communications sub-sector. It will achieve average annual growth of 3.2 percent, versus 3.1 percent for overall GDP. The total value of transport and communications GDP will rise to \$33.1 billion in nominal terms by 2014, representing 6.8 percent of Iran's GDP. Projections based on employment figures compiled for the ILO in 1996 suggest that Iran's transport and communications sector employed 3.5 million people, or 20.5 percent of the labor force, in 2008.

This seems a rather high proportion compared with other countries. **Source: Iran Daily**



Korean longliner **DONG SAN** seen at E/Mole Cape Town. - **Aad Noorland (c)**



ingenieursbureau  
**OESTERBAAI**

Asbestos Surveys conform IMO & SOLAS standards



Engineering firm Oesterbaai is a certified company which is specialized in asbestos surveys, asbestos training and consultancy onboard ships, platforms and other offshore objects.



certified by Lloyd's for performing  
asbestos surveys and assessments  
according to Dutch Legislation

**Oesterbaai** can issue an asbestos safe certificate for your ship to work in areas or countries which demands a certain certificate or other document which proves an asbestos safe ship. Asbestos surveys by Oesterbaai are according to Dutch Standard SC-540 and comply with IMO standards and strict European Laws regarding asbestos. A survey can be part of your HSE and/or Maintenance Plan!

If you would like to receive more information please contact us at +31 10 2088444 or via email at: [clemens@oesterbaai.nl](mailto:clemens@oesterbaai.nl)

ingenieursbureau Oesterbaai . Rotterdam . the Netherlands . [www.oesterbaai.nl](http://www.oesterbaai.nl)

## Bangladesh: Shipbreaking law to be framed soon

Industries Minister Dilip Barua said the government will frame a law soon to develop the shipbreaking industry protecting rights of the workers. The minister said this when a four-member delegation of Geneva-based International Metal Workers Association (IMWA) called on him at his office. The minister said the ship breaking industry is an important sector but various problems including the lack of protection of rights of the labour are not yet addressed as there is no law in this regard. "Enacting the ship breaking act remains under active consideration of the government and an inter-ministerial meeting has already been held to put forward their recommendations," the minister told the delegation.

Dilip Barua said the present government is considering industrialization as an important tool for poverty alleviation but at the same time the government is fully conscious of its negative impact on the environment. Praising the initiative by the government, the visiting IMWA delegation said both the shipbuilding and the shipbreaking industries in Bangladesh are likely to become an important driving force of the country's economic development. They also suggested ensuring the rights of the workers including wage, health, working environment and security. These need to be ensured by the government for further development of the industry, they said. Terming the present government as workers-friendly, the minister said the government has already taken various initiatives for the welfare of the working class people. Increasing wage, increasing age-limit for the working people, providing VGF cards and initiating rationing system for the poor are among the initiatives already taken by the government, he added. Besides, the government is very much conscious about education, health and security of the workers and significant changes will be brought in the livelihood of the working class people during the tenure of the present government, he said. The project official of the central office of the International Metal Workers Federation Suzana Miller headed the delegation. The other members of the delegation were director of the South Asian region of IMWA Sudharshan Rao Sarde, vice- president of Indian Still, Metal and Engineering Workers Federation Vidyadhar Rane and representative of Royal Denmark Labour Council

Henrik Clark Dam. General secretary of Bangladesh Metal Workers Federation Nazrul Islam Khan and general secretary of Bangladesh Metal Workers League Majibur Rahman Bhuiyan also participated in the meeting. **Source: The New Nation**

# JUMBO OFFSHORE & TECHNIP USA COMPLETE INSTALLATION WORKS IN 2500 M WATERDEPTH

**RISER SYSTEM INSTALLED FOR CASCADE & CHINOOK OIL FIELDS**



Technip USA, supported by its contractor Jumbo Offshore have completed the installation of 5 Free Standing Hybrid Risers (FSHR's) for the Petrobras America Inc. Cascade & Chinook ultra-deepwater project in the Gulf of Mexico. Transportation of the five buoyancy cans was handled by Jumbo's **Fairplayer**. Installation, lead by Technip, was engineered and executed in smooth and successful collaboration. Technip's construction vessels Deep Blue and Deep Pioneer, together with the **Fairplayer**, installed the buoyancy cans and risers in winter conditions and with zero HSE recordable. The 5 FSHR's are the deepest risers of this type installed in the world to date. The **Fairplayer** (one of Jumbo's two DP2 offshore Heavy Lift Vessels) loaded the buoyancy cans from Technip's

yard in Pori (Finland) and transported them to the Cascade and Chinook offshore location in the Gulf of Mexico (USA). There, she met up with Technip's **Deep Blue** and **Deep Pioneer** to commence installation.

The scope of work was coordinated via the Technip Offshore Construction Managers and assisted by having key members of Technip's crew onboard the **Fairplayer**. The installation started with the Deep Blue deploying the riser in its entirety. The **Fairplayer** then moved in for a wet handshake, lifting the 2,300 m riser with the fore crane and placing it in a hang-off structure for connection to the buoyancy can. The whole assembly was then overboarded and lowered safely through the splash zone. Jumbo Offshore broke its own record, lifting over 700 t load offshore. After lowering the assembly to 200 m, Technip made the connection between the riser and its foundation in the seabed at 2,500 m water depth. Technip's and Jumbo's collaboration was (again) fruitful, with all three ships' crews giving their best. The safe and successful Cascade installation works mark a significant milestone in the development of Jumbo Offshore as a specialized offshore heavy lift contractor.



**You Tube :**

**a 2.14 min. video is available at You Tube, click on:**

**<http://www.youtube.com/watch?v=e5KQMIwV3Lg>**

**a 9.30 min. video is available at You Tube, click on:**

**<http://www.youtube.com/watch?v=rZWd02mKvGO>**

## HMC Contracted by Acergy for provision of Flume's Stabilization Systems

European agent for Flume, Hydrographic and Marine Consultants BV (HMC), has been contracted by Acergy to deliver anti-roll tank tests and engineering works onboard the pipelay vessel **Acergy Borealis**. HMC will, with the aid of computer models and tank tests, configure finely tuned anti-roll tanks for the **Acergy Borealis** - reducing roll at all relevant sailing speeds, including zero speed. Flume and HMC are pleased to be awarded this contract which displays confidence in both HMC and Flume's years of experience in transport engineering and ship stability calculations.

A photograph of an offshore oil rig in the ocean, with a red and white structure and a large crane.

- Crewing Solutions
- Global Ship Delivery

[www.tos.nl](http://www.tos.nl)

**TOS** 

[http://www.tos.nl/en/companies/ship\\_delivery](http://www.tos.nl/en/companies/ship_delivery)



The **CMA CGM ROSSINI** seen in Felixstowe – Photo : Andrew Moors (c)

## Transocean wins revival of Maersk patent lawsuit

Transocean Ltd, the world's largest offshore oil driller, has won an appeals court ruling that revives its patent-infringement lawsuit against shipping company AP Moeller Maersk A/S over a way to drill wells.

The US Court of Appeals for the Federal Circuit said on Wednesday there are 'genuine issues' about Maersk's claim that the Transocean patents are invalid and not infringed. A judge shouldn't have thrown out the lawsuit, the Washington-based court said as it sent the case back for further proceedings.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 234

The dispute is over Transocean's dual-activity technology, which lets a single derrick on a rig perform parallel drilling operations to save time and money. Geneva-based Transocean had claimed three patents were infringed by a rig Maersk was building for use by Norway's Statoil ASA in the Gulf of Mexico.

Transocean settled similar cases against Pride International Inc and Noble Corp over the patents. Transocean owns the Deepwater Horizon vessel operated by BP Plc that sank in the Gulf four months ago following an explosion that triggered a record US oil spill.

The Federal Circuit's decision reverses a judge's ruling last month that the Transocean patents were invalid. The court also said the judge erred in saying there was no infringement because the contract Maersk signed to build the rig was negotiated in Norway. The rig was destined for the US, and negotiated between US units of Copenhagen-based Maersk and Statoil, the court said.

Maersk may pursue a non-infringement ruling by using a separate argument that the rig delivered to Statoil was modified from the terms of the original contract, the Federal Circuit said. **Source : Bloomberg**



The **CORAL LOPHELIA** seen at the Westerscheldt River – **Photo : Huib Lievense ©**

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



Prince of The Netherlands **Willem-Alexander**, **Princess Maxima** and their daughters **Princess Catharina-Amalia**, **Princess Alexia** and **Princess Ariane** seen onboard the **DE GROENE DRAECK** participating at the SAIL 2010 in Amsterdam.

**Photo : Piet Sinke (c)**

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>