

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 260



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Above seen the 23M Turkish gulette type short sea ferryboat FERNANDES on Wednesday 15th September 2010 in the morning showing her in a sad sight since the vessel listed sharply to her starboard and even its bridge is awash. Diver inspected the vessel and issued the diving report. Salvage works are due to start on Thursday 16th September, 2010

Photo : Capt. Lawrence Dalli - www.maltashippphotos.com (c)

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The **GUMEL** seen at the Westerscheldt river – Photo : Henk de Winde (c)

Maersk denies allegations of pressure on Indian shippers to use its facilities

Port operating arm of shipping giant claims its position is legally sound

AP Møller-Maersk has hit back at allegations that its shipping and port divisions have been pressuring shippers in western India to use Gujarat Pipavav Port (GPPL), part-owned by its subsidiary, APM Terminals.

"After looking into shippers' accusations of anti-competitive behaviour, we have determined our position to be legally sound," said a spokesman for APM Terminals. As exclusively reported in IFW last week, Indian shippers claimed the Danish group's container shipping divisions, Safmarine and Maersk Line, have agreed to only provide shipping services in Gujarat state via GPPL facilities via a two-year exclusivity deal valid until 31 March 2012.

The APM spokesman would not confirm or deny the existence of the deal, but said: "Indian shippers are free to choose any line or port for service. "In Pipavav, APM Terminals has less than a 7% share of India's north-western market, which cannot be interpreted as an anti-competitive position.

"Feeder operators and shipping lines find Pipavav closer to the Mumbai market than the port of Mundra, so there is a business reason for the attractiveness of Pipavav." However, Indian shippers told IFW they plan to follow up their claims with local and national regulators. The Western India Shippers Association (Wisa) is to seek clarification from Gujarat Maritime Board (GMB), the licensing authority for non-major ports in Gujarat, about the legality of the alleged exclusivity deal.

The GMB will also be asked to investigate whether one regional feeder line was pressured to switch port calls from Mundra to GPPL in return for a window facility at another Indian terminal, also operated by APM Terminals. In addition, Wisa told IFW it would ask India's Union Ministry of Shipping, which oversees port privatisation, if it can take any action over the trade distortion claims.

"It may also become essential to prevail at the central cabinet level to ensure that the government expedites enactment of the Shipping Trade Practices Act, which could assure the shippers a statutory forum to get redress in such cases," said Wisa Secretary SRL Narasimhan. Last week, GPPL completed a successful listing on the Indian stock exchange at a premium of 22.3% above the issue price. Some of the funds raised are expected to be used to increase container handling capacity at the port. **Source : ifw-net.com**



The **ADRIAN MAERSK** seen enroute Antwerp – Photo : www.tugspotters.com (c)

Japan-China trawler row deepens

Japanese envoy summoned for fifth time over demands to free Chinese fishing boat captain held in Tokyo since last week.



Japan has asked the Chinese side to take "appropriate measures to avoid escalation of the situation"

China has summoned Japan's ambassador to demand the release of a Chinese fishing boat captain detained last week, in the worst diplomatic spat between the two regional rivals in years. Zhan Qixiong and his crew were seized following a collision on September 7 between his trawler and two Japanese coastguard vessels in disputed waters.

Japan says Zhan rammed the two Japanese coastguard patrol vessels intentionally during a high-seas chase near disputed islands in the East China Sea, which are claimed by both countries as well as Taiwan. The maritime incident has strained ties between the two Asian nations, and China has since summoned Uichiro Niwa, the Japanese envoy, repeatedly.

Liu Zhenmin, the Chinese assistant foreign minister, called Niwa on Tuesday to complain again over Japan's continued "illegal detention" of the Chinese skipper. In a statement posted on the ministry's website, Liu "demanded that Japan immediately release and send back the Chinese boat captain." The trawler's 14 crew members were released on Monday. The Kyodo news agency citing a statement from the Japanese embassy quoted Niwa as telling Liu that China should rein in actions that could worsen the row. "We request that the Chinese side implement appropriate measures to avoid escalation of the situation," Niwa said. He chided China for "taking unilateral action by deliberately linking the fishing ship collision case with several unrelated issues," the Kyodo report added.

Beijing has already postponed talks with Tokyo on joint energy exploration in the East China Sea and scrapped a trip to Japan by a senior legislator in protest. Japan on Tuesday called the situation "extremely regrettable," and has complained to China over the postponement of the energy talks. The uninhabited islands – called Senkaku in Japan and Diaoyu in China – lie in an area with rich fishing grounds that is also believed to contain oil and gas deposits. The area has been a frequent flashpoint of regional tensions. Meanwhile the United States on Tuesday called for dialogue to settle the dispute. "On this narrow issue, we hope that would be resolved peacefully through dialogue between China and Japan," Philip Crowley, a US state department spokesman, said in Washington. He also stressed the importance of the US-Japan alliance. The alliance "is a cornerstone of security and stability across Asia," Crowley said, and benefits Japan and "other countries in the region, including China". Relations between Beijing and Tokyo have long been dogged by mutual distrust and Chinese bitterness over Japan's occupation of much of China before and during World War II.

Both sides have made a determined effort to improve ties since 2005 and 2006, when Chinese anger with Japan erupted in sometimes violent protests and the two countries' leaders were barely on speaking terms. Source : Al Jazeera

Filmavond KNVTS op Freewinds



Het cruiseschip **Freewinds** ontving dinsdagavond een groep van 70 scheepvaartdeskundigen en oud militairen aan boord voor de voorstelling van de film "**Battle of Britain**" die precies 70 jaar geleden op 15 september 1940 plaatsvond.

Attente bezoekers merkten op dat het schip bij wijze van uitzondering met de boeg naar binnen gericht lag aan de Mattheywerf. Dat vindt zijn oorzaak in het feit dat de Freewinds woensdag naar de **Curacaose Droogdok Maatschappij** vaart waar het schip twee weken lang een periodieke onderhoudsbeurt ondergaat.

Bij aankomst werden de KNVTS en de COM leden aan boord welkom geheten door het KNVTS bestuur, vlnr **Joop Kooijman, Nico Suringh, Fred Rabeling, Jan Rijnsburger** en **Clifford Neuman**

Foto's : Els Kroon (c)

Fuel tanker aground in Canadian Arctic is freed

An oil tanker that run aground two weeks ago in Canada's far north was freed Wednesday without breaching any of its diesel fuel load, a Department of Transportation spokeswoman told AFP. The ship was carrying nine million liters

(2.4 million gallons) of fuel when it struck a sandbar in the famed Northwest Passage. To raise the vessel the ship's owner Woodward's Oil pumped out some of the fuel to "lighten its load," said spokeswoman Maryse Durette.

The operation that took place southwest of the town of Gjoa Haven in Canada's Nunavut territory lasted two days, ending overnight Wednesday, without any oil spilling into the Arctic waters, according to the Canadian Coast Guard. The Department of Transportation is conducting an investigation into how the tanker got stranded, and Durette said fines would be levied if the ship owners were in violation of any codes. Before continuing its journey, divers will inspect the hull to assess any damage. With the acceleration of Arctic ice melt, interest in the region has soared, as the shrinking ice has opened up sea navigation and could give oil rigs improved access to the sea floor. Canada's claim to the Northwest Passage, however, is disputed by the United States. Canada, Denmark, Norway, Russia and the United States claim overlapping parts of the region believed to be rich in hydrocarbons, and are rushing to gather evidence in support of their respective claims. Environmentalists, Inuit groups in Canada and political factions in the concerned countries have repeatedly expressed concern over the risks of ecological disaster caused by sinking tankers and exploitation of the area for its natural resources.



Above seen at the Yarra River 14-9-2010 the 38 year old [Glory Moon](#) with full load of cement closely followed by tug [PB Plenty](#). - Photo : [Andrew Mackinnon \(c\)](#)

Ship owners invested \$1.57 billion for vessel acquisitions in August says Golden Destiny

Despite the fact that usually the month of August is a slow one for the maritime industry in general, this time around, it wasn't the case, as can be demonstrated by the intense activity reported by shipbroker Golden Destiny in the sale and purchase front. According to the latest monthly report of the broker, compiled by Maria Bertzeletou in cooperation with Hellenic Shipping News Worldwide, the monthly increase versus July in terms of sale and purchase activity was higher by more than 41%. "Purchase plans of Chinese and Greek investors have been fairly quiet with Greeks holding around 7.2% of the S&P market, in terms of reported number of S&P deals, in contrast to Chinese holding around 13.4%. Bulk carriers are again in the spotlight after falling behind during July with smaller size vessels (handysizes and supramaxes) being more popular purchase candidates. The total invested capital estimated to be around US\$ 1,579,050,000 with 103 vessels reported to have changed hands" said Golden Destiny.

The report went to state that “albeit the firming levels of secondhand assets and some rumors forecasting a plunge in the dry bulk values by 20%-25% in the next couple of months, the S&P market looms to have been recovered from the summer lull and optimism appears for the rest of the year. The movements in the BDI are more than promising for the last quarter of 2010. Expectations for a strong winter demand raise the bolstering sentiment in the S&P market. Even though the seasonal summer period, the S&P market upheld its momentum as a 14.2% decrease has been noted since the end of May. As far as the Hellenic presence in the secondhand market is concerned, it has been weakened by 79% since June when it reached the peak of their S&P activity. “On the other hand, Chinese appeared to have been more active this month with 13 vessels reported to have been acquired equaling a total invested capital around US\$ 277,550,000 which is less than double of the total amount invested by Greeks. The preference of Greek owners towards the purchase of secondhand containers has been stalled this month while their buying interest is significant week in the dry and wet sector. On the other hand, their position is strong in the newbuilding business; the volume of Greek newbuilding transactions is more than double of the secondhand transactions. In total, 24 units have been ordered by Greeks equaling a total invested capital around US\$ 1,327,500,000. The preference of Greek investors in the newbuilding market is towards the kamsarmax type in the bulk carrier sector and suezmax type in the crude carrier sector. It is visible that Greek owners have slowed their secondhand transactions as they feel that the attractive newbuilding prices offer better investment opportunities in the dry and wet sector. We wait to see what would be the purchase plans of Greeks during September after the end of the vacation period” said the shipbroker’s analysis.

Commenting on the course of the demolition market, the report mentioned that “Bangladesh remains closed for fourth consecutive month with the possibility of yards opening in the near future being in limbo. Despite anticipation of opening in mid of August, a decision was finally rendered by Bangladeshi courts that no ship recycling will start up in the yards of Chittagong unless ship recyclers follow environmental guidelines. The biggest rivals, India and Pakistan took their chance in the market and stepped in to pick up the remaining left from the absence of Bangladesh in the last months. Buying interest from Pakistan slowed down before the end of August as scrap buyers were approaching the Ramadan period. China appeared to be more competitive and started narrowing its gap with the Indian subcontinent. Rumors were suggesting that a capesize drew offers of about \$400/ldt in China at the same levels as the rivals.

Albeit pundit’s predictions for softening in scrap rates of India and Pakistan, no demo sales took place at lower rates but higher prices were achieved with China trying to enter the game. Although there are signs of a Chinese comeback this market remains too volatile. One thing is for sure for the future that if Chittagong is given permission to resume its operations, local buyers will be very hungry and aggressive for tonnage. The result for the market’s opening is pending for October and is believed that scrap rates could not further increase as are still too high comparing with few months ago. India and Pakistan are paying \$395-\$400/ldt for dry and \$430-\$435/ldt for wet cargo while in mid of May before Bangladesh’s closure scrap rates were around \$350/ldt for dry and \$400/ldt for wet cargo. It is worth highlighting that the demolition market has been improved in terms of scrap rates but in terms of volume there is still a great margin to fill in the bulk carrier sector. Even though the demolition activity has picked up by 57.4% m-o-m in August, the market is pretty quiet in the bulk carrier sector with no signals of potential rise. Market information reveals that Asia’s largest ship breaking yard at Alang, in Gujarat, has seen a slowdown in activity as higher freight rates make it more attractive for shipowners to keep their vessels out at sea rather than scrap them. Shiprecycling business has been seriously impacted by the significant rise in BDI since mid of July and if this positive trend continues, the future for scrap yards heavily dependent on bulk carrier’s shiprecycling remains fragile” the report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Norway and Russia settle dispute over maritime borders

Norway and Russia have finally settled the drawn-out dispute over the maritime borders between the two countries in the Barents Sea and Arctic Ocean – the boundaries have now been agreed on. The agreement also contains specific directions on how to manage oil and gas deposits stretching across the boundaries. The agreement, signed by the Norwegian Foreign Minister Erik Solheim and his Russian counterpart Sergey Lavrov, must be approved by the Norwegian parliament Stortinget and the Russian State Duma before goes into effect. **Source: shipgaz.com**



The **OCEAN VILLAGE** seen off Malta – Photo : Anthony Chetcuti (c)

Shipping Piracy Moves To West African Coast

The fashion for piracy has seemingly moved directly across the continent with several attacks taking place on Sunday 12th September in the harbour at Douala. An armed gang roamed the moorings and attacked two vessels terrorising the crews and robbing them of valuables.

After the initial assaults the gang attacked a trailing suction hopper dredger, the **Amerigo Vespucci**, and despite some resistance, seized two crew members, one Filipino, the other Croatian. The Belgian owners of the Luxembourg flagged vessel, the Jan De Nul Group, immediately formed a crisis team which met at midnight at company headquarters to discuss tactics and ensure all the affected families were kept informed. It is likely the kidnappers will be looking to gain a ransom from the company. The Jan De Nul Group is a marine dredging contractor with a specialist fleet of around 26 vessels controlled from a network of offices throughout Europe, Africa, India, the Middle East and Asia. We have become inured to similar attacks in Gulf of Aden off the coast of Somalia but such incidents in West Africa are considered much rarer. In fact the waters between Liberia and Gabon, taking in national waters of nine African nations in only 2000 kilometres across the Gulf of Guinea,, have seen around 9% of all reported pirate attacks in the past year. Other areas of the globe have also recently seen a rise in similar attacks on vessels ranging from private yachts up to giant container ships. Source: Handy Shipping Guide



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The **DINTELSTROOM** seen in Port Howard (Falkland Islands) with the MP 3002, the spread is transporting fuel and other goods between the several island

Photo : Capt. H.Verkaik – Master Dintelstroom (c)

CASUALTY REPORTING

The advertisement for Multraship Towage & Salvage features a large container ship and a tugboat. The company logo, consisting of a stylized blue and yellow 'M' and 'S' intertwined, is prominently displayed on the left. To the right of the logo, the company name 'MULTRASHIP TOWAGE & SALVAGE' is written in bold blue capital letters. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background of the advertisement shows a large container ship with a green hull and a white superstructure, being assisted by a tugboat in a body of water.

MSC IRIS AGROUND AT WESTERSCHELDT RIVER



Wednesday evening the **MSC IRIS** ran aground at the Westerscheldt river near Hansweert, the tugs **MULTRATUG 5**, **10**, **11** and **18**, in combination **UNION KODIAK** and **UNION AMBER** were mobilised and used to refloat the containership again, in continuation the **MSC IRIS** was towed as "deadship" to Antwerp, the **MULTRATUG 18** recovered the ships anchor yesterday. – [photo's : Multraship](#)



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Navy finds hull damage in Cyclone patrol vessels

Naval Sea Systems Command reports that inspections of Cyclone-class patrol coastal (PC) vessels homeported in Bahrain and Norfolk, Va., have revealed significant structural damage. As a result of the damage found during these inspections, the Navy has decided to cease operations of the vessels in the Persian Gulf until they can be permanently repaired and restored to designed capability over the next couple of months.

All five ships in the 5th Fleet area of operations (PCs 5, 6, 9, 10, 11) have been inspected. All vessels have experienced frame buckling and damage to the hull. Corrosion is also evident. Detailed inspections of the PCs based in Norfolk (PCs 2, 3, 4, 7, 12) are currently ongoing and are expected to be completed soon. A plan to expeditiously complete any necessary repairs on those vessels will be developed based on the results of the completed inspections. Those vessels remaining in operation during the inspections will be used to maintain crew proficiency and will be subject to sea state and speed restrictions until repairs are completed.

The Navy is also coordinating with the U.S. Coast Guard to begin inspections this week on the three vessels (PCs 8, 13, 14) currently on loan from the Navy. The Navy is also working with the government of the Republic of the Philippines to share technical data and enable inspection of the vessel transferred to that country in 2004.

NAVSEA notes that the PCs have lightweight structure designed for high performance and a service life of 15 years. With the exception of PC 14 they are all at or beyond their service life. The condition of the hull structure is the cumulative result of a full service life of operation including the effects of corrosion and severe operating conditions. It is not generally possible to identify one event or single root cause of the damage.

The primary mission of these ships is coastal patrol, interdiction, and surveillance; an important aspect of littoral operations outlined in the Navy's strategy. The Cyclone-class PCs are particularly suited for maritime security missions and have been employed jointly with the U.S. Coast Guard to help protect America's coastline, ports and waterways from terrorist attack. The ships are also forward deployed to the Gulf region in support of 5th Fleet operations.

Source : MarineLog



The Brazilian trainingship **U 27 BRASIL** seen moored in Hamburg – Photo : Celso Marino (c)

Baby's submarine christening triumph

A Navy family has held a christening on board a Royal Navy submarine at Plymouth. **HMS Triumph**, docked at Devonport, played host to friends and family celebrating the baptism of six-month-old Evie, daughter of one of the crew.

The vessel's sonar petty officer, Petty Officer Keith Pearson-Roselle, and his wife Britta said it made the day "unforgettable". Not only did the ceremony take place below decks, but the vessel's bell was used to hold the holy water used in the baptism, as took place hundreds of years ago. Evie's name will even be engraved on the inside of the bell, along with the date of the christening.

Mrs Pearson-Roselle said: "The whole day ran so smoothly and was such an unforgettable and special experience.

"Everybody that we came into contact with was friendly, professional, not to mention patient." "From the first moment Keith approached the captain for permission, to the final moment we all disembarked Triumph, everything ran smoothly and without fault." The ceremony was staged in the submarine's control room and conducted by the Royal Naval chaplain the Rev Mike Brotherton.

The tradition of holding baptisms on board the Royal Navy's decks dates back several hundred years to when they were carried out in foreign ports or for infants born at sea. Source : Pocklingtonpost

Start-up Hainan POS adds fifth ship to transpacific loop

START-UP Hainan PO Shipping has expanded the capacity of its new Central China-America West Coast Express service (CAE) to south China through the addition of a fifth ship. State-owned Hainan PO first planned to make port of calls at only Ningbo, Shanghai and Long Beach, using four 2,800- to 3,500-TEU vessels.

The addition of a fifth ship to the service that will deploy two owned ships and three chartered vessels will enable the service to stop at ports in Hong Kong and Shenzhen-Yantian while maintaining an eastbound service speed of 20.5 knots, reports Alphaliner.

An extra ship, the Suzhou Dragon, has already been temporarily added to the service to ply the trade for two months until October. Its deployment currently allows the carrier to offer one extra sailing during the peak season, with some CAE sailings also adding ad hoc calls at Nansha during this period. **Source : Schednet**

SHIPYARD NEWS

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Barkmeijer krijgt opdracht voor de bouw van drie grote loodsvaartuigen voor het Nederlands Loodswezen



Het Nederlands Loodswezen en scheepswerf **Barkmeijer Stroobos** hebben de contracten getekend voor de bouw van drie zogenaamde Pilot Station Vessels (PSV's). Deze grote loodsvaartuigen gaan dienen als uitvalsbasis op zee voor het beloodsen van zeeschepen die naar en van een bestemming varen in een Nederlandse of Belgische haven.

De drie nieuwe PSV's dienen ter vervanging van de stationsschepen die nu door de loodsen worden gebruikt. Vanaf deze PSV's worden de loodsen met jollen naar inkomende en uitgaande schepen gebracht. Na de beloodsing van een zeeschip wachten de loodsen op de PSV's

op een volgende opdracht. Ook dient de PSV voor het bevoorraden van andere loodsvaartuigen. Eén keer per week gaan de twee actieve PSV's naar Hoek van Holland en Vlissingen om van bemanning te wisselen en om nieuwe voorraden aan boord te nemen.

De drie schepen die het loodswezen nu hiertoe ter beschikking staan, speciaal ontworpen kotters, zijn ruim dertig jaar oud en zijn aan vervanging toe. De opdracht van het Loodswezen aan Barkmeijer Stroobos is dan ook redelijk uniek in Nederland. De eerste PSV zal in het najaar van 2012 in de vaart komen. PSV 2 en PSV 3 volgen in respectievelijk 2013 en 2014. In de praktijk zijn steeds twee PSV's op zee en één PSV is stand-by in de haven.

Barkmeijer Stroobos is zeer verheugd met deze opdracht. Het betekent voor Barkmeijer Stroobos een nieuwe referentie in het ruime scala aan scheepstypes die we kunnen bouwen. Ook al komt een opdracht als deze niet regelmatig voor, het vervullen ervan is toch een soort uithangbord van wat we kunnen. Barkmeijer Stroobos wordt met de ervaring van deze opdracht op zak, ook aantrekkelijk voor andere partijen die vergelijkbare schepen inzetten zoals overheidsinstellingen, de offshore industrie en bijvoorbeeld bedrijven die op zee seismologisch onderzoek verrichten. Wat is er mooier voor een werf dan twee schepen op zee en voor de Nederlandse kust te hebben varen waar jaarlijks 40 tot 60.000 zeeschepen passeren.

Voor het loodswezen betekent de komst van drie nieuwe PSV's een toename van het aantal beloodsingen vanaf een loodsvaartuig. De nieuwe PSV's zijn namelijk ontworpen om bij een hogere zeegang (lees: slechtere weersomstandigheden) te kunnen beloodsen. Dit betekent dat het loodswezen de loodsdienst langer kan volhouden voordat er "gestaakt" wordt als gevolg van de weersomstandigheden en dat er minder snel gebruik gemaakt hoeft te worden van het, kostbare, beloodsen per helikopter. De service verlening aan het scheepvaartverkeer neemt hierdoor toe. Verder is de technische beschikbaarheid een stuk hoger dan bij de oude loodskotters. Dit betekent dat de kans op uitval ten gevolge van een technische storing aanzienlijk lager zal zijn.



Het verbeterde zeeganggedrag van de PSV's betekent ook dat de arbeidsomstandigheden aan boord beter zijn dan op de oude loodskotters. Onderzoek dat in het ontwerp van de PSV's is gestoken leidde tot een specifieke rompvorm van de schepen, die voor een plezierig gedrag op zee moet zorgen. Onderzoeksinstituut MARIN testte de zeegangsgedragingen van de te bouwen PSV's uitgebreid op modelniveau. Verder zijn de verblijfplaatsen comfortabel uitgerust en ingericht. Er is accommodatie voor achttien loodsen, zeventien bemanningsleden en voor onder andere "SWATH"-officiëren.

De schepen worden uitgerust met een dieselelektrische installatie. Door deze installatie wordt de uitstoot van milieuvriendelijke uitlaatgassen sterk gereduceerd. Het merendeel van de tijd zullen de PSV's op de "kruispost" liggen en weinig energie verbruiken. In noodsituaties, bijvoorbeeld om de kans op een aanvaring te voorkomen, moeten PSV's snel weg kunnen accelereren. Dit is van belang aangezien de "kruispost" zich nabij drukke scheepvaartroutes bevindt. Aan het zicht naar buiten vanaf de brug is veel aandacht besteed. Het zicht op de posities waar de jollen van en aan dek worden gehesen en het zicht langs de PSV's zijn van uiterst belang voor een veilig beloodsingsproces.

Barkmeijer Stroobos verwierf de opdracht na een tenderprocedure. De werf is door derden aanbevolen als mogelijke partij in deze tender. De recente ervaring bij een project voor een Franse loodsdienst kwam daarbij zeer van pas. Uiteindelijk na een proces van ruim twee jaar, waarin Barkmeijer Stroobos ook buitenlandse bedrijven aftroefde is de opdracht verkregen. Barkmeijer Stroobos heeft de expertise van het beloodsen niet, maar wél van schepen bouwen. Door de beide expertises in het voorstadium te integreren zijn we in staat geweest een optimale PSV voor het Nederlandse Loodswezen te ontwerpen. Creatief blijven en niet loslaten. Ook voor het Nederlands Loodswezen was de opdracht een nog niet eerder vertoonde ervaring. Door intensief overleg, elkaar respecteren en soms een beetje eigenwijs zijn, zijn Barkmeijer Stroobos en het Nederlands Loodswezen tot dit schitterende resultaat gekomen.

Hoofdafmetingen	:	
Lengte over alles	:	81,20 m.
Lengte tussen de loodlijnen	:	74,80 m.
Breedte	:	13,30 m.
Diepgang	:	4,80 m.
Brandstofcapaciteit	:	250 m3
Drinkwatercapaciteit	:	200 m3
Ontwerpsnelheid	:	16 knopen
Accommodatie voor	:	18 loodsen
	:	17 bemanningsleden
	:	10 extra kooien
Geïnstalleerd vermogen (6 generatorsets)	:	5200 kW.
Voortstuwingsvermogen (2 elektromotoren)	:	1700 kW (2x).

Dubai delivers another Polarcus seismic vessel

Drydocks World– Dubai has delivered the third 3-D seismic vessel '**Polarcus Asima**' to its client Polarcus, the marine geophysical company based in Dubai.



Polarcus Asima is the third in a series of six seismic vessels being built at the yard for Polarcus. The first two units, **Polarcus Nadia** and **Polarcus Naila**, have already been delivered and deployed for operation.

Like its predecessors, the double-hulled, DP2 class Polarcus Asima incorporates many features to enhance performance with improved safety and comfort elements while ensuring minimum emissions. The 92m long, 21m wide newbuilding is a purpose-built seismic vessel of the ULSTEIN SX134 design and, together with her sisterships, is the first true Arctic-ready 3D seismic vessel in the industry with an ICE-1A class notation from DNV, double hull and an advanced ballast water treatment system that eliminates the risk of introducing invasive species into fragile ecosystems such as those found in the Arctic. The vessel has a maximum speed of 15 knots and is capable of deploying 12 streamers of 9,000m length at 100m separation.

Drydocks World – Dubai is building three more ultra-modern and highly sophisticated seismic vessels for Polarcus and two for WesternGeco.

STX Offshore Secures Tanker Contract

STX Offshore and Shipbuilding has secured a \$269.5m contract from unnamed European shipowners to build 11 newbuild vessels. The company will build six tankers, two bulkers, two optional product/chemical tankers and one optional 57,700dwt bulker. The product/chemical tankers will be constructed at STX's Jinhae shipyard. The tankers are scheduled for delivery between Q3 2012 and Q2 2013. The three Supramax bulkers, to be delivered in 2011, will have a length of 190m, a breadth of 32.2m and a height of 18.5m. **Source: Ship-Technology**

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Shipbuilders get export orders of million dollars

Bangladeshi shipbuilders, who took part in the world's biggest shipbuilding fair in Germany last week, got export orders worth million dollars as foreign buyers showed keen interest in their oceangoing vessels. Four local shipbuilders—Ananda Shipyard and Slipways Ltd (ASSL), Dhaka Dockyard and Engineering Works, Khan Brothers Shipbuilding Ltd and Karnaphuli Shipyard Ltd—took part in the fair at Hamburg. Export Promotion Bureau (EPB) of Bangladesh also had a stall in the Shipbuilding, Machinery and Marine Technology (SMM-2010) Trade Fair. Chief Executive Officer of Dhaka Dockyard and Engineering Works Gazi G Rabbani told BSS that his company fetched orders of two bulk carriers at 40 million US dollar and two goat carriers worth US\$ 15 million for export to the Middle Eastern countries.

Authorities in the ASSL said four foreign companies have shown keen interest in building vessels of 6100 deadweight tonnage (DWT), 5500dwt, 2900dwt and expressed the hope that it would be mature shortly. The four-day 24th biennial SMM fair brought thousands of decision makers and qualified buyers under one roof at the trade fair in Hamburg, the port city of Germany and major trading hub for central Europe. "The deal to build four yacht aluminum, each 50 meter, is almost finalized," said Naval architect Tariqul Islam, executive director of ASSL, a leading shipbuilder. Islam described the SMM trade fair as solely a meeting place with the world's leading suppliers and said inquires the ASSL got will be turned into business transitions worth millions.

Taking part in the world class exhibition always remains rewarding for a country like Bangladesh, he said citing an example that Bangladesh first participated in the SMM fair in 2006 and later it got export orders valued at US\$200m. "We had four contracts with German and the Netherlands companies who have some small projects and they will come to Bangladesh soon to carry forward the contracts," said M Enamul Kabir Khan, chairman of Khan Brothers Shipbuilding Ltd. Eng MA Rashid, managing director of Karnaphuli Shipyard Ltd, said his company received a good number of queries on dredgers and container ships from the world's top shipbuilders and suppliers but they could not reach the final decision yet. Tofayel Kabir Khan, managing director of Khan Brothers Shipbuilding, a new shipbuilding entrepreneur who is setting up a new Dry-dock on sixty acres of land at Taka 700 million, said they would comply with the queries his company received on the spot from time to time.

A total of 2,000 exhibitors from 60-plus countries have displayed record state-of-the-art technologies and products for shipyards, marine equipment suppliers and marine technology specialists. More than 50,000 trade visitors visited the fair. Experts say the participation in the SMM-2010 trade fair would help Bangladesh get huge export orders as it provided the developing country with an unprecedented opportunity not only to display the unique aspects of the recent developments but also shed light on its progress to the global maritime community. The SMM Fair focused on a

wide array of industry sectors including shipyards, marine equipment, propulsion systems, ship operation plants, ship electrical and electronics systems, marine technology, maritime services and the special super yacht segment.

Source: BSS

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Kakinada Sea Ports gets 30 more acres from state

The state government has doled out yet another sop to the Kakinada Sea Ports Limited by giving it an additional 30-acre land on lease. The infrastructure and investment department issued these orders on Wednesday. This was in response to a request made by the KSPL managing director, Mr K.V. Rao, to allot land to facilitate storage of cargo and gas exploration related materials.

Incidentally, the department went ahead with land allotment against its earlier decision to restrict the allotment to 25 acres out of the available 55 acres. Sources said the government had earlier turned down KSPL's request to allot 50 acres near the Off Shore Vehicle berth. "At that time, the government felt 25 acres was sufficient because the operator had built only two OSVs. It had decided to allot another 29 acres as and when the operator built another two OSVs," an official said.

The KSPL, however, lobbied with the government and succeeded in getting the land even after change of guard. As per the original concession agreement, the KSPL has no rights over the land except the one used for hinterland activities. The TD government had given the KPSL about 150 acres and subsequently, the Congress government gave it another 65 acres. The Rosaiah government, continuing the allotment spree, leased out another 30 acres of land to KSPL. Source : Deccan Chronicle

Lyttelton Port clears box backlog following Christchurch quake

NEW ZEALAND's Lyttelton Port Co, which operates port facilities near Christchurch on South Island, is back on track with cargo handling operations after they were delayed by a 7.1 Richter scale earthquake.

Container volumes had declined by about 100 to 200 boxes following the quake and ensuing aftershocks, reports Bloomberg.

It is estimated to cost more than NZ\$50 million (US\$36.7 million) to repair infrastructure including wharves that were damaged by the quake, according to Lyttelton Port chief executive officer Peter Davie. **Source : Schednet**



The Belgian flagged (Antwerpen) 138,060 m3 LNGRV **Excelsior** seen in Bahia Blanca, Argentina

Photo : Bjorn de Groot ©

Sundance enters MOU for African port

OTAL reports that Sundance Resources Ltd has moved a step closer to securing a partner for the proposed bulk materials port at Lolabe in the Republic of Cameroon. The iron ore explorer has advised that it has entered into a memorandum of understanding with China Harbour Engineering Company Ltd, to establish the scope, cost and delivery programme for the project.

The memorandum of understanding commits both companies to work together to determine the viability of the port project to support 35 million tonnes per annum of iron ore from Sundance's proposed Cameroon and Congo Mines project. Chairman George Jones says the company now has in place two MOU's with two of China's leading infrastructure providers and these agreements will fix the delivery requirements for the mine to ship logistics infrastructure. **Source : Dredging News Online**

10-vessel order for Voith 'intelligent' propellers



Voith Turbo Advanced Propeller Technologies of Germany has announced an order for Contur F propellers for 10 patrol boats for Dutch Water Management.

Each of the 10 vessels will be fitted with two propellers.

The Contur F is described as "a ship's propeller that can adjust its pitch without mechanical components". The principle behind the so-called 'intelligent' propeller lies in its material structure and its design. The propeller consists of a metal hub, with blades made from flexible yet strong carbon fibre compounds. The Contur propeller is produced in diameters up to 3m, with a power handling

capability of up to 3,500 bhp, which Voith says makes it particularly suited to large yachts, passenger ships, military applications and authority vessels.

A claimed 35% weight saving is further backed up by quieter running, low vibrations, improved acceleration properties 10 % higher maximum speeds. Voith says that fuel savings of about 15 % are possible with the Contur F propeller. Furthermore, because the blades are individually made, damaged blades are easy to replace, lowering maintenance and service costs. The propeller blades can be supplied ex works with a growth-repellent surface coating to further reduce maintenance. **Source : The Motorship**

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Saudi shipper scraps tankers order

National Shipping Company of Saudi Arabia (NSCSA) has cancelled a shipbuilding contract and recouped US\$95 million (Dh348.9m) from its Korean shipbuilder, becoming the latest Gulf company to drop high-priced orders made in the boom years. The NSCSA subsidiary National Chemical Carriers cancelled a deal with SLS Shipbuilding of South Korea to build five tankers, according to a statement on the Saudi bourse yesterday. The company said it would be repaid its pre-delivery payments, and cancelled the order due to production delays. It did not disclose any cancellation penalties. The development underscores the choices facing shipping companies as they deal with the new reality of the post-crash economy.

While demand for chemical and oil tankers and drybulk vessels is stabilising, financing has dried up and vessels are being valued lower than when many orders were made between 2004 to 2008. This year, Gulf Navigation cancelled orders for two chemical tankers with SLS and was repaid \$70m. Shippers are able to cancel contracts because many shipyards took on more orders than they could possibly fulfil in the boom years, analysts said. There are much cheaper ways to expand fleets, such as buying used ships. "The ship-ordering market became its own commodity trade," said Raffi Vartanian, a shipping analyst with Freight Investor Solutions in Dubai. "Shipyards took on more than what was realistic to produce and it became a bit of a frenzy. There were so many orders from shipyards that weren't even built yet."

Mr Vartanian said shippers were buying slots at shipyards like speculative property investors and flipping them for profit. "When the market came crashing down, many tried to get out via exit clauses," he said. Ship rates have since come down considerably, leading Gulf Navigation to predict significant savings after the cancellation with SLS. "Now having received its full payment with interest for both vessels, the company is in a strong position to execute new purchases at current market rates significantly lower than before," it said in June. Daily charter rates for chemical tankers, which covers the transport of up to 200 liquids, have been stable recently, reports the market researcher ICIS Pricing.

In the Middle East "overall freight rates were holding steady", ICIS said. "Several inquiries were again seen for methanol, base oils and PX from Middle East ports in Iran and UAE for Indian and other Far East locations." Demand for drybulk vessels has also been positive and recovered quickly after the downturn, said Suma Easo, the senior commercial executive at Emarat Maritime in Dubai. "The downturn lasted just a few months for this market and has since recovered, driven by ports congestion and demand for grain transportation, as well as coal demand in India and China," Mr Easo said.

But estimates for oil tankers have been dropping, even though global demand for oil is rising. Very large crude carriers, which can carry 2 million barrels of oil, are estimated to earn \$50,000 a day for the end of this year, but decline to between \$35,000 and \$40,000 next year as more vessels are brought online. **Source: The National**

T.O.S. equals ship deliveries 2009



Last year the number of T.O.S. ship deliveries increased with 30 percent. A great effort by a team of T.O.S. colleagues. But now the 2009 record number of ship deliveries has already been exceeded with 1 more quarter to go. A very good result for our T.O.S. team and it proofs that T.O.S. has become a world known specialist in this line of work.



"Three years ago T.O.S. really started to promote our ship delivery. This effort is now paying off. Our participation at international exhibitions like ITS in Vancouver, advertisement by word of mouth and customer visits worldwide made it possible to introduce T.O.S globally," says Marleen Stuurman, Executive Manager Operations. The most recent delivered vessel was the **Elqui**. She was built in Nansha, China and delivered to Talcahuano, Chile

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The advertisement features two images of tugboats. The left image shows a tugboat with a red and white striped funnel, and the right image shows a tugboat with a yellow and blue striped funnel. Below the images is the company name and website. A small logo with a star is on the bottom left, and a logo with a stylized 'A' is on the bottom right.

Datang to Increase Fleet

Datang Shipping in China has signed an agreement with sister firm Datang Finance to secure CNY280m (\$41m) for a ship expansion programme. Under the 15-year agreement, Datang Finance will buy two 45,000dwt cargo carriers and two 76,000dwt cargo carriers. The vessels, to be constructed at CSSC Chengxi Shipyard and Jiangnan Shipyard in

China, will be leased to Datang Shipping. The company owns two 70,000dwt Panamax vessels and is planning to expand its fleet to transport coal to its coastal power plants. **Source: Ship-Technology**

Daewoo Ship Venture May Beat Shell as First Floating LNG Vessel Operator

Daewoo Shipbuilding & Marine Engineering Co. said its Papua New Guinea energy venture may beat Royal Dutch Shell Plc to become the first operator of a floating liquefied natural gas production vessel. The venture could begin using a floating LNG unit in 2014 to process gas from an onshore field, Kim Jin Seok, chief executive officer of DSME E&R Ltd., the shipbuilder's oil and gas arm, said in an interview yesterday in Seoul. Shell is due to receive the first of as many as 10 floating LNG plants in 2016 for use off Australia.

"We could well be the first to produce gas from a floating LNG facility -- sooner than Shell," Kim said. The Papua New Guinea venture expects to receive government approval for its plans by next month and will likely order the first of as many as three floating LNG vessels from Daewoo this year, he said. Using floating LNG technology will cut production costs for the venture by about 50 percent and avert the need to buy land from hundreds of owners for a 340-kilometer (211-mile) pipeline to an onshore facility, Kim said. Woodside Petroleum Ltd. and Petroleo Brasileiro SA may also use similar technology at offshore fields as energy companies push further out to sea in search of new gas supplies to meet surging energy demand.

"Producing LNG offshore will reduce costs and enable us to start operations faster," Kim said. The floating unit will be able to process 3 million metric tons of LNG a year and store 235,000 cubic meters of gas, he said.

The floating LNG unit will be the first such ship to be ordered from Seoul-based Daewoo, the world's second-biggest shipyard. Kim declined to comment on the price of the vessels. Shell's ships, which will be larger than aircraft carriers, may cost as much as \$5 billion each, according to estimates by shipbuilder Samsung Heavy Industries Co. "The Prelude floating LNG project is planned to be the first deployment of Shell's floating LNG technology," Claire Wilkinson, a Perth, Australia-based spokeswoman for Shell, wrote in e-mailed comments today. "The Prelude Project is currently in the engineering and design phase of development and is progressing well with a final investment Decision planned in 2011 and first gas planned for 2016." LNG facilities chill natural gas into a liquid form, allowing it to be shipped between points not connected by pipelines.

Orders for floating LNG production vessels may rise as gas demand could outstrip supply as early as late next year, said Tony Regan, a consultant at Tri-Zen International Ltd. and a former Shell executive. "Supply is not growing fast enough," he said. "What this is signaling is that the market is going to tighten quite quickly."

The Daewoo venture, which is also backed by Hoegh LNG Ltd. of Norway and Papua New Guinea-based Petromin PNG Holdings Ltd., is already talking to potential customers in South Korea and southeast Asia, Kim said. Production will begin after the floating LNG unit is delivered, he said. Daewoo set up DSME in 2007 to explore and develop oil and gas fields as part of plans to pare its dependency on shipbuilding. The Papua New Guinea field is the unit's first investment in a production venture. The company is considering developing more fields, Kim said.

"We are getting a lot of interest including from countries in the Middle East who want to work with us," he said. Daewoo rose 6.2 percent in Seoul trading to close at 26,600 won, the highest level in almost two years. The shares have gained 52 percent this year compared with a 79 percent advance for Hyundai Heavy Industries Co., the world's biggest shipbuilder. Global demand for gas may jump almost 50 percent by 2030, according to Shell. The energy company, based in The Hague, The Netherlands, ordered its first floating LNG facility from Samsung Heavy and Technip SA in March. The deal was the first under a 15-year supply contract signed last year. Samsung Heavy, based in Seoul, also has contracts to build four smaller floating LNG vessels for Flex LNG Ltd.

The Woodside-led Sunrise venture, which is also backed by ConocoPhillips and Shell, is pushing to use floating LNG technology to develop a field off East Timor. The southeast Asian country has so far opposed plans for any project that doesn't include an onshore plant. Petrobras, Brazil's state-controlled oil company, said in June it's studying bids from Technip, SBM Offshore NV and Saipem SpA to build a floating unit for use off the coast of Brazil. Santos Ltd.,

Australia's third-largest oil and gas producer, and GDF Suez SA also intend to use the technology as they develop fields in the Bonaparte Basin off Northern Australia. **Source: Bloomberg**



The **STEMAT SPIRIT** seen operating in the Irish Sea
Photo : Robert de Waard ©

Evergreen Line sees growing Vietnamese demand

Evergreen Line is to add an extra ship to its Kaohsiung-Haiphong Shuttle (KHP) Service starting 16 September in response to increased demand in the Vietnamese market. "Evergreen first launched this regional service in 2008. During the past two years, volume in this trade route has burgeoned," the company said in a statement. "From January to July 2010 alone, Vietnam's import and export markets have increased 20 percent compared to the same period in 2009. Evergreen is pleased to deploy the additional vessel on this route to cater for the rising demand." The vessel Uni Concord will join the 950-TEU Uni Crown on this fast and efficient twice-weekly service with the following transit time:

- Kaohsiung to Haiphong: 3 days
- Haiphong to Kaohsiung: 3 days

Source: SeatradeAsia-Online



The China built **SMIT ANGOLA** seen moored in Singapore – Photo : Piet Sinke ©

Russia changes lease contracts scheme for building new fleet

Russian shipping companies will be able to conclude the leasing contracts for the construction of a new fleet on favorable terms with the state financial support only before the end of 2011, not in 2017 as it had been earlier announced, the correspondent of PortNews IAA reports quoting Denis Manturov, the deputy head of Russia's Ministry of Industry and Trade.

Mr. Manturov who was speaking today during a round table 'River Shipbuilding in Russia' explained that reducing the time for conclusion of leasing contracts in the shipbuilding industry was caused by the need to "plan costs the state budget". At the same time the deputy Minister announced the state would increase backing of the shipping companies: the Russ. Govt. will compensate up to 90% of interest-rate on a loan, versus the current 2/3. The lease contract term will be 7-10 years. Mr. Manturov also noted that to date the leases quotas are "not very much in demand." He urged ship owners to actively seek the help of the state, adding that so far, the only company that had benefitted from the proposed by Russ. Govt. lease scheme was Volga Shipping Company.

As Volga Shipping Board's Chairman Rishat Bagautdinov said "today an average company can not afford building a series of, say, 10 ships." He said that the Volga Shipping Company is a structure, part of a major transport holding company, and therefore was able to secure the bank guarantees for borrowed funds. Mr. Bagautdinov explained that the security for loan is approximately three times as much of the loan itself. He, therefore, suggested that the government actively use various mechanisms of the state guarantees, including the increase of credit period, granting the lease and loans not just for new building but for renovation of ships as well. **Source: Portnews**

OLDIE – FROM THE SHOEBOX



m.v. "**Woltersum**" of the Oostzee Steamship Company (Vinke & Zonen), Amsterdam. Above she is seen outward bound, navigating on the Northsea Canal.

Built in 1957 by J. Smit Shipyards, Alblasserdam, Holland.

Photo : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The 91 mtr long **SIEM RUBY** seen passing Spijkenisse outward bound – Photo : Lia Mets (c)

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